

Zeitschrift



2nd-generation VW Amarok revealed.

October 2022

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Penshurst Kombi case
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1968 VW 1500 manual
Plus lots more...



The Legend Never Dies

Club VeeDub Sydney.
www.clubvw.org.au

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



Club VeeDub Sydney Committee 2022-23.

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

Club VeeDub membership.

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

Monthly meetings.

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

Correspondence.

Club VeeDub Sydney
PO Box 324
Mortdale NSW 2223

Facebook:

www.facebook.com/ClubVeedubSydney/
www.facebook.com/clubveedubcanberra/



Our magazine.

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

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

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

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

We thank our VW Nationals sponsors:

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See the back page for all 2021 VW Nationals sponsors.

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



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

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Wings Over Illawarra Air Show

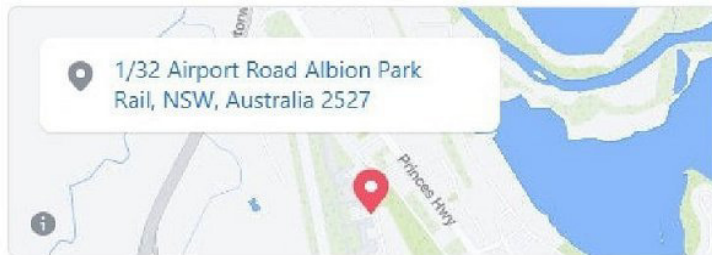
@WingsOverIllawarra - 3.8 173 reviews · Event

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About

See all



Wings Over Illawarra is only major annual airshow in NSW as well as being the only airshow experience within easy reach of Sydney.

Wings Over Illawarra 2021 will be held over the weekend of Saturday 27th and Sunday 28th November 2021 at the Shellharbour Airport, Albion Park Rail.

31,273 people like this including 4 of your friends



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<https://www.wingsoverillawarra.com.au/>

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- DHC4 Caribou
- RAAF Roulettes (Pilatus PC9s)
- Boeing PT-17 Stearman
- Paul Bennet flying display (Pitts)

Plus lots more on static display!



BE PART OF THE CLASSIC CAR DISPLAY!

Club Veedub Sydney is registered with HARS, and our members can now take part in the Wings Over Illawarra Classic Car display on **SUNDAY 13 November**.

Pre-booking is essential. Go to www.wingsoverillawarra.com.au/get-involved/classic-vehicle-registration/ to book your place (and all info). Nominate **Club Veedub Sydney** as your club.

Bookings close on Friday 14th October so don't delay!

To park together we must arrive together. **Meet at Ampol Heathcote at 6:30am for 7am departure.**

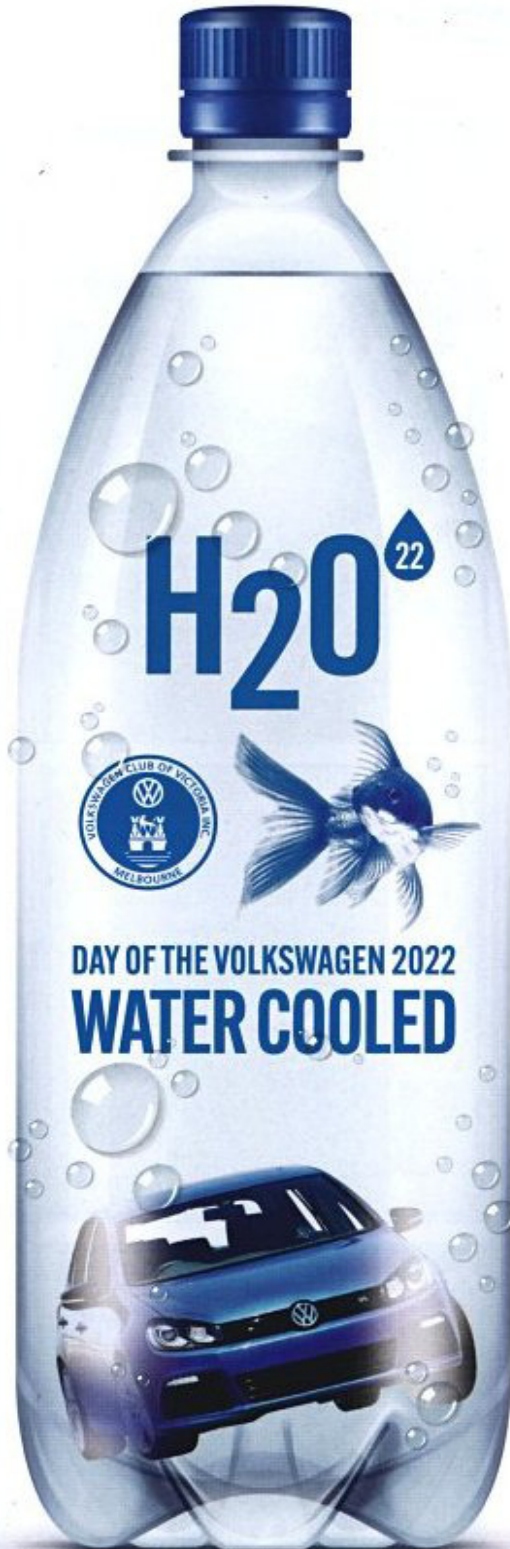
Cars must be in place by **8:45am**. No movements or departures before **5pm**.

Free entry ticket for driver - any passengers must pay \$60 entry fee.



Volkswagen Australia

MELBOURNE



SUNDAY 20TH NOVEMBER 2022 - YARRA GLEN RACECOURSE - SHOW'N'SHINE - SWAP MEET - TRADE DISPLAYS
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IN COMPLIANCE WITH YARRA GLEN RACECOURSE HEALTH AND SAFETY REGULATIONS NO DOGS OR BBQs ARE PERMITTED ON THE VENUE GROUNDS.





Von der Frau Präsidentin.



Schönen Tag,
Another great month of events amongst our VW community! Club VeeDub Canberra held it German Auto Day, unfortunately due to my work commitments I was unable to make it, but I am looking forward to reading Dot's report!

Old Bar Beach festival went ahead this year after a 2 year break due to COVID and Floods, it was great to get up there to support this tiny seaside village! The weather tried its best to keep everyone away but didn't succeed! A wet and soggy oval housed hundreds of market stall, rides and live entertainment for 2 relatively dry days, and 150 Kombi's filled the foreshore carpark and embarked on the 20km cruise to the Taree roundabout and back. If you have never attended, it is definitely an event to add to your annual calendar!

This month, so far, we have on the third Thursday (20th) our monthly general meeting, and on the 30th Sydney German Autofest held by the Mercedes – Benz Club of NSW. More event info can be found here: <https://hub.givar.com/connect/org/MBCNSW/campaigns/sydney-german-autofest-2022>. As always keep an eye on your inbox or our Facebook page for any updates.

If you missed our last general meeting, some discussions of interest that were held were:

- * If you would like to be apart of the Club VeeDub lunch at Sydney German Autofest on Sunday 30th October, let us know and we will book you a seat.
- * Club Annual Membership is increasing to \$50 from the 1st of January 2023. Renewals and new memberships after this date will be at the new cost.
- * There will be a \$10 processing fee for all Historic Plate applications from 1st January. This applies to all renewals and new applications.
- * Monthly Club meetings may have a Zoom feed where non-Sydney residents can join in and be a part of the discussions.
- * We are looking for suggestions for Raffle prizes at the 2023 VW nationals, please get in touch if you have ideas!
- * The 2022 Christmas party is booked in for Thursday 15th of December. Please bring a wrapped \$10 gift, there will be nibbles and drinks on the night!

Well, that's it for this month! Viel Spaß beim Überspielen!
(Happy Dubbing!)

Lee Woods



Kanberra Kapitel report.

Greetings,
I hope everyone is staying safe and dry. If you are impacted by any of this rain and need assistance, please let the club know and we'll do what we can to help.

Last Sunday, we saw the return of German Auto Day

(GAD) to the Canberra region. We had an utterly amazing turnout with nearly 80 Volkswagen's of various shapes and sizes on display in what turned out to be a stunning day.

Once again, the team from Lennox Volkswagen provided their support for the Canberra Club by doing the tough job of selecting the winners, not something that would have been easy to do. The quality of the cars on display were amazing. Congratulations to all our winners.

On Saturday, prior to GAD, several of the Canberra club caught up members of a Shoalhaven club for a tour of Canberra before stopping for dinner at the Royal Hotel Queanbeyan. Amazing food and fantastic company. It was awesome to meet some other enthusiast and thank them from coming all for the weekend.

Thank you again to everyone who helped on the day. Especially, to Cookie, Willie and Zac in traffic management, to Aldred for having my back while I attempted to use modern technology, and Ben for being our unofficial photographer. Next year, I'll work out how to do online payments for entries on the day!

I'll let you read more about it in Willie's feature in this edition.

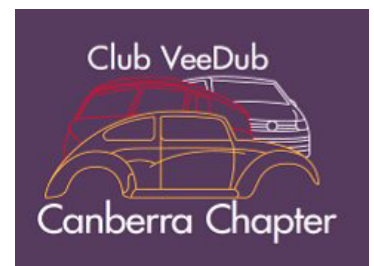
Personal thank you to Jon and team from Kim's car detailing for making Monster look amazing, even though she's been living outside and needs a new paint job!!

Our next big event happens on Sunday, 16 October 2022 as we cruise from Old Parliament House to Batemans Bay for Cookie's Cycles Fish'n'Chips run with the local Mini Club and a few other ring ins from other local clubs. After what feels like a lifetime, I'm finally getting to see the beach after COVID and all the crazy. Can't wait.

Take care and drive safe.

Cheers

Dot





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raffles, trivia and plenty of prizes. Enjoy the Club's bistro and sports bar too. Lots of fun, all welcome. 8:00pm start.

Sunday 13th:- Classic Car display at Wings Over Illawarra, Albion Park Airport. Our club is now booked in with HARS, so we can now book our places in the classic car section of the Wings Over Illawarra air show. Pre-booking is essential - no 'turn ups' on the day. All bookings can be made at the link. Nominate 'Club Veedub Sydney' as our club and Sunday 13 November as the day:

www.wingsoverillawarra.com.au/get-involved/classic-vehicle-registration/

Drivers are admitted free - any passengers must pay standard \$60 entry fee. Bookings close 14 October so be quick! To park together we must arrive together. **Meet up at Ampol Metro at Heathcote at 6:30am for a 7am departure**, and an hour cruise to Albion Park. Car show entrant gates close at 8:45 am and will not open again until after 5pm. Cars cannot be moved or depart until after 5pm.

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

Klub Kalender.

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

Check www.clubvw.org.au/events for the latest information and any changes.

October.

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 3st:- 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,

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 nibbles 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.

February.

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

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

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

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

Marktplatz.

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

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

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

New ads.

For Sale:- Historic 1966 VW 1300 Beetle. A unique opportunity for a genuine VW enthusiast to make this



purchase. This vehicle was purchased by the owners in Munich in 1966 and transported by them to Australia in 1998. It has been driven by one owner largely around the ACT and has been enjoyed by three generations of the one family. Always housed in a garage or sheltered carport. Left hand drive, German manufactured. Probably the only one in Australia. Acquired by owners in Munich in 1966. One owner, 68,000 km. In excellent condition. Sunroof – wind back manual. Roof rack. Flat front window. Manual windup front windows. Original engine. Regular servicing. Registered as Historic Vehicle until August 2023 (not transferable) Extra features with the sale: Original German number plates (front and rear), Original Bill of Sale (Mahag dealer, Munich), Original Car Registration (Munich), Original car tool kit. Offers over \$50,000. Contact Fyfe Bygrave on 0427 656 919 or email fyfelbygrave@grapevine.com.au

For Sale:- 1962 Karmann Ghia Coupe. Complete, but disassembled for restoration. Original 34-bhp 1200, running when parked. Complete new OEM interior stitched by Kevin Ferguson of Trimtec WA i.e front and rear seats, door cards all around and tool kit roll included. New dash top steering wheel, new chrome trim, clutch and main seal and new floor



Next Club Meeting:
Thursday
20th Oct.
8:00pm
Strathfield Golf Club.

pans and other new parts from Karmann Ghia Australia. OEM glass etched with chassis no. Two tone, white over black. Vehicle is in storage in Berridale NSW. I want this to go to a good home and will negotiate a price accordingly. Call Richard on 0412 555235 or email richard.tuck@bigpond.com



For Sale:- Folding Table - Multi-Functional originally fitted in VW 2021 Multivan Comfortline TD1340 SWB – basically in new condition. Located in Jindabyne. \$250 plus freight. Please contact Nolen Oayda on 0412 207534 or email nolen@zestproductions.com.au

Wanted: Does anyone have a spare copy of the **2022 VW Spectacular magazine** from this year's VW show at Nambucca Heads? Unfortunately I missed this year's show having to work. If you can help, please contact Phil at editor@clubvw.org.au or see me at the next monthly meeting. Many thanks!



For Sale: Shirley Pleydon's 1967 VW Beetle 'Alvin.' Been in the Pleydon family for 40 years. Travelled only 26,000 miles since full restoration in 1992. Consistent show winner at the VW Nationals over many years. Engine specs: engine rebuild to 1600 from standard 1300, otherwise mechanically all stock, nothing changed apart from the engine. Many extras, including custom paint job, back wheel covers (spats), Porsche rims, banjo steering wheel, custom running boards, rear window louvre, pop out side windows, billet mirrors, parcel shelf, stainless firewall louvred, replica tool kit, extractors, colour coded throughout. You've probably seen Alvin at club runs and it was featured in VWMA magazine Jan 2008. Worked on and serviced by Andrew Dodd Automotive. Been garaged and taken care of for the last 9 years. Currently getting fuel lines and brakes re done along

with a service for sale. Blue slip and registration can be organised for the cost of both if needed. Want it to go to a good home for someone who enjoys antique cars and will get good use of it so it's not sitting in the garage. Price: \$35,990. Contact Ryan Pleydon (Shirley's grandson) on 0408 828553 or email ryan.pleydon@hotmail.com.au for more information.


2nd Month 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

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



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



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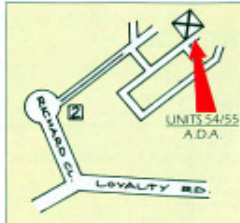
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Australian VW Performance Centre is located in Croydon South, about 30 minutes east from the Melbourne CBD, close to Ringwood end of Eastlink. If you find yourself unable to contact us during business hours, please do not hesitate to email us with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

www.vwperformance.com.au

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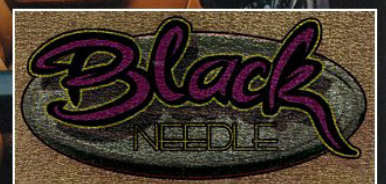
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Club Veedub Sydney Membership / Subscription Form. ✂

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Name:

Address:

State: Postcode:

Email:

Phone: (BH)

(AH)

(Mob)

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

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

- Cruises and observation runs
- Show n Shines, Concours
- Swap meets (VW parts)
- Social days and/or nights out
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Ford's 2.3-litre turbo four-cylinder petrol engine - also used in the Ford Mustang and Focus ST - will be available here, developing 222 kW and 452 Nm, with a 10-speed auto and all-wheel drive. It will be the first petrol Amarok to be sold in Australia.

In Europe - where stricter Euro 6 emissions regulations apply, compared to Australia's Euro 5 - the 3.0-litre V6 develops only 177 kW/600 Nm, while the 2.0-litre twin-turbo diesel claims 150 kW/500 Nm.

Five model grades will be available overseas, three of which take their names from Volkswagen's passenger car range: the entry-level 'Amarok' (no designation), mid-spec Amarok Life, and higher-spec Amarok Style.

Amarok 2.

The all-new 2023 Volkswagen Amarok is due to arrive in Australian showrooms in January or February next year, with more technology, more space and Ford-powered capability than the model it replaces.

As previously reported, the new Amarok was developed along with the new Ford Ranger, sharing engines, key dimensions, technologies and safety features to deliver a new Volkswagen ute that's more advanced than its 11-year-old predecessor.

Full Australian details including pricing have yet to be locked in. However VW's local office has indicated first arrivals are due in January or February 2023, with vehicles to be sourced from Ford's factory in South Africa.

Based on the array of new features on offer, the new VW Amarok is likely to cost more than its predecessor, priced from \$45,890 to \$73,990 plus on-road costs (excluding Walkinshaw) models - but how much more remains to be seen.

All examples destined for Australian showrooms will be traditional four-door, dual-cab pick-ups. While a single-cab body will be available overseas, it won't come to Australia, where a single-cab Amarok hasn't been sold since 2016 due to low sales.

Volkswagen Australia has confirmed four Ford-sourced powertrains will be offered in Australia: two versions of a 2.0-litre turbo-diesel four-cylinder, the hero 3.0-litre single-turbo V6 - replacing the top-selling Volkswagen V6 in the old Amarok - and a 2.3-litre turbo-petrol four-cylinder.

In markets outside of Europe (including Australia), the V6 will develop 184 kW and 600 Nm - matching the Ranger and twinned Everest SUV - powering all four wheels through a 10-speed automatic transmission and full-time all-wheel drive.

The 2.0-litre diesel will be available in two forms, led by a twin-turbo version, developing the same 154 kW and 500 Nm as its Ford sibling, with a 10-speed automatic gearbox and selectable, part-time four-wheel drive.

The other diesel option will be a 2.0-litre single-turbo four-cylinder shared with base-model Rangers here, developing 125 kW and 405 Nm. Among the choices offered overseas, a standard six-speed automatic and selectable four-wheel drive appear most likely.

A rarity in Australia's diesel-heavy ute segment,

Sitting atop the range are two flagship variants: the road-focused Aventura (a familiar name to fans of the current Amarok), and the off-road PanAmericana, named after an Alaska to Argentina endurance drive completed by the old Amarok in 2019.

Volkswagen Australia has yet to detail which variants will be available locally, however it's understood both flagship models will be offered here, given Australia's penchant for high-end luxury utes.

Standard feature levels have been detailed for the European market - and, as some ute fans may have expected, nearly all of the new VW Amarok's features can be specified on a Ford Ranger (but not every item).

These include traffic sign recognition (which is not listed on any Ranger variant), a 'mechanical' rear differential lock (vs the Ranger's electronic locker), and 10-way power adjustment for the front seats (vs the Ranger's eight ways).

The Volkswagen can also be had with 20-inch or 21-inch alloy wheels, compared to the 18-inch wheels on the Ranger Sport and Wildtrak. The largest wheels offered on the old VW Amarok measured 20 inches across.

While it remains to be seen how European standard features translate to Australia, Volkswagen's local arm has been pushing its models increasingly upmarket in recent years - so expect items like larger alloy wheels and wide advanced safety suites to be standard locally.

Standard on the entry-level Amarok in Europe are LED headlights, 16-inch steel wheels, a 20.3-cm instrument display, 25.5-cm touchscreen, digital radio, a four-speaker sound system, power-folding side mirrors, lashing rings in the tray, height-adjustable driver's seat, and "online connectivity".

Advanced safety systems standard on the base Amarok





Current Amarok winding down.

Meanwhile the current 2022 Volkswagen Amarok is on the home stretch in Australia, as production winds down and stock runs out in preparation for its Ford-twinned successor next year.

The final Australia-bound examples of Volkswagen's first-generation ute rolled off the production line in Pacheco, Argentina on June 30 - a week ahead of the reveal of the second-generation Amarok, which is due in showrooms in January or February 2023.

Figures provided by Volkswagen Australia show just over 85,000 first-generation Amarok utes have been delivered locally since launch 11 years ago - with a further 3340 examples still to come over the next few months.

Just under half of those vehicles have already been allocated and 'sold' to customers - though that number could prove to be higher, as not all unsold examples have been allocated to dealers, as of writing.

While first-generation Amarok production has concluded in Argentina for Australia, it will continue for various South American markets, where low prices and high capability are often higher priorities than the latest technology or safety credentials.

Even if VW Australia wanted to continue to offer the current Amarok, it does not meet new side-impact crash safety regulations in effect from November 1 - meaning all examples will need to be complied with Australian Design Rules (ADRs) by the end of October.

Known as ADR 85, the regulations were imposed for newly-introduced commercial vehicles put into production from 1 July 2018 - but will come into effect for light commercial vehicles launched before that date on 1 November 2022.

Also set to fall foul of the regulations is the heavy-duty Toyota LandCruiser 70 Series four-wheel-drive range - Australia's oldest new vehicle.

However, rather than invest in costly structural upgrades - or develop a new model - Toyota will sidestep the rules by reclassifying the vehicle as a light truck (or 'medium goods vehicle'), exempting it from the new ADR.

Once the last Amarok examples are sold - which can occur after November 1, provided all vehicles are given the green light for ADR compliance by that date - the final first-generation Volkswagen Amarok will hit a total sales tally of just over 88,000.

While more Toyota HiLux utes have been sold this year than the original Amarok's entire 11-year run - and last month alone the HiLux nearly beat the Amarok's entire 2021 sales tally - the Amarok has been a strong seller for Volkswagen Australia.

It fell less than 100 cars short of the Volkswagen Tiguan SUV last year to become VW Australia's top-selling model, as the Golf small car - which has been the brand's top seller in nine of the Amarok's 11 years on sale - faced stock shortages and a model changeover.

The Amarok has managed to be Volkswagen's top seller so far in 2022 - and looks set to finish the year that way, if all

in Europe include autonomous emergency braking (AEB), adaptive cruise control, lane-keep assist, traffic sign recognition, rear parking sensors, and a reversing camera.

For comparison, all Ford Ranger pick-up variants in Australia are also fitted with blind-spot monitoring and rear cross-traffic alert - but lack standard adaptive cruise control and traffic sign recognition.

The Amarok Life adds 17-inch alloy wheels, LED fog lights, eight-way manual front seat adjustment, a leather steering wheel, tinted front windows, a body-coloured front bumper, heated side mirrors, six speakers, front parking sensors, rain-sensing wipers and automatic LED headlights.

The Style model in Europe scores black 18-inch wheels, matrix LED headlights, a chrome rear bumper, 30.5-cm instrument cluster, 30.5-cm centre touchscreen, wireless phone charging, ArtVelours seats, leather shifter, and a household power socket in the interior.

It also gains heated front seats, dual-zone auto climate control, an insulated glass windscreen, 10-way power driver's seat, keyless entry and start, and blind-spot monitoring.

At the top of the tree are two variants, spanning the off-road PanAmericana and on-road Aventura. Both add satellite navigation, an eight-speaker Harman Kardon sound system, upgraded adaptive cruise control, automatic parking, soft-touch leather dashboard, a 360-degree camera, and ambient interior and tray lighting.

The PanAmericana adds a 10-way electric passenger seat, 'Cricket' leather upholstery, a unique X-shaped front bumper design, 18-inch black wheels, LED tail-lights, a black sports bar, black side steps, and a mechanical differential lock.

Meanwhile, the Aventura (below) scores 20-inch alloy wheels, chrome mirror caps and door handles, a body-coloured 'sail plane', chrome side step treads, Savona leather upholstery, contrast stitching, and lane centring assist.

Available accessories range from all-terrain tyres or 21-inch wheels, to a snorkel and underbody protection.

Production of the 2023 Volkswagen Amarok is expected to begin for Australia in the final weeks of 2022, ahead of first showroom arrivals in January or February next year. Prices for all versions will be revealed closer to launch.

While production of the old first-generation Amarok will continue in South America for some overseas markets, this won't be the case for Australia.



3340 inbound examples are delivered to customers before year's end.

Launched in Australia in 2011, the first-generation Volkswagen Amarok was Volkswagen's first modern entrant into the body-on-frame, mid-size ute market - targeting the Toyota HiLux, Ford Ranger and more.

While early Amaroks offered single-cab and cab chassis options, more manual variants than automatics, and four-cylinder engines only, today's range centres around dual-cab pick-ups only and the top-selling 3.0-litre turbo-diesel Volkswagen V6.

The Volkswagen Amarok was the only mid-size V6 diesel ute on sale locally when it launched in 2016; the Nissan Navara V6 was axed in 2014, and the Mercedes-Benz X-Class V6 didn't arrive until 2018.

Australia has remained among the top two or three markets globally for the Amarok - behind South American regions such as Argentina and/or Brazil - and the largest market for the V6, where 80 to 90 per cent of sales are for the six-cylinder.

So if you wish to secure one of the last current Amaroks, get down to your Volkswagen dealer now.

Filling the old Amarok's shoes will be an all-new model in January or February 2023, twinned under the skin with the new Ford Ranger (due imminently), sharing its Ford engines and platform.

Whereas the old Amarok was built in Pacheco, Argentina or in Hanover, Germany at different points in its life cycle, the new 2023 Amarok will be sourced exclusively from Ford's factory in Silverton, in eastern Pretoria, South Africa.

No Amarok SUV version.

Volkswagen is unlikely to develop a seven-seat wagon version of the 2023 Volkswagen Amarok ute, according to company executives.

"It's always an idea also to set up a robust SUV based on the pick-up, but we do think that the setup of the pick-up is currently best delivering value to our customers." Volkswagen Commercial Vehicles board member for marketing, Lars Krause, told international media at the unveiling of the new Amarok.

"That means we are also offering accessories like a hardtop [for the Amarok] - this will be available also from the

beginning. So we are delivering extra customer value, and this is why we are focusing on the pick-up."

So while such a development hasn't been completely ruled out, it is clear that Volkswagen Commercial Vehicles' attention is squarely upon the Amarok for the foreseeable future.

This puts Volkswagen at odds with platform partner Ford, which has engineered the top-selling Ranger ute's platform into the seven-seat Everest SUV, which serves the brand's flagship SUV in Australia.



This kind of platform spin-off is a well-trodden path amongst ute manufacturers, with Mitsubishi, Isuzu and Toyota all offering seven-seat wagon versions of their utes.

Nissan used to offer the Navara-based Pathfinder in Australia, before that nameplate moved to a more car-based platform. However, the company does still offer a seven-seat wagon version of the current Navara in Asian markets, known as the Terra.

Currently, the Touareg is Volkswagen's flagship SUV in Australia, while the Tiguan Allspace is its sole seven-seat SUV. Both vehicles have a much more sophisticated platform, suspension and drive-train than a ute.

2023 Golf updates.

The 2023 Volkswagen Golf is among the first models in the mainstream small car class to offer an airbag between the front seats - but no more manual transmission - as part of an update for the new model year.

Introduced as part of a broader Model Year 2023 (MY23) update for Volkswagen's small car range, the Golf is now fitted with a centre airbag between the front seats, designed to prevent front occupants' heads colliding in a side-impact crash.

The centre airbag - which brings the total to nine (dual frontal, front side, rear side, and full-length head-protecting curtains) - will be introduced on base and Life variants produced from late June 2022 (for MY23), before spreading to R-Line, GTI and R models built from late November.

Only two other small cars on sale offer centre airbags, the Audi A3 and soon-to-launch Cupra Leon - both of which are twins to the Golf.

Prices across the range are unchanged from the last price rise, which came into effect on June 1 (as reported in May).

The range opens from \$34,690 plus on-road costs for an entry-level Golf automatic hatch - \$2740 more than the same



variant cost at the 'Mk8' Golf range's launch in April 2021.

The Golf's 2023 update also introduces revised software for the lane-keep assist and Travel Assist lane centring systems, designed to "more accurately detect narrow roads", Volkswagen Australia says.

"Should a driver move close to the outside line of the lane due to a narrow lane, the system will no longer attempt to move the steering away from that line and will advise the driver to take control," said Volkswagen Australia in its media bulletin.

Also new for 2023 is a 'new' steering wheel airbag cover for all models, restyled door trim inserts for all variants except the Golf R, and for the GTI, "revised interior decor inlays and 'GTI' embossed sports seat covers".

The digital instrument clusters across the range have "enhanced to more readily show the digital speedometer even when pop-up information is being shown in the cluster," according to Volkswagen Australia.

Prices have not changed since the last increase in June, spanning \$34,690 for the entry-level automatic Golf hatch, to \$68,990 plus on-road costs for the Golf R wagon.

The eponymous base 'Golf' variant has returned after a brief period off-sale - but only with an automatic gearbox, as the six-speed manual (previously offered at a \$2600 saving) has been axed.

Standard features on the base variant include LED headlights, an 21-cm touchscreen, wired Apple CarPlay and Android Auto, a 26-cm digital instrument cluster, 16-inch wheels, cloth seats, tri-zone climate control, and a suite of advanced driver assistance systems.

The Golf is not affected by the announcement last month that a range of Volkswagen cars and SUVs will lose blind-spot monitoring and rear cross-traffic alert for a six-month period starting in September, due to semiconductor shortages.

Stepping up to more expensive Golf variants adds features such as a larger 25.5-cm touchscreen, larger wheels, microfleece or leather upholstery, wireless phone charging, ambient interior lighting, upgraded LED headlights, sports seats, and a head-up display.

The GTI differentiates itself through unique styling elements, red accents, cloth 'tartan' sports seats, a front differential lock and adaptive suspension and standard metallic paint.

Features exclusive to the top-of-the-range R halo include all-wheel drive, torque vectoring, performance brakes, matrix LED headlights, nappa leather trim, heated and ventilated seats, and six drive modes including Drift.

Golf fans will note 19-inch wheels are now available as an optional extra on the GTI - a running change introduced earlier this year, as an option to the standard 18-inch alloys.

Powering the base Golf, Life and R-Line is a 1.4-litre turbocharged four-cylinder petrol engine developing 110 kW and 250 Nm, matched with front-wheel drive and an eight-speed conventional automatic transmission - rather than the 'Mk7.5' Golf's seven-speed dual-clutch auto.

The GTI upgrades to a 2.0-litre turbo four-cylinder petrol engine with 180 kW and 370 Nm, paired to a seven-speed dual-clutch automatic transmission and front-wheel drive, with an electronic differential lock

on the front axle.

The hero Golf R is offered in two engine tunes: 235 kW/400 Nm in the hatch, or 235 kW/420 Nm in the wagon. The wagon body style adds an emissions-busting petrol particulate filter, which if not filled with the correct fuel, could require a costly replacement within a few tanks.

The flagship model offers a seven-speed dual-clutch automatic transmission and 4Motion all-wheel drive, capable of sending 50 per cent of torque to the rear wheels - and then 100 per cent of that to either rear wheel, thanks to a torque-vectoring differential.

Premium unleaded is mandated across the range - a minimum of 95 octane in the 1.4-litre range and 2.0-litre GTI, or 98 octane in the R duo.

Combined fuel economy claims are as follows: 5.8 litres per 100 kilometres for the 1.4-litre Golf hatch, 5.9 L/100 km for the 1.4-litre wagon, 7.0 L/100 km for the GTI, 7.8 L/100 km for the R hatch, and 7.4 L/100 km for the R wagon.

The 2023 Volkswagen Golf and Golf Life are now in production - while the centre airbag-equipped R-Line, GTI and R are due to roll off the production line from late November 2022. The first cars are likely to reach showrooms within the months after they're built.

The updated 2023 range will be complemented later on by an updated Golf R, with the 245 kW/420 Nm engine tune from the 20 Years special edition - both expected to be detailed further for Australia within the next few months.

2023 Volkswagen Golf Australian pricing

Golf 110TSI hatch - \$34,690

Golf 110TSI wagon - \$36,390

Golf 110TSI Life hatch - \$36,990

Golf 110TSI Life wagon - \$38,990

Golf 110TSI R-Line hatch - \$39,990

Golf GTI hatch - \$54,990

Golf R hatch - \$65,990

Golf R wagon - \$68,990

No more manual Golfs.

As reported above, the 2023 Volkswagen Golf can no longer be had with a manual transmission - for the first full year in its entire Australian tenure - after supply constraints saw the factory double down on more popular model grades.

The six-speed manual Golf - offered only in the entry-level model, for about \$30,000 plus on-road costs - was first



temporarily taken off sale from the Model Year 2022 range late last year, to free up production slots for more popular (and dearer) variants of Volkswagen's small car.

Executives suggested to media at the time the manual would return come the start of Model Year 2023 - however Volkswagen Australia has confirmed today the three-pedal variant has been "formally discontinued" for the new model year.

Given the three-pedal option is only available on the base variant, and the manual hasn't been produced for Australia for six months or so, a VW spokesperson said the "Golf sells as close to 100 per cent auto or DSG [dual-clutch auto] as makes no odds."

The entry-level model is thought to be the least popular model. The more expensive Life and R-Line variants - priced north of \$40,000 drive-away - account for about 30 per cent of sales each.

Previously offered for \$2600 less than the entry-grade automatic model, the deletion of the manual pushes the starting price to \$34,690 plus on-road costs.

The last time the manual was available to order late last year - prior to two price rise across the remaining automatic range in January and June - it cost \$29,550 plus on-road costs.

The smaller Polo city car is now the sole remaining Volkswagen passenger car available with a manual transmission, and only in entry-level, five-speed 70TSI Life trim - down from two manual variants across two engine tunes.

The Golf GTI and R hot hatches were offered with six-speed manuals in previous-generation 'Mk7.5' form - however this gearbox was axed from both cars in 2018, citing low demand, with just 10 per cent of buyers not springing for the dual-clutch (DSG) automatic (in the GTI).

By contrast, a decade ago at the end of the 'Mk6' Golf's run in 2012, a manual transmission was offered in all nine available model grades - as a (cheaper) alternative to an automatic in eight of them, and as the sole transmission option in the ninth.

Sales of manual transmission-equipped vehicles are in decline across all vehicle segments, data from the Federal Chamber of Automotive Industries (FCAI) shows.

In 2000, 44 per cent of passenger cars (which excludes SUVs, utes and vans) sold featured a manual gearbox.

By 2010, that was down to 30 per cent - preceded by a sharp decline to 10 per cent in 2017, and only five per cent in 2020, for a total of 11,282 manual cars sold.

The Volkswagen Golf has been available with a manual

transmission for its entire tenure in Australia - first launched in 1976, dropped in 1981 and relaunched with new importers Ateco/TKM in 1990.

The list of manual small cars available in Australia has declined significantly in recent years, with the Toyota Corolla, Kia Cerato, BMW 1 Series, Audi S3, Peugeot 308, and standard versions of the Ford Focus and Renault Megane dropping their manuals in the last five years.

Just seven small-car nameplates can still be had with a manual transmission: the Ford Focus (in ST hot hatch trim), Hyundai i30, Honda Civic (Type R), Mazda 3 (in G20 and G25 petrol forms), Renault Megane (RS Trophy), and the Skoda Scala (in base 110TSI Ambition form).

Stillborn Phaeton 2.

Australia never received the 2002-2016 Volkswagen Phaeton luxury limousine. It was based on the same platform as the Audi A8, Bentley Continental GT, and Porsche Panamera and was intended as a rival for the Mercedes S-Class. While it received mixed reviews, sales never quite met expectations.

As part of the 20th anniversary of the launch of the Volkswagen Phaeton, the German car giant has revealed photos of the second generation of the model that never was.

Less than a year after the diesel emissions scandal known as 'Dieselgate' became global news, Volkswagen's Supervisory Board made the decision to focus the company's efforts on electric cars, and made the decision to end production of the first-generation Phaeton.

With it went plans for a second generation, which made it to the stage of this 'near-series prototype' - showing off a handsome and sophisticated exterior design with very tight panel gaps and a high level of detail.

Inside is perhaps more interesting. The Phaeton was set to debut a curved display, a feature that was eventually introduced on the third-generation Touareg in 2018 as the 'Innovation Cockpit.'

Wooden panels covered the power-opening air conditioning vents, while thick glass helped to insulate the interior against wind noise. It was a luxury saloon created to be a worthy alternative to the BMW 7 Series and Mercedes-Benz S-Class.

While Volkswagen decided not to proceed with the second-generation Phaeton, the model proved the carmaker could produce premium vehicles, which continue on with VW's Arteon and Touareg premium models, and VW's Audi and Bentley subsidiaries.





by the time the September issue came out. The only way we could let everyone know was by Club email, which Norm did.

The day dawned quite grey and drizzly, which was disappointing, and also being Father's Day it was likely to have a small turnout. This proved to be the case; probably only 40 or 50 VWs there.

The organisers did a fantastic job at short notice to get the show going, and it was good to catch up with friends again. Most of the cars were from the south coast and some from Canberra, but I only saw a couple of Club VW Sydney members there all morning.

The town itself was busy with day trippers enjoying the local shops but the local markets were only a couple of vans selling vegetables. The roads were slick

Berry Blast from the Past.

The very popular Berry Blast from the Past VW Show, organised by our friends at the Shoalhaven VW Club, had been another victim of the La Nina weather event. Originally scheduled for Sunday 3rd April, it had to be postponed indefinitely due to the grounds of the Berry Bowling Club being under water after the flooding rains in March.

Even a couple of months later, Dave Becker reported that the grassy grounds were still way too boggy underfoot for cars to use. It seemed that the event would have to be postponed until 2023.

However with a few more months of dry weather, it dried out enough to have another go. Dave told us that Sunday 4th September was the last weekend he could book the venue this year, so it was going ahead on that day. Unfortunately this was after the August Zeitschrift came out, and would be over





and the grass was wet under foot.

We look forward to a much bigger and better show in 2023, hopefully on a bright sunny day. Thank you to everyone at the Shoalhaven Club for making it happen. Here are some photos to enjoy.

Al Powell



ACT German Auto Day 2022 - Parts 1 and 2 - Saturday.

Wow! What a great weekend of fantastic cars and people.

This year we spread GAD out over two days, with our GAD weekend starting off with everyone meeting at Old Parliament House, where we greeted our out-of-town visitors and did our introductions with the local members, on Saturday afternoon. A large contingent from the Shoalhaven club made the trip to Canberra for the weekend and we had to make sure they, and other visitors, felt welcomed. Once the introductions and back patting was completed, we sold raffle tickets for some prizes - very kindly donated by Rod and Alison Penrose - before delivering instructions for the first leg of our cruise.

We departed on our scenic cruise of Canberra to highlight many of Canberra's attractions and points of interest from a few of the high vantage points around the capital. First stop was Red Hill Lookout, where a lot of the geographical areas and boundaries were pointed out. Red Hill also offers good views in most directions and helped orientate our visitors to the areas they had driven through and proximity with other attractions. Here we also did the first round of raffle prizes, with a few lucky participants winning either T-shirts or hats.

Our next leg saw us travel over the lake via Kings Ave Bridge and up Anzac Pde before climbing Mt Ainslie. Mt



Ainslie is probably the best vantage point in Canberra, with the Australian War Memorial directly below us and the view down Anzac Pde, across the lake and on to both Old and New Parliament Houses. Once the view was taken in, we ran our second round of raffle prizes, with more happy people getting some great prizes. Of course with so much to look at, getting everyone back in their cars for the next leg took a bit of coaxing.

Leg three of the cruise took us along Parkes Way, past the CBD and Commonwealth Park (where Floriade was in full swing) and on to the National Arboretum. This spot has more great vantage points to see Canberra, with an especially great view over the Lake and Scrivener Dam, with Government House on the shore just beyond. With the weather starting to close in and a few wanting to get the last part of the AFL GF in, this is where we parted ways for the end of the cruise.

Later that evening, part two of the weekend's activities





took place, with a meal at the Royal Hotel in Queanbeyan. A favourite spot for casual pub dining with huge meals, and a great atmosphere. It was one of those evenings where the conversation and laughter flowed all night and time seemed to pass by with ease. With a few of us moving seats during the night, most got to meet everyone and have great chats - mainly about our cars, of course. With modern phones we were all able to show each other pictures of present, past and aspirational cars we either own, have owned or want to own. Tales of past adventures and silly things we did in our youth was also a common topic and helped develop these new bonds and friendships that were being made. Of course I won't be giving too much away here - we don't want to incriminate anyone.....

These great little cars we own have brought many of us together in scenarios such as this; and this is exactly why I love being a part of the Volkswagen community.

Willie

ACT German Auto Day 2022 - Part 3 - Sunday.

Sunday morning arrived with sunny skies where I lived; however as I travelled past the Lake and in to Queanbeyan, the fog and clouds made the temperature drop and the skies gloomy. Luckily, albeit slowly, the fog lifted and patches of blue sky came along, making for what turned out to be fantastic weather for a car show.

With a new location for 2022 at the Queanbeyan Town Park, we weren't too sure on how well we would all fit or the



best layout for the cars and club marquee. This park is a beautiful location, with many old, well established trees and lush green grass. A number of raised garden beds added to the atmosphere with the beautiful coloured flowers you'd expect in spring time.

With the ever present unknown of just how many cars would show up, we decided we would just start at one end and commence filling our allocated area. In the end we got all the cars in as they arrived, although it was a bit of a tight squeeze. Close to 100 cars for the VWs, which included six brand new cars from our great sponsor, Lennox Motors VW. They bought four of the 'R' range of cars and two Transporter campers.

A fantastic range of cars from the old and new. The range of newer water cooled cars seems to increase with each show, which is a great thing to see. This year we had a number of Mk5 R32 Golfs on show, along with some beautiful R and GTI cars, Transporters, an Eos, all Mk5 Golfs and three Mk1 Passats. One collector owned the three Mk1 Passats and a Mk1 Golf on display, which we are very appreciative of the effort it took to get all four cars to the show. A definite show stopper was the Volksrod of Steve Penrose Smash Repairs from Boorowa. It was definitely a crowd favourite, with many kids having their photo taken behind the wheel.

The aircooled enthusiasts were also well catered for,



with nearly all models of Beetle, Kombi, Type 3 and Karmann Ghia on display. Whether you love the ratty look, with untouched cars and many years of patina and surface rust on show, or you prefer a fully restored car with fresh, shiny paint and chrome; there was something for everyone. Some well modified examples were also on display and all colours of the rainbow could be found. Absolutely everyone would have been able to find something they loved.

While over at the Mercedes and BMW areas (and the Holden car show over the road at the Showgrounds), there were lines of cars that looked very similar and original. With the VWs, although over 21 million Beetles alone were built



(260,000 in Australia alone), no two cars were the same.

There were 17 trophies on offer at the VW camp, and the judges had a very hard time deciding a winner in each category. Our brief to the judges was "Don't necessarily pick the best car in each category - pick the one that you like the most". This strategy ensures that not the same people are winning trophies show after show, but everyone is equally in the running. We also have different people picked as judges each year, so the differences in taste should also assist in ensuring different cars win the trophies each year. Hopefully our entrants see this and understand we're not 'playing for sheep stations' and want everyone to feel included. Having said that, all winners this year were very well deserved and some fantastic cars saw their owners take home one of the trophies.

Of course these shows don't just happen. A lot of work for many months go into running such events and this one is





no exception. The overall GAD committee, consisting of a couple of members from each club on display (well - Audi never seem to contribute - but that's another story....) get together on a regular basis throughout the year to organise and put the show together. Each year one club takes the lead and this year the majority of the heavy lifting was done by the Mercedes Club. They did a fantastic job and got a lot of work done for the show in a new locations and for dealing with a different to previous council. Their good work will assist with future events and our relationship with the Queanbeyan Council.

This year we put out the call to assist with running the VW side of things and were very lucky to have a number of club members put their hand up to help. This made the running of the day - setting up, directing cars, displaying the trophies etc - much easier for the committee and we greatly appreciate all those that helped out.

Thanks to the great organisation and the fantastic band of volunteers, I feel this was one of the best GADs we've conducted for some time. The venue, our wonderful sponsors, range and number of cars and of course the fantastic VW community helped made the day such a great success.

Finally, a big thank you to our Chapter's president, Dot, for her work in coordinating effort and 'herding the cats' to make it all come together.

If you haven't been to an ACT GAD - put it on your list. It's a fantastic event!

Willie.





My articles.

I've been writing regular stories for our club members now for almost five years.

Phil tells me that since my first article (on my Polo GTI in November 2017), I've had 143 articles published in the magazine, up to the end of last month.

I hope there are plenty more to come.

I'm always grateful to just have a story in the magazine.

Maybe they are getting a little boring? But I thought that they are still relevant and not covered before in the magazine's history.

If I have inspired others to write and submit stories, then that was the whole idea from the start.

And it looks like many people are regularly submitting articles. More than we can use each month.

So it's all good.

I personally, would love to read other people's stories, rather than my own.

I'm not going to stop writing them but, you've got me hooked on it.

I was just passing down some knowledge because I'm pretty much retired from most of that stuff these days.

Keep up the good work everyone.

Ashley Day.

Pigeon Holing.

It's easy to look at someone and instantly have some preconceived idea about them.

Especially as you get old and grumpy (like me).

I do it all the time, but it's not right.

I have written about making mistakes before, but this is probably the biggest one of all.

Don't have preconceptions about anyone until you have meet and spoken to them.

Even then, people won't tell you everything, so sometimes you have to have a few chats over time.

Let's just say, Club VeeDub Sydney has many very special people within and I wouldn't recommend putting any of them in little boxes.

Once you decide not to be so judgemental about people, your Volkswagen hobby will become a whole lot more fun and more laid-back, the way it should be.



That's probably what I like the most about our club; everyone is an equal, no matter what.

We all just love the Volkswagen brand.

That is what ties us together.

Ashley Day.

Instant good karma.

Lucky for me, over the years, I've made quite a few good friends through the Volkswagen club.

These friends have helped me drag old Volkswagens out from everywhere.

When I'm asked to help a friend drag some old VW back from the bush, it's always a pleasure to repay the debt.

Rescuing old cars is definitely a team sport and it's not done easily alone.

Anyway, it's more fun than just sitting around at home.

So the other day I was asked to help retrieve the old Don Carter split window beetle.



After driving down and loading the 1950 beetle body and parts onto the car trailer we were invited to Pepsi challenge a WW2 Jeep against a WW2 Kubelwagen around a one hundred acre property.

It was a real surprise.

The cars were put through their paces around the dirt tracks for the rest of the afternoon and not much love shown to them.

Both cars had their pluses and minuses and it was great fun to experience the differences between the two.

I'll remember that day forever.

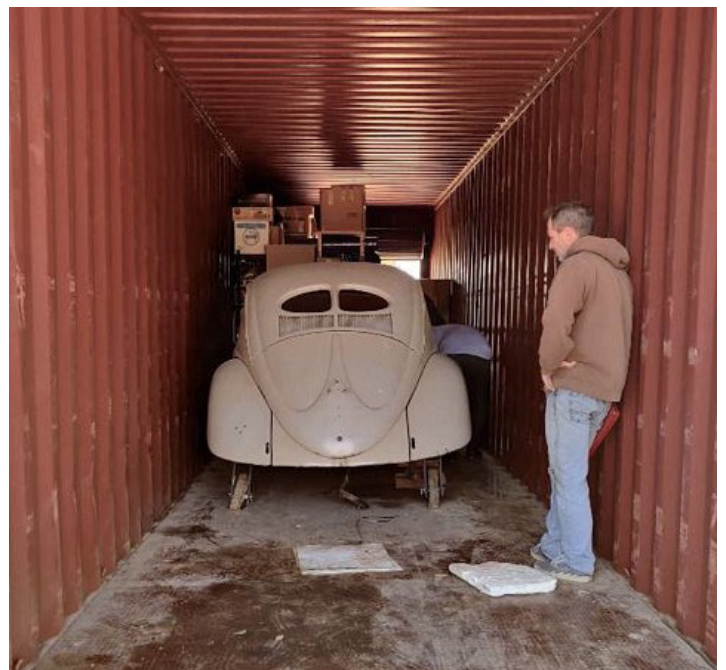
The Kubelwagen was easily the best car I have ever been in and I have been in many special cars.

It's one thing to see a bucket car drive around show ground but it's something else to see one in action in the bush.

Better than a dream come true.

All this, just by helping a mate out.

Ashley Day.





HELP SOUGHT: Detective Beth Haigh at the phone box where the young woman was grabbed in 1983 and (inset) a similar looking Kombi van. Main picture: John Veage

A phone box, albeit a much more modern facility, still stands at the location. Police investigated the assault at the time but, despite extensive investigations, no one has been charged.

Anyone with information about this incident is urged to contact St George Police Area Command on 8566 7499; or Crime Stoppers on 1800 333 000, www.nsw.crimestoppers.com.au Information is treated in strict confidence. The public is reminded not to report information via NSW Police social media pages.

Murray Trembath

(Steve Carter and David Birchall have already assisted the police with further information on the Kombi – Ed.)

Assault at Penshurst 40 years ago - Kombi van key to case.

St George and Sutherland Shire Leader, Wednesday 13 July 2022

New information from the victim has led to the reopening of an investigation into the sexual assault of a woman at Penshurst almost 40 years ago.

About 9 pm on Thursday 17 March 1983, a 19-year-old woman was inside a phone box on Ocean Street, near the intersection of Forest Road, when she was forced into a van by a man.

The woman was driven away and sexually assaulted before being released on Roberts Avenue, Mortdale.

Chief Inspector Robert Allison, Crime Manager, St George Police Area Command, said, in November 2020, detectives began reinvestigating after the victim made contact and provided new information about the vehicle involved.

"A few lines of inquiry were pursued, but didn't bear fruit," he said.

"We have now released an image of a Kombi van similar in appearance to the one involved in the incident.

"We are hoping the image will jog the memory of someone who lived in that area at that time, or who knew of the vehicle in some other way.

"I think a lot of teenagers, in particular, are very observant when it comes to vehicles, and may remember something that can help with the investigation."

The vehicle depicted in the image is described as a light blue 1970s Volkswagen Kombi panel van with no rear seats.

In addition, police are appealing to speak to a man who may be able to assist with their inquiries. He is described as being of Caucasian appearance, with an average build, a fair complexion, and brown/auburn wavy hair.

He is believed to have been aged in his 20s or 30s at the time of the incident.

Novelty Porsche bus.

Auto Zeitung magazine, 1984

For the first time in AUTO ZEITUNG: The Porsche bus with a 210 hp six-cylinder engine and all-wheel drive

Whether turning point or not, Porsche is doing better than ever. After a 40 percent increase in sales in the 1982/83 financial year, the company has big plans for the coming years. In terms of model policy, CEO Peter W. Schutz continues to rely on top-class technology and even more power. In addition to the all-wheel drive 911, the Porsche Biturbo with 400 hp, the 200 hp 944 turbo and the beautiful 944 Cabriolet, the Swabians are planning a vehicle for the first time in 1985 that can transport as many passengers as all four existing model series together: the Porsche bus.

As learned from the circles of Horst Marchart, Head of Development in Weissach, Porsche began to take an interest in the project more than two years ago. "Since we work closely with the Wolfsburg technicians, we knew early on that there were plans to set up a bus with all-wheel drive," reveals a Porsche employee. "In coordination with VW, we then prepared the concept study of a particularly luxuriously equipped four-wheel drive buses with a Porsche engine."

The VW managers were initially quite impressed by the project. In the meantime, however, the Wolfsburg-based company is concerned that the Porsche version could steal the show from future high-performance variants of buses and vans. So it is an open secret in industry circles that the VW commercial vehicle bosses Gustav Mayer, Karl Neighbor and Henning Duckstein are currently working not only on the turbo diesel bus, but also on two powerful petrol engines with 110 and 130 hp and up to 2.1 litres displacement work.

Although these fast transporters, which are expected for autumn '84 and spring '85, are supposed to run at up to 160 km/h, the Porsche bus poses more than a threat to the VW production models. A 210 hp throttled 3.2-litre six-cylinder



boxer engine helps the 1.5-tonner to a stopped top speed of 201 km/h despite hardly modified aerodynamics. The sprint from zero to 100 km/h takes 8.0 seconds.

The muscle man also shines with superlatives when it comes to fuel consumption: even if you use the accelerator pedal gently, the six-cylinder bus swallows 16 litres per 100 km. If you want to show it to the GTIs and three-series BMW's, you can easily increase consumption to 25 litres and more.

Of course, the technical changes to the 200 km/h bus are not limited to the installation of the Porsche engine, which incidentally required extensive modifications to the rear of the vehicle. The engine compartment had to be enlarged upwards and forwards and the cooling air supply had to be adapted to the drastically increased performance. Porsche also put the chassis through its paces. In addition to the changed axle geometry, including modified pivot points and the use of forged wheels with low-profile tires, the completely revised brake system is particularly worth mentioning. It has ventilated brake discs on all four wheels and an anti-lock braking system.

While VW wants to supply the all-wheel drive bus developed in cooperation with Steyr-Daimler-Puch with both selectable and permanent four-wheel drive, the Porsche edition only uses the latter solution. If everything goes according to plan, the nearly 60,000-mark power bus, which incidentally is sold exclusively through the Porsche dealer network, should celebrate its premiere in March 1985, just in time for the image-boosting Geneva Motor Show.

Carl M Richter

Production of VW 1500 here.

The Daily Mirror, Tuesday 28 November 1961

The new, larger-engined Volkswagen, known as the 'VW 1500,' will be produced at the Volkswagen plant in

Victoria late next year.

This was announced yesterday in Germany by the managing director of the export division of Volkswagenwerk A.G., Baron K. von Oertzen.

Bigger motor

Volkswagen Australia will supply the new cars for the local market and will export them to the East and Pacific countries.

The new Volkswagen 1500 is the first new model to be built since the original design of Dr. Ferdinand Porsche early in the 1930s.

Although the basic design is similar to that of the well-known 'beetle,' its more powerful engine develops 53 bhp.

The performance is also greater and the factory claims a top speed of 80 mph (129 km/h).

The styling has been improved, too, and the Volkswagen 1500 has more luxurious appointments and increased luggage space.

No Bigger VW for Australia.

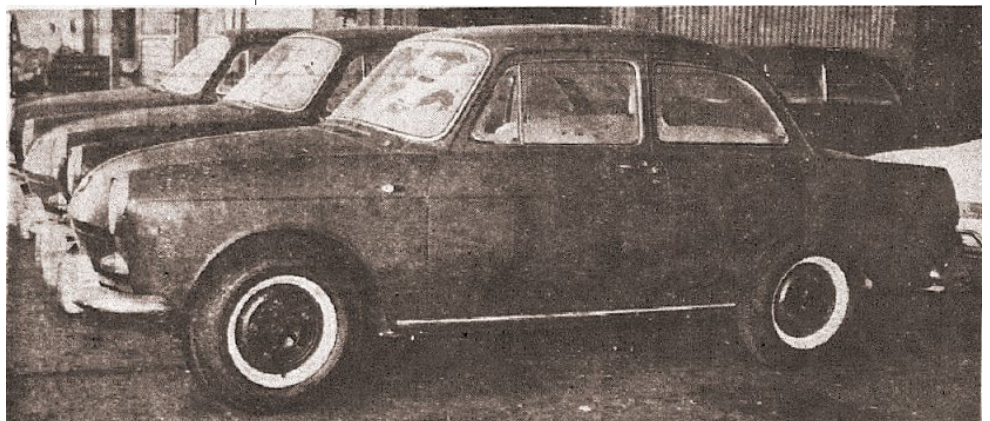
The Daily Mirror, Friday 18 May 1962

The larger and more powerful Volkswagen 1500 saloon will not be released in Australia this year.

Mr. Allan V. Gray, the managing director of Volkswagen Australasia Pty Ltd., said this yesterday.

Mr. Gray said that a serious labour shortage at the Volkswagenwerk, West Germany, had reduced the supply of components needed to assemble the Volkswagen 1500 locally.

The factory can only supply 85 per cent of world demand for the standard model Volkswagen even though production is now running at more than one million vehicles a year.



The new Volkswagen 1500 has more up to date styling than the standard model and is powered by a 1.5-litre air-cooled engine.

It would probably sell locally for about £1200, including sales tax.

Peter Burden

The Project of my Life – Progress 5.

The Mexican Beetle body has sustained quite a bit of accident damage and has also been sliced in two, but the beauty of fibreglass as a development medium is that you can cut-and-shut it. The resulting composite piece isn't as strong as a one-piece item, but what's important is its shape; the item you're working on during prototyping will be disposed of anyway and a negative replica, a mould, its integrity intact, kept. While I still had the front of the old '68 hulk, I made a temporary mould of its dashboard, because the rust hadn't climbed up that high. I had to stop about half-way down the door pillars because there wasn't enough steel there. Now that I've got the Mexican body, I can restore the pillars to their original shape and nobody will know the difference. I made temporary moulds of the pillars after plugging each bottom hinge hole in turn with a Malaysian 20-sen coin; perfect fit. These moulds mate up perfectly with the dashboard product and provide a surface onto which to extend the missing pillar sections.

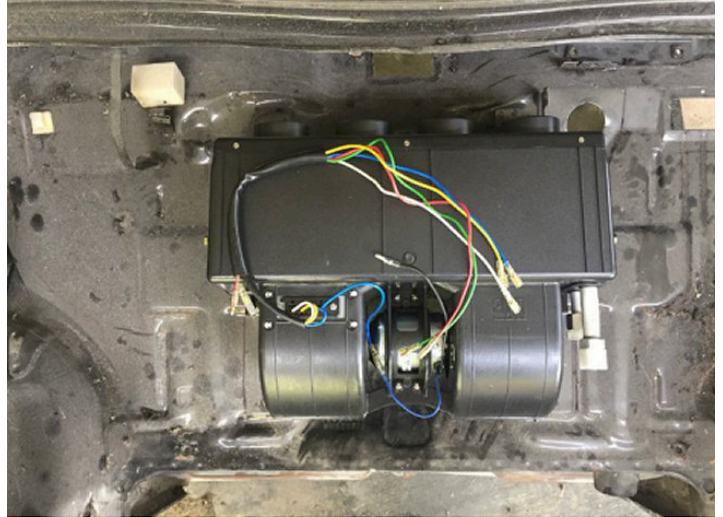


Dash with panel for AC vent outlets and grafted-on pillars

Since integrated air conditioning is going to be a fundamental part of this project, now's the time to do the integrating. All the AC in Beetles that I've seen is under-dash hung-on. The stock dash pressing has a hump around the ashtray area which doesn't do anything else but contribute a styling element; the space it occupies in the luggage compartment is covered over by the cardboard trim. AC units are unnecessarily spaced down by about 25 mm thanks to this hump. I have 'borrowed' the hump's shape and reproduced it to form a panel under the dashboard where four AC outlet ducts can be located. I'm hoping that the VW shape will be subconsciously stored in people's memory and make the curves at either end appear to be native shapes. These curves are also reminiscent of an Oval-Window dash shape. The steering column needs to mate up with M8 threads where it always has done so, so there needs to be an aperture in that spot, covered by a plate. The only way to make room for the rightmost AC outlet duct is to have it partially sitting in the dash panel and partially in the cover plate, but that will work just fine.

The bottom of the original dash is spot-welded to the

boot floor, so I will need to reshape the boot floor appropriately; big job. I will make a seal around the body of the AC unit so that its rear half is supported by the boot floor rather than hanging underneath. The front half will, however, be sitting inside the passenger compartment so that the fan picks up cabin air and not petrol vapours. The whole thing will not intrude as much as a standard under-dash installation



Boot floor still to be dropped; this is just where the AC will approximately fit. That's a LHD dash, but the boot-floor pressing looks the same apart from holes which will be plugged anyway.

and will be almost hidden from view.

I found some really neat AC outlet vents on Lazada, the mail-order site where you can get nearly anything. Only problem: they have an inlet which accepts 44-mm hose, which I haven't come across. I made my own conical adapters out of fibreglass to match the diameter to that of the AC unit, 60 mm, for which spiral aluminium hose definitely is available and currently sitting in my treasure chest.



I dimensioned the AC-vent outlet panel around these handsome items. Conical adapters attached.

The heater channels: I could have lifted moulds directly off them, but decided not to. At the front there's the outlet for heated feet, which I'm deleting, because I want to eliminate all traces of provision for heating. There's also a tapered section which probably provides a bit more clearance for factory seats to slide forward. The left side has a deeper groove in which the main wiring harness sits snugly. I thought it would be a good idea to incorporate this groove in the RHS channel as well and provide the possibility of running another wiring harness, or battery cable, or AC pipe ... I identified a

section of the left-side channel where the cross section doesn't change, shorter than I would have liked, because it happens to be right where the big slice-in-two cut of the body was made, made a mould of that short section and then twelve products of that mould. Six for each side were then butt-joined together to make two long sections. Sounds easy, but keeping it straight was not. Then came two moulds of the curved areas at the front, products of which are to be butt-joined to the straight sections once I screw everything to a floorpan to ensure a true fit. Each side heater channel will be bonded and riveted to the flat sections mentioned in the last article, but not before rectangular steel tubing with M8 and M10 threads is sandwiched inside. Some sections at the front and rear need to be rebated by a few mm to make room for an adjacent panel which will be bonded to it. My fibreglass panels will be thicker than VW steel and now's the time to make provision for a flush fit.



flat heater-channel base with numerous bonded-together heater-channel pieces sitting on top

I've made a temporary mould of the cargo deck behind the rear seat and I'm hard at work simplifying the shape and preparing its edges for fitting to adjoining panels. The rear window aperture was filled in for the purposes of mould making. I'm extending the back towards the engine bay and flattening it completely; no more vertical ribbing. In the German days, the Beetle engine compartment had sound deadening held in by spot-welded tabs all round. Nasty stuff which would go out of shape and it was difficult to decide what to do with it when you were cleaning up the area. The Mexican body has none of those tabs, so the sound deadening (none left) must have been self-adhesive. I'll do it that way too, as there are lots of stick-on products on the market. Then the plan is to install a new 'false bottom' internal backing to the firewall, to provide space for 1-inch triangulated square tubing as part of the body's hidden steel frame. The cavity will be filled with aerosol-can foam, so I expect some extra sound deadening as a bonus.

The thin strips on either side where two bolts hold down the body to the floorpan get distorted by the tension of those bolts over several years. It's best not to reproduce banana-shaped sections when you can make them like new, so I used the opportunity to completely flatten out those areas.

The two indentations where the heater tubes used to pass through will be the only clue that this car ever had a heater. I could fill them in to eliminate this reminder of heat, but there would be nothing to gain from the effort, so they're staying.

The steel cargo deck pressing has a reinforcement piece

welded in which holds threads for the seat belts. I'm skipping it for now, as my baseline body won't have provision for passengers in the rear. Seatbelt threads need to be anchored securely, so that means more extensions to the steel frame: extra time, expense and weight. Instead of a back seat, my own car will have a horizontal extension to the deck, replacing the rear seat entirely and providing carrying space for stuff rather than living human bodies. It will need a hump at the front to stop said stuff from sliding forward under braking. An advantage of this extension will be that it will provide space for extra cross bracing in steel underneath, tying together the door pillars high up. It will also need a hatch cover so that I can get to the battery area, where the fuel-injection control unit will also live.



Temporary product of the cargo deck. The groove for the wiring harness is visible on the right. I'm reproducing another one on the left. I corrected the bottom-most strips by flattening them out.

Work has started on the quarter panels. Bumper bars up to 1974 have brackets with three holes, the newer universal brackets have two holes and Beetle bodies were provisioned with threads to accept the appropriate bracket only. One of those threads is a shared one, so I need to allow for four threads in total so that both bracket types will bolt on. All the other numerous holes, most of whose function I still wonder about, have been filled in. I cut off the studs for the Z bar and I'm flattening that area. I've decided that it's too hard to engineer-in a Z bar to a fibreglass body; too much steel-tube work would need to be carried out. Potential customers for one of my bodies can opt to go IRS (ie. double-joint) or get hold of a camber compensator, which also performs the role



More grafting will be necessary on this panel.

of the Z bar by acting as an overload spring, and which does not transfer any suspension forces to the body.

I've filled in the big body-to-chassis bracket for ease of moulding and dumbed-down its shape. There's just enough room inside it for 1½-inch square tube to fit in there, so that's how the body is going to get held down in this area. A tube running across to the other side bracket will just clear the top of the gearbox and will provide the basis to attach further tube-steel structures to, such as something to hold up the cargo deck, attachment for the previously mentioned brace in the hollow firewall and tubing to extend back to the bumper brackets to give them something solid to attach to. Speaking of which, I expect to radically change the shape of the quarter panel in order to incorporate the bumper support tubing in a fairly straight way and have it all hidden. I would also like to tie the steel bracing in to the frame horns and shock towers to achieve the same effect as a Käfer-Cup brace, useful when there's a powerful engine trying to twist things around. The whole thing will turn out to be a subframe attached underneath and bolted through the floor to the main tube structure inside the body.



A typical Käfer-Cup brace, which ties the tops of the shock towers and the frame horns together

I've also started on the front inner side panels. I need to remove sections of these to get to the front bulkhead and the boot floor and reproduce them, so I thought it would be a good idea to make moulds before destroying their shape. Both front sides of the Mexican Beetle body are accident-damaged, so some future grafting will need to take place here as well. No problem, because my intact 1974 body is rusted out in the normal areas, that is, next to where your feet live when you're sitting in the car and also along the floorpan join, but there's no obvious accident damage. With shapes donated from both sources, I can come up with one piece with factory-original form.



The front part of the inner side panel is accident-damaged, so I could only make a mould of this much of it.

The front bulkhead will end up flattened out, just as the rear bulkhead now is, to make room for 1-inch square bracing inside the cavity and to simplify moulding. The flattened shape will also come in handy for mounting the fuel-injection pump, pre-filter and main filter. The steering column outer tube is welded in to the bulkhead, which makes for a pretty difficult shape to reproduce and demould, and it's on the left side of the Mexican body. I've worked around it, grafting a piece from the other side to fill in the missing shape. The steering-column tube will eventually be a section of 2-inch stainless tube welded to the tube frame.



a much simpler shape than the original

How many brake-fluid reservoirs have I opted for so far? First I bought a stock Brazilian replacement (1); then, before I was thinking of a hydraulic clutch, a Type-2 dual-chamber one and a BMW cap with float switch to screw into it (2). When I realised that I would need another outlet for the clutch, I found the VW/Audi container previously discussed and hacked an earlier magnetic float switch (3). But this last solution still required compromises, so I wasn't 100% happy. Then I stumbled across Car Builder Solutions in the UK and spotted this nice thing:



It's a generic item, being designed for home-built vehicles, but it ticks all my boxes, including fitting into the Beetle bracket, with a minor modification. It has its own level warning, 8-mm outlets for the hoses to push onto and a neat

little strap for securing the bottle, so I could even choose to skip the VW bracket altogether. I am sticking with solution number (4).

I need to do some preparation on the assorted pieces related to building a new engine. One of these is an external oil filter. I've chosen to use a Japan-designed Trasko oil filter. It consists of a ribbed aluminium body which holds a stainless-steel mesh filter and a very fine paper element. Oil is forced through the paper, which pulls out extremely fine particles in suspension. A relief valve opens to allow an acceptable pressure drop across the whole device, shunting the oil through the mesh. The net effect is a combined bypass/full-flow filter; very clever, I think. I ordered mine from an eBay seller, advertised as having an M20 x 1.5 thread. I then ordered a remote filter bracket from a US speed shop, also M20 x 1.5. Both pieces arrived and did not screw together. Inspection revealed that the filter's nut was 18 mm and the bracket's nipple was 22 mm. Both got it wrong. On Lazada I found a nipple (love using that word) with a 3/4-in. thread for screwing into the bracket and an 18-mm thread for the filter to screw onto. I took that and filter bits to the local machine shop with instructions to bore the nipple out to 1/2 inch, the diameter of my oil hose, turn off the angled seat and turn off the hex piece so that the filter could seat properly and seal. The machinist's opinion was that, after boring it out, being made of aluminium, it would not be strong enough to carry the weight of the filter plus oil. Good point. I asked him if he could turn a new M18 x 1.5 thread onto the old steel nipple. "Yes", so that's what we did.



The newly machined nipple was Loctited into place and the filter now spins onto it and seals like a charm. Nipple nipple nipple.

When it came back, the thread was very tight on the filter, so I ordered in a button die to clean it up. Then the machinist pointed out that the filter wouldn't sit square on its sealing surface. The bracket had been made with the bore for the nipple machined and tapped at something not equal to 90°! God, what have I got myself into? On the spot, the machinist milled a new sealing surface onto the bracket. I got some Prussian blue and tested the sealing surface: full circle. Top job from York machine shop on Langkawi island.

Rod Young
rod.young2@icloud.com



Skills for life.

As life rushes by, I look back and sometimes think that maybe I've wasted too much of time and possibly money, playing around with old Volkswagens.

But maybe not.

Skills built up over many years definitely can't be regarded as wasted time.

Everyone gets older and you or your friends will buy a house that needs a little work.

Things learned playing with cars easily carries through to jobs around the house.

Paint preparations, waterproofing, windows, doors, plumbing, electrical and other jobs really aren't that much different.

In many ways, working on houses is a little easier because you don't have to drive it down the street or take it to a show.

Confidence and patience are probably the biggest things learnt and carried through.

I call it 'Porsche patience'.

Imagine applying this to your house?

Everything neat and shiny.

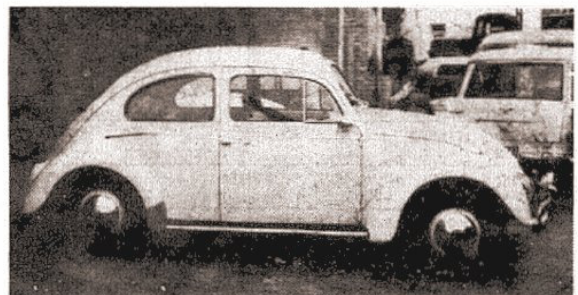
On the other hand, I could be just trying to justify wasted time and poor decisions to myself?

Can you put a price on experience?

Probably.

Ashley Day.

1964 DE-LUXE VOLKSWAGEN FULLY IMPORTED



"AS NEW" SUNSHINE ROOF SEDAN. Low miles. P.B. Radio. Seat Belts, Immaculate Polo White in Colour with moroccan tan interior, N.R.M.A. Inspection welcomed. Sold with full V/W Warranty. Trade-ins accepted. Easy terms available, price on application at

BARKER MOTOR COMPANY
167 Parramatta Rd. HABERFIELD 71-1282

USED CAR
DIVISION
OPEN ALL
WEEKEND

Hilf mir bitte!

Hi folks, I am looking for some advice please.

Our nephew Luis passed away this year. He was a quadriplegic from age 26 following a major car accident.

He was 50 when he recently passed from cancer.

He was a VW guy so had a T4 Kombi converted by Trakka in 1998 to a wheelchair chariot (total cost back then over \$100k).

It has a few minor issues and it is now out of rego (lapsed this year) so will need some recommissioning. Sorry I don't know details but told minor, so no specific problems.

In 2013 he bought a brand new VW T5 Kombi with



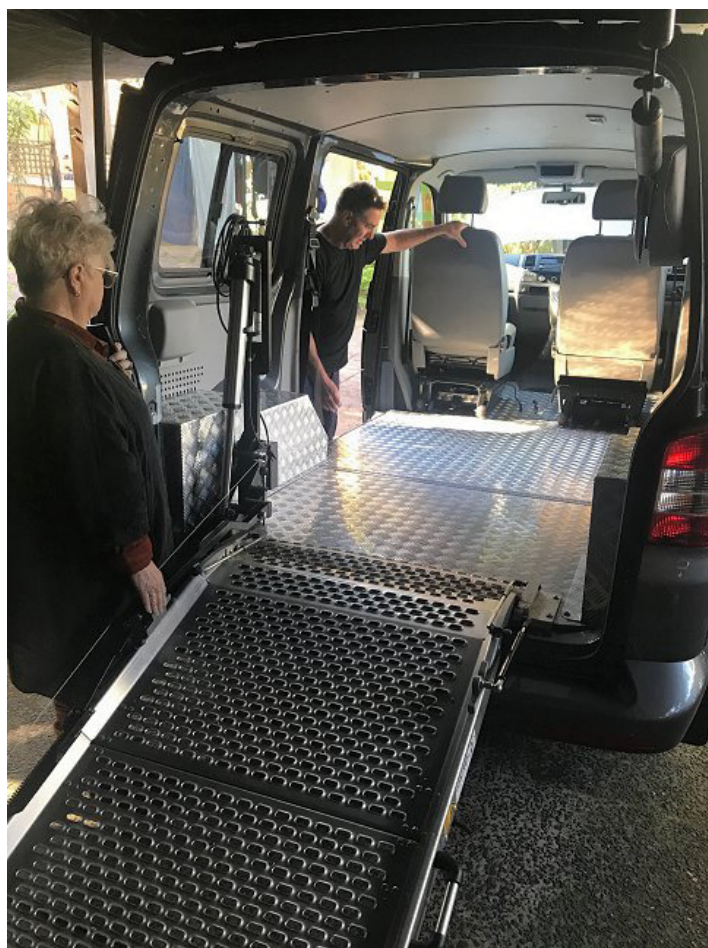
plans to convert it to next level wheelchair access.

It has had major engineering works done including air bag suspension.

This vehicle is still brand new and hasn't been registered but still needs some work to complete the modifications to comply for rego.

He requested in his will that he wanted to DONATE both vehicles to needy disabled folks who need a wheelchair access vehicle.

The dilemma is that Luis's wishes were to donate both vehicles to charities that can reassign both vehicles to needy quadriplegics who cannot afford an appropriate modified vehicle. Both charities will not take them until they are registerable for purpose.





The '90s T4 needs some work to re-register and the 2013 T5 vehicle needs completion.
Combined they must be worth about \$80000 or more.
My sister in law does not have the means or funds to get these vehicles sorted to registration.
But they are FREE!
Can you suggest a way forward to help a grieving mother move these vehicles. They are located in Thirroul, NSW.

If you can help or have any suggestions, please reach out to me.

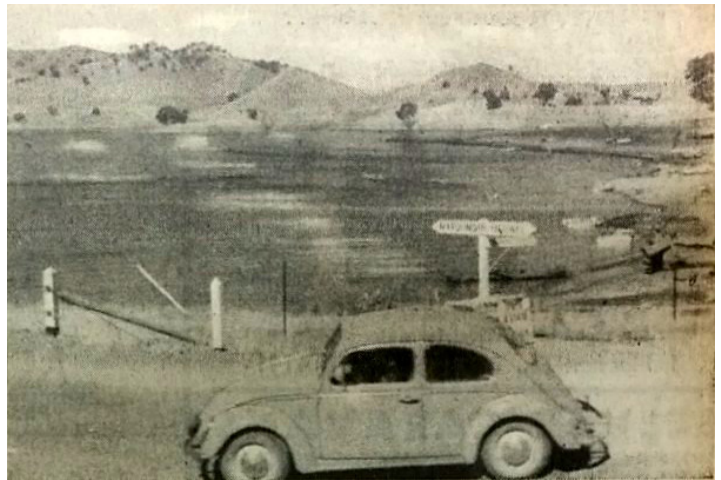
Best regards,

Carl Moll
0417 471137
carlmoll@iinet.net.au

Bonnie Doon Caravan Park.

Australian Motor Manual, April 1962

A pleasant atmosphere surrounds the new caravan park and holiday flats at Eildon Weir, Victoria, owned by Mr. R. E. Phillips. 'Bonnie Doon' has all the amenities and serenity necessary to make your stay at Eildon Weir, a popular holiday spot, a most enjoyable one.



Hot and cold showers, sewered toilet block, electricity, kiosk and laundry are inclusive of the facilities at 'Bonnie Doon.' There are also boating facilities, concrete ramp, marine fueling, sheltered boat moorings and jetty.

The holiday flats have all modern conveniences in a four-bed furnished style. A spacious dining area is another feature.



How's the serenity!



VW 1500 manual - a Volkswagen on the upward path.

The Sydney Morning Herald, Monday 12 August 1968

Can you identify a Volkswagen 1500 'beetle' driver when he's out of the car?

I think you can. Just watch his reaction when you mention the word "hill."

If his expression turns to a smug, self-satisfied glow, then you've got him tabbed.

Hills have been a source of discontent for Volkswagen drivers almost since there were Volkswagen drivers.

For the VW's high top gear and relatively low power output made hard work of upward-sloping terrain, and third gear was usually needed to save the situation.

Over recent years, though, more power has been grafted into the 'beetle' and VW drivers' discontent has decreased as engine capacity and power increased.

With the recent advent of the 1500 manual, following on from the 1500 semi-auto that appeared two months ago, I'd say this discontent disappeared altogether - for this Volkswagen is a hill climber.

From 40 mph (65 km/h) at the bottom, the 1500 chugged up the test hill in top gear, going over the crest at 42 mph (68 km/h). It never looked like third gear would be needed.

The reason for this is not so much the 1500's increased power - at 53 bhp it is only 3 bhp up on the previous 1300 - but its extra torque.

The 1500 produces 78.1 lb-ft (106 Nm) of torque at 2600 rpm, compared with the 1300's 68.7 (93 Nm).

This gives a general increase in performance and improved

DETAILS AT A GLANCE

PRICE: Locally assembled, \$1,998.00.

PERFORMANCE: Maximum speeds in gears: Top, 80 m.p.h.; third, 70 m.p.h.; second, 44 m.p.h.; first, 23 m.p.h. Standing-quarter mile, 21.0 secs. 0-50 m.p.h., 13.2 secs. Normal fuel consumption, 33-35 m.p.g.

ENGINE: Overhead-valve, air-cooled, flat four of 1,493ccs developing 53 b.h.p. at 4,200 r.p.m. and 78.1 lb-ft of torque at 2,600 r.p.m. Bore, 83mm; stroke, 69mm. Compression ratio, 7.5 to 1. Downdraught carburettor. Oil-bath air cleaner.

BODY: Two-door, four to five seater, small boot. Heater-decimeter.

GEARBOX: Four-speed, floor-change, all-synchromesh.

BRAKES: Front-discs; rear-drums with divided hydraulics. Disc diameter, 11 ins. Pedal pressure for 0.5g stop from 60 m.p.h., 45lb.

STEERING: Worm and roller-type with 2.6 turns lock-to-lock. Turning circle, 36 feet.

SUSPENSION: Torsion bars all round with anti-roll bars front and rear.

DIMENSIONS: Wheelbase, 7ft 10.5ins; length, 13ft 4ins; tracks, 51.6 and 53.1ins; clearance, 6.0ins; tyres, 5.60 x 15ins; petrol tank, 8.8gals.; weight, 16cwt.

flexibility.

As with its predecessors, the 1500 engine is an overhead valve, flat four. It is air-cooled and it resides in the 'boot' from whence it drives the rear wheels through an excellent - as always - four-speed, all-synchromesh, floor-change gearbox.

But the electrics are now 12-volt, the exterior styling has been changed subtly to give the car a stubbier look and a lot of safety features such as disc brakes, dual hydraulic systems and collapsible steering column have been adopted.

Many of these features have been available for several years on VWs made and sold in Germany, but VW's Australian factory has been unable to incorporate them. The semi-auto version of the 1500 'beetle' is now imported direct

from Germany, while the manual 1500 is now assembled in Australia. The previous Australian-made 1300 models have been discontinued.

Unlike the automatic version, which has double-jointed trailing arm rear suspension, the 1500 manual retains a modified edition of Volkswagen's traditional swing axle arrangement.

Under hard cornering I could detect no lifting of the rear end and although the car still oversteers, the back now breaks away in a very gentle and controllable manner.

At normal speeds the VW's light, precise and responsive steering makes the car a pleasure to drive. Lots of road information and a little road shock is fed back through the steering wheel to the driver.

The torsion bar, all-independent suspension has that 'leggy', everything's-working-for-you

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- Cnr. Sunnyholt Rd. & Bessemer St. Blacktown 622-1293

feeling which I have experienced with other VWs, although possibly the ride was a little firmer.

Wind road and road noise are quite subdued even at speed, but the mechanical functionings of the engine are clearly audible at all times.

How Does It Go?

Perhaps the best proof of the 1500's improved performance and handling is its 61.2-second lap of the 1-1/8 mile (1.8 km) test circuit. This compares with 64.5 for the 1300.

Over the standing quarter-mile, the 1500 was timed at 21.0 seconds (21.5 for the 1300) and it sprinted from 0-50 mph (80 km/h) in 13.2 secs (14.2).

Acceleration times in gears were:

THIRD

20 to 40 mph, 7.8 secs.

30 to 50 mph, 8.4 secs.

40 to 60 mph, 11.0 secs.

TOP

20 to 40 mph, 13.7 secs

30 to 50 mph, 14.1 secs

40 to 60 mph, 15.3 secs

Fuel consumption for the test worked out at 29.0 mpg (9.7 L/100 km), which compares very favourably with the 1300's 29.2 mpg (9.6 L/100 km). Under normal conditions the mileage should be around 33-35 mpg (8.0-8.6 L/100 km) which, with an 8.8 gallon (40-litre) fuel tank, gives a range of close to 300 miles (485 km).

How Does It Stop?

The front disc brakes and dual hydraulic systems impart a heavy, 'dead' feel to the brake pedal and there seems to be a lack of initial bite on light applications.

But when really needed the brakes perform exceptionally well, stopping the car in 30 feet (9.1 m) from 30 mph (48 km/h) and 134 feet (40.8 m) from 60 mph (97 km/h) without premature wheel locking or swerving.

Ten 0.5g stops from 60 mph produced very little sign of fade, with pedal pressure going from an initial 45 lb (20.5 kg) to a maximum of around 60 lb (27.3 kg).

The handbrake, a lever between the seats, had no trouble in locking the rear wheels at 30 mph (48 km/h) on level bitumen.

Inside

At first glance, there seems to be little that's different about the interior of the 1500 'beetle.'

But then you notice that they have made the control knobs of squashy plastic, that the door handles are now recessed, the heating-demisting-ventilation system is much more elaborate and the familiar circular speedo now incorporates the fuel gauge. Interior trim, including the steering wheel and knobs are now mostly black, rather than ivory as before.

The seats - front buckets with adjustable tipping squabs and rear bench - seem much the same. They are covered in textured vinyl material and are sprung (squeakily) rather than padded. They are reasonably comfortable on a journey and the front ones do give some lateral support when cornering.

The front seat squabs now have position locks to prevent forward movement in an accident, with the release knob conveniently placed on the side of the squab.

Two short levers on the centre hump between the front seats regulate the heater flow to the front and rear compartments, replacing the old turning knob. There are also separate face-level fresh air vents which are operated by knobs on the facia.

The driving position is fairly upright and visibility through the enlarged windows is excellent. My feet are never terribly happy about pedals which pivot from the floor, although some VW trials drivers swear by them.

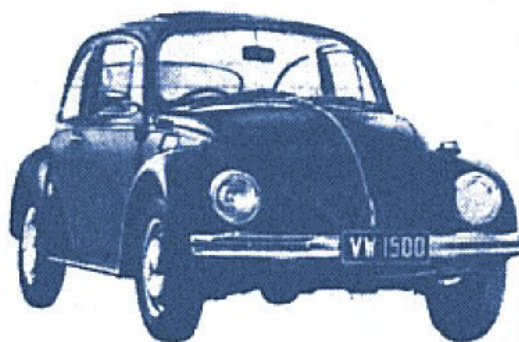
Safety belts are provided in front and as with the earlier 1300 there are mounting points for them in the rear compartment, but the facia is still devoid of all padding. Other safety equipment includes screen washers, padded sunvisors and exterior rear-view mirror.

Luggage space under the front bonnet is pretty limited but there is a compartment behind the rear seat and, if needs be, the whole of the rear compartment can be seconded for stowage by folding the rear seat squab forwards.

The petrol tank filler is now located outside, just above the driver's side front mudguard, so you no longer have to open the bonnet every time you pull into a service station. Neither does the car smell of petrol when totting a full tank.

The test car was provided by Lanock Motors Limited, the distributor.

By Barry Seton as told to Gavin Trevitt



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HORNBSBY: 120 Pacific Highway, Phone 48-0261



1946 Beetle found in basement.

Autoevolution.com, July 2022

Produced for 65 years in over 21 million units, the Volkswagen Beetle is far from rare. However, certain model years are difficult to find nowadays.

Beetle production in Germany properly began in 1945, after the end of the war. Numbers exploded in the 1950s with the new prosperity, and output grew from 100,000 to more than 500,000 units per year in less than a decade. Yearly production reached one million units in 1965 and remained in the seven-digit territory until 1973.

Pre-1950 Beetles, on the other hand, are a different story, as production numbers were much smaller. Those made in 1940 and 1941 are the rarest, made during wartime just for Nazi officers and none available for the public. Only a few hundred were made and only a handful survive. Just 1,785 VWs were made in 1945, the year the British Army took over the factory and restarted production. The 1946 version is also scarce with 10,020 examples; 1947 saw problems with raw material shortages and cold weather and just 8,897 were built. 1948 saw 19,244 made as things improved and the factory was handed back to the Germans. Needless to say, significantly fewer than these numbers have survived until 2022.

There's no database to tell us how many 1946 Beetles are still around, but one was recently discovered in the basement of a former U.S. VW shop. And that's a big deal



because the Beetle wasn't officially imported into the United States until 1949.

How did it get here? Well, that's a piece of information we don't know, but it's almost certain it crossed the pond as a used car, possibly with a returning US soldier. What we do know for a fact is that it spent several decades in a basement.

Documented by YouTube's 'Drive Analog,' the location of this rare Bug remains a mystery (somewhere in the eastern US like Maryland or Massachusetts, judging by the architecture and trees), but the property belongs to a guy who ran a Volkswagen parts shop. The basement is still loaded with unused Beetle parts, while the yard is packed with cascading junk VW

components ranging from doors and guards to dashboards, seats, and wheels.

Given the man's passion for the 'People's Car,' it's not exactly surprising that at some point he purchased a split-window, pre-1950 model. Shown by his son, there's also a junked 1954 model, which isn't as rare as the 1946 (202,174 were made in 1954), but still scarce compared to 1955 to 1980 Beetles. Plus lots of other body and mechanical components from early VW bugs and buses, piled up inside and outside his several sheds.

As you might have already guessed, the old car has seen better days. The grey-blue paint is worn out, many parts are missing (it has a later model right door), while the interior is loaded with spares from this and other Beetles. But it's still in



one piece, and it only has minor rust issues.

The original engine has been removed, and there's no info if it still exists, but I wouldn't be surprised to learn that it's buried somewhere in that basement.

If you're not familiar with these early Beetles, they were powered by an 1131cc four-cylinder boxer engine rated at 25 horsepower at 3300 rpm. Problems with supplies of carburetors in the years straight after the war mean many early VWs don't have Solex carbs - they have a VW-cast carburettor body with precision parts by Voigtlander, the camera makers.

So what will happen with this Beetle? Well, it's unclear whether the owner is looking to sell it or not. Many of these old collectors (or hoarders) with acres of old VW parts often never sell, saying they'll 'restore them some day,' but they never do. They eventually pass away, and the stuff is junked.

Let's hope that doesn't happen here. 'Drive Analog' does say he hopes "we can get it out safely" in the video's info section, so maybe this old Bug will get a second chance.

Until that happens, see it resting in the dark in the video here:

www.youtube.com/watch?v=SN8pkBkx7_0

Winning the battle against rust.

The Sydney Morning Herald, 9 April 1973

As cars get older rust often starts to appear. In most cases, though, the rust that you see is more unsightly than dangerous.

There are two kinds of rust - 'visual' or 'appearance' corrosion, and 'penetration' corrosion.

The 'visual' kind is on the outside surface of the metal and merely detracts from your car's appearance.

The 'penetration' type works from the inside surface of the metal and usually forms rust holes which can make your vehicle unsafe.

Car companies do their best to prevent rust, but the rigours of time and neglect by car owners usually break down the protection the car had when it was new.

The more dangerous 'penetration' rust will show itself during routine servicing when the car is up on the hoist.

It can often be repaired by a qualified mechanic or body shop using new metal and welding equipment, with proper surface preparation, undercoating and painting to follow.



The more simple 'appearance' corrosion can often be fixed by the owner.

Rusting is an electro-chemical reaction which requires three things to keep it going - a metal, oxygen, and an electrolyte, usually water.

Many factors affect the reaction, such as contaminants in the air - such as salt - differences in metals and air temperature and humidity.

If you can keep the three components apart you have rust beaten.

The car makers' paint process - phosphating, priming, and colour coating - offers 'barrier protection' between the metal of your car and oxygen and water.

Rust usually appears first around chipped or cut paint, particularly around bright metal mouldings or parts. This rust is called 'galvanic corrosion' and is caused by two different metals coming into contact at the paint chip.

You can fix this problem by carefully lifting the moulding edge, cleaning away the light rust, spotting the damaged paint and allowing to dry.

Before setting the moulding back in place, put a small piece of plastic sandwich wrapping under it. This will separate the metals and avoid further damage.

VW enters deluxe field.

The Sun-Herald, Sunday 5 October 1969

Volkswagen in Australia gains a new image with the opening of a \$4½ million complex at North Ryde by the Premier, Mr R.A. Askin.

The new headquarters, on a 9½-acre (3.8 hectare) site, comprises Volkswagen (Australia) administration centre, national parts and accessories warehouse, and service training facilities.



Managing Director of the parent company LNC Industries, Mr Doug Donaldson, says the new site signals a bold step forward for VW in Australia.

At the same time, the marketing of the most luxurious-ever VW was announced - the Audi 100, with innovations in styling, performance, safety and comfort.

It is a product of Mercedes-Benz design in co-operation with VW and was developed by Auto Union at Ingolstadt in Germany.

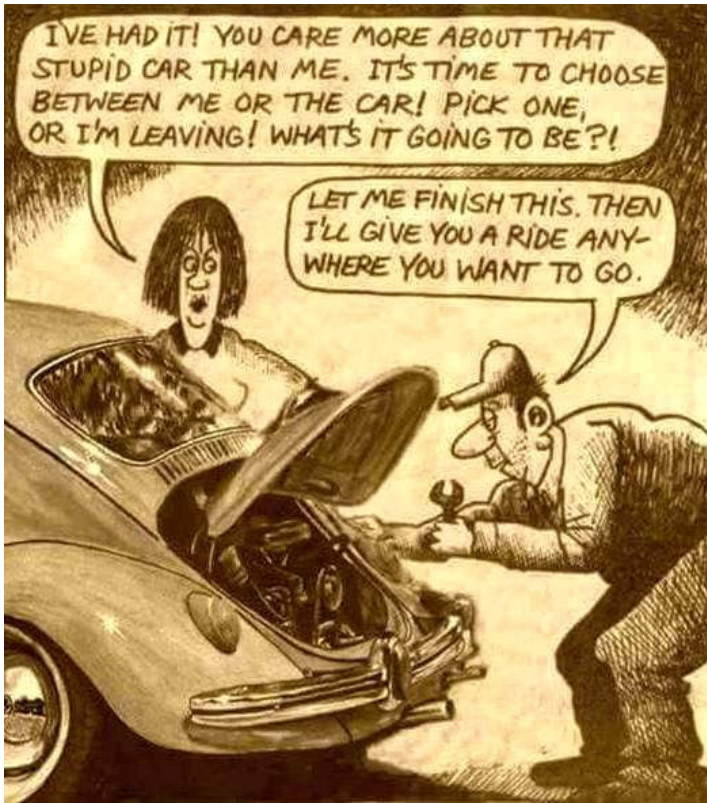
The Audi 100 has a 1760cc four-cylinder engine with a twin-choke carburettor developing 115 horsepower (86 kW).

It uses front-wheel drive with all synchromesh four-speed gearbox and floor change lever.

The Audi 100 goes from 0 to 60 mph (96.6 km/h) in 11.2 sec and has a top speed of 106 mph (170.6 km/h) which is also its cruising speed.

It has an all-steel body with the engine being carried harmlessly under the passenger compartment in case of a collision.

Jeff's Facebook finds.



4/8/21, 6:51 PM



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Sometimes you have to admit it's time to retire.



Diet tip: If you think you're
hungry, you might just be thirsty.
Have a bottle of wine first and
then see how you feel.



This really works... (-)

ANOTHER GERMAN COMPETITOR



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

New cars on sale from **1967** Monday

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

The new cars, the Auto
Union Audi 80 and Audi
Super 90, are four-door.

five-passenger sports saloons
with the engine driving
through the front wheels.

The Audis are the result
of co-operation among four
major German manufactur-
ers—Auto Union, Volkswa-
gen, Mercedes-Benz, who
developed the engine, and
Porsche, who were asso-
ciated with the design of the
gearbox.

Both cars are fitted with
the Mercedes four-cylinder,
1,779cc engines, tuned to
produce 91 b.h.p. (S.A.E.) in
the Audi 80 and 102 b.h.p.
in the Super 90.

Volkswagen claims that
the Super 90 will top 100
m.p.h. and is capable of an
average petrol consumption
of 31 m.p.g.

A top speed of 94 m.p.h.
is claimed for the Audi 80.

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

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

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

The Audi 80 is priced at
\$3,350 and the Super 90 will
sell for \$3,740.



The late news.

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

A man was fined \$5,000 in court today for forging rare birds' eggs. He admitted to the court that he bought supermarket eggs and painted speckles on them. Staff at the Natural History Museum became suspicious when he sent them a dozen Fresh Farm wedge-tailed eagle eggs, and a half-dozen Free Range cassowary eggs with 'Coles' stamped on them.

A Gosford man has broken the world record for standing on his head, achieving a new mark of 55 hours 12 minutes. He said afterwards, "It was easy - I could have done it standing on my feet."

The annual meeting of the Australian Astrology and Clairvoyant Society has been cancelled, due to unforeseen circumstances.

On tiny Brampton Island in the Whitsundays, the unemployment figure for last month was one - Mr Bruce Watkins, the former caretaker of the now closed holiday resort and the island's only resident. As the island has no Centrelink clerk to pay Mr Watkins his unemployment benefits, he was appointed as Centrelink clerk. This month's unemployment figure has now dropped dramatically - to nil. A Queensland Government minister stated that since the island's Centrelink clerk now has no one to pay, they will have to sack him.

An agricultural firm in Grafton have announced their new type of lettuce with incredible health benefits. The new lettuce allows men to live to a great age and retain their virility. Those interested in purchasing the new lettuce should contact the company, Dunmore and Sons and Sons and Sons and Sons.

In the latest action on climate change, a new type of passenger aircraft powered entirely by sustainable natural gas, was flown for the first time today. Adam Bandt and a large group of Greens senators watched the test flight and declared it a success. However a Qantas engineer was not so sure. He said the new aircraft needed too many coins for the gas meter, the cabin became too hot from the burners, and the pilot kept going out.

Famous African explorer Sir Giles Penfold had a fantastic escape near Bulawayo today, when he was chased by three hungry lions. The largest got to within a metre of him when he was saved by a thousand-to-one chance. He was eaten by a crocodile.

There was a row at the Australian Celebrity beauty pageant this week, when contestants were asked to remove their bikini tops after allegations that their bras were padded. Kylie Minogue said people were making mountains out of molehills; Julia Morris said she would be letting down her supporters, and Nicole Kidman flatly refused. Sophie Monk however agreed to remove her bra, and in doing so knocked out all the other contestants.

A new 1,000-piece jigsaw puzzle of a nude Chris Hemsworth has been banned from sale by authorities today - unless 73 of the pieces are withdrawn.

A new stage production at the Capitol Theatre opens this week, sponsored by the King Gee Trousers factory. It will be a rendition of Lord of the Flies.

Now for the weather. Very strong to severe southerly winds continue across most of NSW today. A man who ran out of petrol on the Princes Highway near Nowra reached Wollongong before he found out. Confetti thrown at a wedding couple in South Sydney covered a wedding couple in North Sydney. A parachute display in Wilton was enjoyed by a crowd of spectators in Gosford. But despite the strong winds, the 18-footer yacht races still went ahead on the harbour - then in Broken Bay, Lake Macquarie and eventually Port Stephens.

Sport. Retired Australian jockey Damien Oliver has begun a new career as a Catholic priest. Yesterday he gave his first sermon on the mount.

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

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The new VW goes rev, rev, rev.

Instead of rev, rev, rev, rev, rev, rev, rev, rev, rev, rev.

Some car makers make engines perform better by having them rev fast.

It usually works.

But because the engines work harder they wear out sooner. We were tempted to have the new beetle revving every bit as fast as the average 4 cylinder job.

It could take it.

But we didn't.

Instead, with a much bigger engine and just a few more revs, we found what you were looking for; more power.

The '66 beetle has 20% more controlled power than the '65.

To make the extra power more useful, we fixed first and second gears so they're even easier to change (and we strengthened the clutch as well).

You can overtake another car faster in the '66. 0 to 50 four seconds sooner.

You can go up a 47.5% (1 in 2) slope without even breathing hard, let alone boiling.

The new VW still doesn't need a radiator or water hoses and things.

Sounds good?

It runs better. Try a test drive and go rev, rev, rev.



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