

Zeitschrift



Ask the Leyland Brothers.

November 2022

IN THIS ISSUE:

**Cookies Fish n Chips run
Ask The Leyland Brothers 1
Rod's Life Project update 6
More Ash articles**

**Caddy Cargo TDI320
Exploding VW Parts
Club VW committee 85-22
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).



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President:	Lee Woods president@clubvw.org.au	0414 952 509
Vice President:	David Birchall vicepresident@clubvw.org.au	(02) 9534 4825
Secretary and: Membership:	Norm Elias secretary@clubvw.org.au	0421 303 544
Treasurer:	Martha Adams treasurer@clubvw.org.au	0404 226 920
Editor:	Phil Matthews editor@clubvw.org.au	0412 786 339
Webmasters:	Norm Elias Phil Matthews	0413 003 998 0412 786 339
Social Media:	Lee Woods l.woods@hotmail.com.au	0414 952 509
Book and DVD Librarian:	Carl Moll library@clubvw.org.au	0417 471 137
Tool Librarian:	Bob Hickman hicko@inet.net.au	(02) 4655 5566
Merchandising:	Adam Daines sales@clubvw.org.au	0404 984 648
Assistant Merch:	Oscar Daines	
Raffle Officer:	Christine Eaton	(02) 9520 4914
Vintage Registr:	John Ladomatos vintage@clubvw.org.au	0449 236 076
VW Nationals Committee:	David Birchall Steve Carter Zelko Jurkovic	(02) 9534 4825 Sandy Benic Eddie Flieta
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Registrar:	Willie Nelson	clubveedubact@gmail.com
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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*.

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See the back page for all 2021 VW Nationals sponsors.

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Lemonade.

It's the best thing to make of a lemon. And a small reminder that even the sourest situation can be turned into something sweet. So that's exactly what we did.

We went back to the drawing board and built an electric car from the inside out. Suddenly, we had an entirely new framework for creating a vehicle. One that not only makes electric cars accessible to more people, but also allows for more legroom.

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You see, every negative has a positive. It's not rocket science. But it is, well, battery science. Which is exactly what we put into our all-electric fleet. Sweet, huh?



Volkswagen

16th

Sunday

22nd January 2023

Anniversary VW Summer Cruise & BBQ



Meet us at Uncle Leo's BP Truckstop, Liverpool Crossroads, at 8:30am. Departs 9:00am stopping at Appin and finishing at Stanwell Park at 11:30am.

Or you can just meet us at the beach. Just head straight to Stanwell Park beach, Station St carpark, and meet us under the trees at the Club VW Marquee!

From 10:00 am

Families and kids are all invited, with a gold coin BBQ lunch of sausages and rolls and ice cold drinks! There is a great playground and of course the beach!



ALL VWs welcome See you there!!!

Craig: 0404 184893
Steve : 0490 020338

Von der Frau Präsidentin.

Schönen Tag,

Well October brought a lot of ... rain and unfortunately the cancelation of more events!

The Sydney German Autofest has been rescheduled due to the grounds being unusable. It will now be held on the 12th of February 2023. Any pre ticket purchases will still be valid for the new date, so keep these flagged in your inbox!

Likewise the classic car portion of the Wings over Illawarra event has also been canned due to wet grounds, however the air show will still go ahead. If you had tickets to take your car, you can still enter the event free of charge, so be sure to get down there and enjoy the air show.

This month, Day of the Volkswagen is happening in Melbourne on 20th November 2022 and as always should be a great event - weather permitting!

December is shaping up to be a quiet month for events, but we do have our Christmas party! We will put on the food and a free drink; all you need to do is bring a wrapped gift to the value of \$10.

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

" We are looking for new stall holders to form a larger market at the 2023 Nationals, if you have friends or family that would be interested, please tell them to get in touch!

" New Club Veedub Merchandise will be available at the general meeting each month.

" Club Annual Membership is increasing to \$50 on the 1st of January 2023. Renewals and new memberships after this date will be at the new cost.

" 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!

Sorry for the short report this month, but the family and I finally did our first tango with COVID, and I do NOT recommend! Definitely an experience worth missing!

Bleib positiv und teste weiter negativ!

(Stay positive and keep testing negative!)

Lee Woods



Kanberra Kapitel report.

Greetings from Canberra.

I hope everyone is still safe and dry. I'm still seriously considering investing in a mini submarine if this weather keeps up. Word on the street is that La Nina is supposed to wrap up early in the New Year. I'll believe that when I see it.

We saw the return of Cookie's Cycles Fish'n'Chips run to Bateman's Bay in October. See Willie's report and photos in

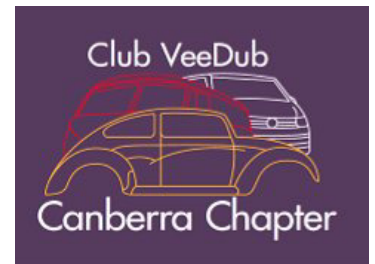
this issue. The Canberra crew were joined by members of the Canberra Mini Club, Club BMW and a couple of clubs from the Shoalhaven and local bay area which was great to see. I personally hadn't seen the ocean since before COVID started, being able to get down the coast finally and make sure it was in fact still there was great. Over all, it was a fantastic day out, possibly a little expensive for someone who managed to score themselves a speeding fine. We won't go into that. Here's to the next one!

The weather has kept a lot of us from venturing out unfortunately. Hopefully, we'll see a return to normal scheduling with our events soon enough. I also had the bad luck of finally meeting COVID face to face, not a pleasant experience at all so I'm not sure if the rest of the Canberra Committee has managed to sneak in planning for a couple of events before the silly season kicks in.

Keep any eye out on a Facebook page/s or via our emails for more information on upcoming events for the Canberra Club.

As always, stay safe.
Cheers

Dot



Klub Kalender.

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

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

November.

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

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

Sunday 13th:- Classic Car display at Wings Over Illawarra, Albion Park Airport - **CANCELLED** due to wet grounds unuitable for classic cars. Booked entry tickets still accepted for General Entry on the day, so you can still visit the airshow if you wish.

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



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.

Sunday 22nd:- VW Summer Cruise 2023. Meet at Uncle Leo's BP Roadhouse, Liverpool Crossroads, at 8:30am for coffees, photos and VW chat. Cruise departs at 9:00am. Brief

stop for photos at Appin, then to Stanwell Park by 11:30pm. Families and kids welcome. Gold coin donation for BBQ sausage sizzle and drinks. Large grassy park with club tent, kids' playground, kiosk, toilets and nearby surf beach. All VWs welcome, old and new.

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.

Sunday 12th: RESCHEDULED Sydney German Autofest 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! \$20 per car entry fee. Food and drink stalls on site, trophies for the best cars. Cars to be in place by 9:00am.

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.

Free to Good Home: Hi there I have an old copy of the **Gregory's VW Type 2 Transporter workshop manual** no 48, for 1200, 1500, 1600. Was wondering if anyone in your club is interested? The manual is not in good condition, however, it has all the pages, it's just the outside that's somewhat ratty. I don't want anything for it and am happy to post it. If you would like it, please contact Linda Lawson on 0407 210742 or email lindaxphil@yahoo.com.au

Wanted:- Rear bumper for 1976 T2 Kombi, in reasonable condition. To finish my kombi all I need to get it finished is a rear bumper, I have the brackets don't have rubber strip on front one. If you can help, please contact Robert (Bob) White on 0419 437132 or email rwjwhite@bigpond.com

2nd Month 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:- 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

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 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

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),



Next Club Meeting:
Thursday
17th Nov.
8:00pm
Strathfield Golf Club.



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.

Carl says Thank You!

Following the article in last issue about finding a home for two wheelchair VW Transporters, I am happy to notify club members that both vehicles have been placed with deserving Para/ Quad recipients.

Response was very fast and I referred enquiries to Lois's Mum. All I know one is going to a quadriplegic in Brooklyn, NSW and the other to the Wollongong area.

Thank you Club VW and well done readers for your networking.

Also, one of the many events held by the club is our **monthly meetings**, which used to be held at the old Arena Greyhound Club at Yagoona, now a very run down venue in receivership.

Since February we have moved the monthly meetings to a new venue, the Strathfield Golf club at 52 Weeroona Rd. It's a brand-new facility which is best described as a 5-star venue. We have our own modern room with the latest audio-visual gear (and at no expense); tea and coffee are free, there is a terrific modern bar close by (with discounts for Golf Club members) and I'm told the food available is fantastic.

Unfortunately only about 30 members attend our meetings, sometimes even less. Is everyone still in covid 'stay-home' mode?

I would encourage you all to come along if you are able on the next Thursday evening meeting and experience first-hand this great new venue.

And of course the club library is there too. A free service for club members!

If you are interested in borrowing workshop manuals and How to Videos, or books on all things VW be it Beetles,

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See you there!

Cheers,

Carl Moll

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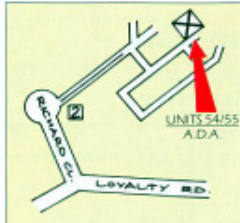
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Australian VW Performance Centre is located in Croydon South, about 30 minutes east from the Melbourne CBD, close to Ringwood end of Eastlink. If you find yourself unable to contact us during business hours, please do not hesitate to email us with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

www.vwperformance.com.au

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

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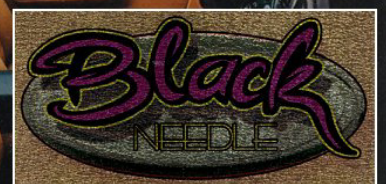
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Club Veedub Sydney Membership / Subscription Form. ✂

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Address:

State: Postcode:

Email:

Phone: (BH)
 (AH)
 (Mob)

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

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

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

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Post your business card and a cheque for \$110 to the Secretary, Club Veedub Sydney, PO Box 324, Mortdale NSW 2223



Club Veedub Sydney Membership / Subscription Form.

Please tell us about your Volkswagen(s):

Year	Model	Engine Size	Rego No.	Colour

Please enclose a cheque or money order for \$45.00, payable to Club Veedub Sydney, and post it with this form to:

Club Veedub Sydney,
PO Box 324
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You will receive 12 issues.



wheel-drive hardware, whereas the V6 has full-time four-wheel-drive hardware.

The single-turbo 2.3-litre petrol is backed by a 10-speed automatic and permanent four-wheel-drive hardware.

All transmission options now have low-range modes, which was absent on the original Volkswagen Amarok.

There are six driving modes: Normal, Eco, Slippery, Snow/Sand, Mud/Rut, Tow/Haul.

One manual transmission variant will be available on the base Amarok grade, while the Ford Ranger line-up is now automatic only.

The four-cylinder diesel engines are available on the three base grades (Amarok, Life and Style), while the V6

diesel is available on the three highest grades (Style, PanAmerica, and Aventura).

The single-turbo 2.3-litre four-cylinder petrol engine is available only on the flagship Aventura.

Most variants of the 2023 Volkswagen Amarok range come with a full suite of safety systems - including a centre airbag and crash avoidance systems - marking a pole vault leap in technology compared to the original Volkswagen Amarok.

However, conspicuous by its absence: blind zone warning and rear cross-traffic alert are not available on the cheapest Volkswagen Amarok - even though this tech is standard on even the cheapest Isuzu D-Max, Mazda BT-50 and Ford Ranger utes.

And in the information shared so far, rear cross-traffic alert is not listed. Updates can be released once it is clarified which models - if any - will have this helpful technology.

The absence of key safety tech on even the most basic Amarok is an unusual oversight given Volkswagen appears to be taking a premium position compared to the latest Ford Ranger; for example all models have LED headlights, whereas Ford perseveres with halogen lamps on its workhorse variants.

Australian prices for the 2023 Volkswagen Amarok are expected to be announced later this year - ahead of showroom arrivals early next year - but the details listed here will help customers place orders and compare features across rivals, including the new-generation Ford Ranger.

Next Amarok for 10 years.

The new Volkswagen Amarok will remain in showrooms for a minimum of a decade, it has been confirmed - or even longer, should the VW ute remain up to date with the latest hybrid and electric technology beyond 2030.

Launched in 2010, the first-generation Amarok is now the oldest ute in its class, surviving beyond the typical 10-year life cycle chosen by most commercial vehicles (compared to about six or seven years for a passenger car).

At the new Ford-based Amarok's reveal last month, Volkswagen indicated the new Amarok will adhere to the

New Amarok specs released.

Specifications for the 2023 Volkswagen Amarok have been released for Australia ahead of local showroom arrivals early next year.

Volkswagen dealers have received detailed specification charts to help customers place reservations for the new Amarok well ahead of launch.

Customer orders placed today for a 2023 Volkswagen Amarok in Australia will be "pending price and test drive", which means buyers can back out of the deal if needed.

"Since the Amarok was globally revealed four weeks ago, Volkswagen dealers have been beset by inquiries and customers intent on placing deposits," Volkswagen Australia Commercial Vehicles Director Ryan Davies said in a media statement.

Many Ford Ranger customers are also considering the 2023 Volkswagen Amarok - given both vehicles are twins under the skin and share the same mechanicals and capability, but have different designs and certain unique features.

The second-generation Volkswagen Amarok was jointly developed with Ford - and is built on the Ford Ranger production line in Silverton, South Africa. Australia-bound Ford Rangers are sourced from Thailand.

Given the lengthy delays already being reported for the new-generation Ford Ranger, some customers in the queue are weighing up making the switch to a new Volkswagen Amarok.

Information shared with Volkswagen dealers in Australia today - and confirmed by the company as being accurate - show there will initially be five model grades.

The new models are listed as Amarok, Life, Style, PanAmerica, and Aventura.

There are four engine options: single-turbo 2.0-litre four-cylinder diesel (125 kW/405 Nm), a twin-turbo 2.0-litre four-cylinder diesel (154 kW/500 Nm), a single-turbo 3.0-litre V6 diesel (184 kW/600 Nm), and a single-turbo 2.3-litre four-cylinder petrol (222 kW/452 Nm).

The single-turbo 2.0-litre diesel is available with a six-speed manual or six-speed automatic transmission.

The twin-turbo 2.0-litre diesel and single-turbo 3.0-litre V6 diesel are available with 10-speed automatic transmissions, however the four-cylinder has part-time four-



usual decade-long model cycle - unless, come 2033, it's still competitive against more modern rivals in the predicted world of battery-electric mid-size utes.

"We are always aiming for decades [in production] for the Amarok, because we do think that the first Amarok has been, or is still an icon - and we are absolutely convinced the second-generation Amarok will also become an icon," said German VW Commercial Vehicles marketing boss Lars Krause.

"Therefore we are planning for 10 years [on sale], and maybe even longer. But 10 years is the first planning cycle I would say, and as said before ... we are flexible.

Said flexibility will revolve around the availability of hybrid and electric powertrains, which the new Amarok's platform - shared with the Ford Ranger - has been designed to support. The second-generation Volkswagen Amarok could live beyond its planned 2033 expiry date, if electrified powertrains are introduced, and the ute remains competitive among newer rivals.

"That [flexibility] means basically we have a current setup of drivetrains - diesel and petrol - but we are observing closely the market. The platform is flexible and enables us also to come up with new electrified versions, and therefore we are ready for everything that comes up," Krause added.

The new Amarok's planned life cycle places it in the firing line of a ban on pure petrol and diesel-engined vehicles in the UK in 2035, followed by a full ban on hybrid vehicles in the UK and Europe from 2035 (albeit with an exemption in Europe for synthetic fuels).

While the Amarok has been engineered for electrified powertrains, along with its Ford Ranger ute and Everest SUV relatives, Volkswagen executives told media a hybrid or electric Amarok has not been given the green light.

"I would say Volkswagen is very intensive and very consequent on the way to zero [emissions]. So for us electrification is a subject in all the different fields," Volkswagen Commercial Vehicles chief Carsten Intra explained.

"What we do when we look into our products, first of all, we listen in to our customers ... worldwide. We have a broad customer base all over the globe with different needs, and what we can see is in that pick-up business there is popping up a lot of demand towards electrification.

"We can confirm this car is made for electrification as well, so you can do it. We are looking closely - we have not taken any decision today to bring it in the very near future - but I think it's an interesting field of action for the future, for sure."

Volkswagen executives have previously expressed the

company is "seriously considering" an all-electric powertrain - rather than a plug-in hybrid, as slated for the Ford Ranger and Everest around 2024, with VW "not satisfied" with the PHEV's electric driving range.

However, an electrified Amarok isn't guaranteed to be a global offering, as the acceptance of, and infrastructure for electric cars is much further progressed in markets such as Europe, compared to Australia or Africa. France for example has 56 nuclear power reactors producing over 61,000 MW of clean 24/7 electricity and exports power all across Europe. Africa has just two power reactors, and Australia none.

"To add on that ... this [the new Amarok] is really a global vehicle. We will launch it in Europe of course, but especially in markets like Australia, and also Africa - and the status of electrification is totally different in these markets," Lars Krause added.

"Our core aim is to deliver the best product to our specific customer[s] in each market. This is why we want to be flexible, and we are able to see what the developments are, and to react - this is important."

Production of the first-generation Volkswagen Amarok will continue at VW's factory in Pacheco, Argentina, even when the new model begins rolling off Ford's production line in Silverton, South Africa.

However, this continuation will be restricted to South American markets, where price and capability are higher priorities for ute buyers than the latest technology and safety features. The current Amarok cannot remain on sale in Australia, as it does not meet new crash safety regulations in force from November 1.

VW's Australian electric future.

Volkswagen Australia is preparing to introduce a range of new electric cars from the end of next year - the 2024 Volkswagen ID.4, ID.5 and ID.3 - after a delayed start that places our VW market four years behind Europe.

The first of Volkswagen's ID battery-electric cars went on sale in Europe in 2020, and the range has since expanded to a family of four (soon to be five) models - the ID.3 hatchback, ID.4 and ID.5 mid-size SUVs, and upcoming ID. Buzz people mover and cargo van.

However, Volkswagen Australia says a mix of limited supply and high demand means ID electric cars were prioritised for markets like Europe, where car makers face financial penalties for missing strict emissions targets - regulations which do not yet exist in Australia.

After a long delay, Australia is slated to step off the sidelines next year, with the launch of the first two ID models: the Tiguan-sized ID.4 mid-size SUV, and its sportier 'coupe-styled' sibling, the ID.5.

Set to follow in 2024 is the smaller ID.3 electric hatch - the twin to VW Group sister brand Cupra's Born electric car, due next year - and at a later date, if it's given the green light, the Kombi-inspired ID. Buzz people mover.

The Golf-sized ID.3 was VW's first electric car and started production in 2019 at VW's Zwickau-Mosel and Dresden plants in eastern Germany. It's also made by the SAIC-VW partnership in China. World production was

almost 80,000 in 2020; 2021 sales were similar but restricted by the semi-conductor shortage.

ID.4 production began in September 2020 at Zwickau-Mosel and Emden in Germany, and is also made in VW's US plant in Chattanooga and by both SAIC-VW and FAW-VW in China. The ID.5 began in November 2021 and is currently only made in Zwickau-Mosel. Volkswagen Australia says production of the ID.4 and ID.5 for our market is expected to begin around October next year, which would correlate to first deliveries early in 2024.

However, the company says it is working to bring the start of production forward to the middle of 2023, in order to get the first cars into local showrooms before the end of the year - though this is yet to be finalised.

Pricing and specifications for these vehicles and how they might differ from European models are yet to be announced. However a VW Australia spokesperson said there are "a number of options available" to the brand, across multiple battery packs, electric motor outputs and standard feature levels.

Expect the range to focus on better-equipped models with the largest battery packs available, which in Europe deliver up to a claimed 540 km of range in rear-wheel-drive form.

A stripped-back, short-range base model to bring down the base price won't be offered, as such a model "wouldn't match our customers' expectations of what a Volkswagen offers", a spokesperson said.

Prices in the UK start as low as £37,000 (\$AU64,200) - equivalent to a low- to mid-range Tiguan family SUV, priced from about \$47,000 drive-away in Australia.

High-grade models cost up to £55,000 (\$AU95,000), or five per cent more than a Tiguan R flagship, which is about \$76,500 drive-away here.

These prices apply to the ID.4 range; opting for the sportier ID.5 - which differs with a sloping roofline from the middle B-pillar back, though with identical rear doors - costs about £500 (\$AU900) extra.

Available above the core ID.4 and ID.5 ranges are flagship GTX variants (ID.5 GTX above), with dual motors, 220 kW, 470 km of driving range, and 0-100 km/h times of 6.2 seconds - compared to one motor, 150 kW, 500 km of range, and an 8.5-second sprint time in standard models.

These models can be optioned up to £59,000 (\$AU102,500) - pointing to a local price above \$85,000 drive-away, or on par with a less potent (but longer-range) Kia EV6 GT-Line rear-wheel drive.

Volkswagen Australia says these variants would be "desirable" - given the relative popularity of high-performance Volkswagens in Australia - however local launches have not been locked in.

Following the ID.4 and ID.5 into showrooms in late 2023 or early 2024 - depending on whether Australian-spec production can be brought forward - is set to be the smaller ID.3 hatchback, expected to arrive in Australia sometime in 2024.

The earmarked 2024 launch date is set to see Volkswagen Australia

launch the ID.3 after its mid-life facelift - arriving four years into its life cycle.

The ID.3 will be beaten to market by its twin from the VW Group's Cupra brand, known as the Born, which is due in showrooms in early 2023.

Fewer details of local specifications are known for the ID.3 than its taller siblings, however expect the largest battery packs and most potent electric motors available globally to be offered locally, offering up to 550km of driving range.

It remains to be seen how the ID.3 will be differentiated from its Cupra twin, given the Born is also slated to launch with the largest battery (77 kWh) available and a 170 kW electric motor, which is more powerful than the flagship 150 kW motor offered in the Volkswagen.

Prices for the Cupra have been indicated to start in the high \$50,000s, or low \$60,000s; though it's unclear if this range includes or excludes on-road costs.

Volkswagen is positioned half a step above Cupra in the Group's hierarchy, with the German brand's petrol-powered models a few thousand dollars dearer for similar performance and features - suggesting top-of-the-range ID.3s will break past \$60,000 before on-road costs, so it ought to at least match, or better yet exceed, that of the Cupra.

Although not confirmed for Australia, VW Australia has shown interest in the electric revival of the classic Kombi, the ID. Buzz electric van and people mover range - underpinned by the same 'MEB' dedicated electric platform as the other ID models.

While the ID. Buzz is due on sale in Europe within the coming months from a German factory - and in the US in 2024, in long-wheelbase, seven-seat form built in America - a launch in Australia has not been locked in. While it may appear down the track, it won't form part of the initial wave of Volkswagen ID launches in Australia.

The ID family will expand in the coming years to the Passat-like ID.6 and Arteon-like ID.7, and a small Polo-sized electric car, expected to wear the ID.2 badge. Nothing has been confirmed whether there'll be an even smaller ID.1 (sized like the Up!) but it seems logical.

These models have yet to be discussed for Australia - and aren't even due in European showrooms until the end of 2023, 2024 or even 2025 respectively.

The first VW Group electric vehicle here was the Audi eTron SUV, which went on sale in July 2019 (\$137,100). It has since been joined by the eTron Sportback (\$149,000) and



eTron GT (\$181,700). Porsche already sells a number of E-Hybrid Panamera and Cayenne hybrids, while the fully electric Taycan went on local sale in 2021 (\$153,600).

Volkswagen's sister brands in Australia, Skoda and Cupra, have announced similar electric-car roll-out plans due to commence as early as the first few months of next year, their models based on the VW ID- series.

Golf 8 facelift coming.

A mid-life upgrade for the Volkswagen Golf is about 12 to 18 months from Australian showrooms, seemingly overlooked amid a roll-out of new Volkswagen electric and hybrid cars.

While the latest, eighth-generation Golf (or 'Mk8') only went on sale in Australia last April after a number of delays, customer deliveries began in Europe back in late 2019.

That means it will soon be due for its mid-life facelift, at the four-year mark (2023).

Volkswagen Australia has indicated the first examples of the 'facelifted' Golf - known internally as the 'Mk8.5' - are due in local showrooms in late 2023 - assuming no further delays, which may push it into 2024.

It remains to be seen if the full range of model grades - from the base variants to the hot GTI and R - go on sale at the same time, or if the roll-out will be staggered, as with the updated versions of the previous-generation Golf in 2017.

Volkswagen Australia has signalled an intention to launch the Golf GTE plug-in hybrid (PHEV) already offered in Europe - sometime after its first fully electric cars arrive in mid-late 2023. If it is given the green light, it would arrive with the Golf's mid-life facelift from 2024.

Few details of what the Golf 'Mk8.5' will offer have surfaced, however reports out of Europe suggest Volkswagen will attempt to address criticism of the Golf's controversial dumpy front-end styling, and capacitive touch button-heavy interior.

German magazine Auto Zeitung reports the facelifted Golf will introduce a new front-end design with a higher-set grille - addressing what the outlet terms an "unusually low nose" - plus 3D-effect LED tail-lights, and no more faux exhaust outlets on base variants.

Inside, Volkswagen is rumoured to be doubling down on screens - growing the dual 25.5-cm displays in the current Golf to 26.4 and 32.8 cm, though it's not clear which will be used for infotainment, and which will sit behind the steering wheel.

However, the touch-sensitive volume and temperature sliders below the touchscreen are at last rumoured to gain illumination for easier use at night - and Auto Zeitung says the infotainment system will be simplified and "become more fail-safe".

The facelift's upgrades follow changes made in late 2021, adding a new processor reported to have cut the time to boot up all vehicle systems (in addition to simply switching the screen on) from a claimed 40 to six seconds - and revised software with larger, more relevant menu tiles.

Auto Zeitung claims the 2024 upgrade will also introduce a new gloss black centre console, new suede-like 'Atrilur' recycled fabric for the door cards, and a 'Trained Park Assist' function, which will record tricky drives up to 50 metres into car parks, and repeat them autonomously at the push of a button.

Similar to the newest high-end luxury cars - there's also slated to be a park assist function allowing drivers to stand outside the vehicle and manoeuvre it remotely into tricky parking spaces, both by moving back and forward in a straight line, but also by turning the wheels remotely.

The German publication claims the updated Golf will employ an updated, more efficient range of mild-hybrid engines - at least in Europe - in 1.0-litre three-cylinder and 1.5-litre four-cylinder forms, with up to 110 kW.

It says the Golf GTE plug-in hybrid will swap its 1.4-litre turbo four-cylinder engine for a newer 1.5-litre unit, working with an electric motor to boost power from 180 kW today, to 191 kW.



The next generation of Volkswagen plug-in hybrids will offer up to 100 km of electric driving range, according to an announcement last year - and Auto Zeitung reports the updated Golf will be one of these.

The first Golf GTE plug-in hybrid was based on the previous Mk7 model and was first sold in Europe in 2014. This model was never considered for Australian sale due to high costs and lack of infrastructure at the time. However a hybrid VW in today's market would be a clever move to support buyers not ready to move to fully electric cars.

If the updated 2024 Volkswagen Golf is to launch in Australia by the end of next year, expect to see photos of prototypes on European roads within months - and a global unveiling in the next nine months.

VW Golf 9 in doubt.

There may not be another Volkswagen Golf - one of Europe's best-selling cars - if new emissions regulations prove too expensive to meet, too soon.

Speaking to German publication Welt, new Volkswagen brand CEO Thomas Schafer said a decision will be made on whether to develop a ninth-generation Golf within the next 12 months.

"We will have to see whether it is worth developing a new vehicle that does not last the full seven or eight years

[before emissions regulations force a switch to electric power]," said Schafer.

Developing a car with a short lifespan is "extremely expensive", the VW boss said, adding: "We will know more in twelve months."

The current Volkswagen Golf 8 launched in Europe at the end of 2019, before production ramped up in 2020 - so if Schafer's suggested seven to eight-year life cycle is followed, the Golf 9 is not due in European showrooms until sometime in 2027.

If the car is launched at the end of 2027, that would leave seven years before the European Union plans to ban the sales of petrol and diesel cars - and five years before Volkswagen's earliest target date to go fully electric, from 2033.

In the meantime, a facelifted version of the current Golf 8 is in development, Schafer says - which may arrive next year, or in 2024, based on the timing of mid-life updates for other Volkswagen models.

Schafer's comments indicate Volkswagen has taken a step back from its announcement in early 2021, when it confirmed plans for a new Golf were underway, powered by a plug-in hybrid system offering up to 100 km of claimed electric range.

"We will still need combustion engines for a while, but they should be as efficient as possible, which is why the next generation of our core products - all of which are world models - will also be fitted with the latest generation of plug-in hybrid technology, with an electric range of up to 100 kilometres", former VW passenger cars boss Ralf Brandstätter said at the time.

While they may not be required to go electric-only until mid-next decade, European car makers have signalled the difficulty in developing new small cars beyond 2025 - for a profit, and at a price point attractive to a consumer.

This is attributed to the cost in developing engines to meet the latest Euro 7 emission rules - and the size of the battery pack required to achieve a long electric driving range and lower CO2 emissions ratings.

Instead, car brands are targeting fully-electric power for their next small cars - which are planned to become more affordable as battery costs come down, while emitting zero emissions (from the car itself, at least).



If the Golf is axed, Volkswagen would join a range of other car makers ditching their iconic small-car nameplates, irrespective of powertrain.

The Ford Focus and Renault Megane look unlikely to get new generations (as SUVs increase in popularity), while reports suggest the Hyundai i30 and Mercedes-Benz A-Class will not be replaced.

The Peugeot 308 is safe with petrol and hybrid power until around 2028 or 2029 - while a new Audi A3 is planned, but with full battery power.

Volkswagen's range of ID electric vehicles currently contains a Golf-sized hatchback, the ID.3 - though it will expand from 2025 with a smaller electric city car sized similarly to a Polo.

The small Volkswagen - now indicated to logically wear the ID.2 badge - will form part of a project led by VW's Spanish subsidiary Cupra, and will spawn four similarly-sized twins under the skin: the VW ID.2, the Cupra UrbanRebel, a version from Skoda, and according to Welt, a second Volkswagen model.

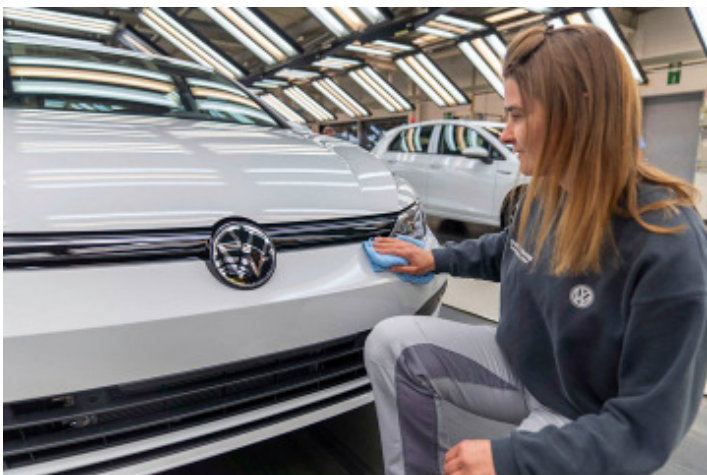
Volkswagen was previously said to be targeting a base price below 20,000 Euro (\$A29,600) - however this has seemingly increased to 25,000 Euro (\$A37,000) amid rising material and production costs, based on Schafer's comments.

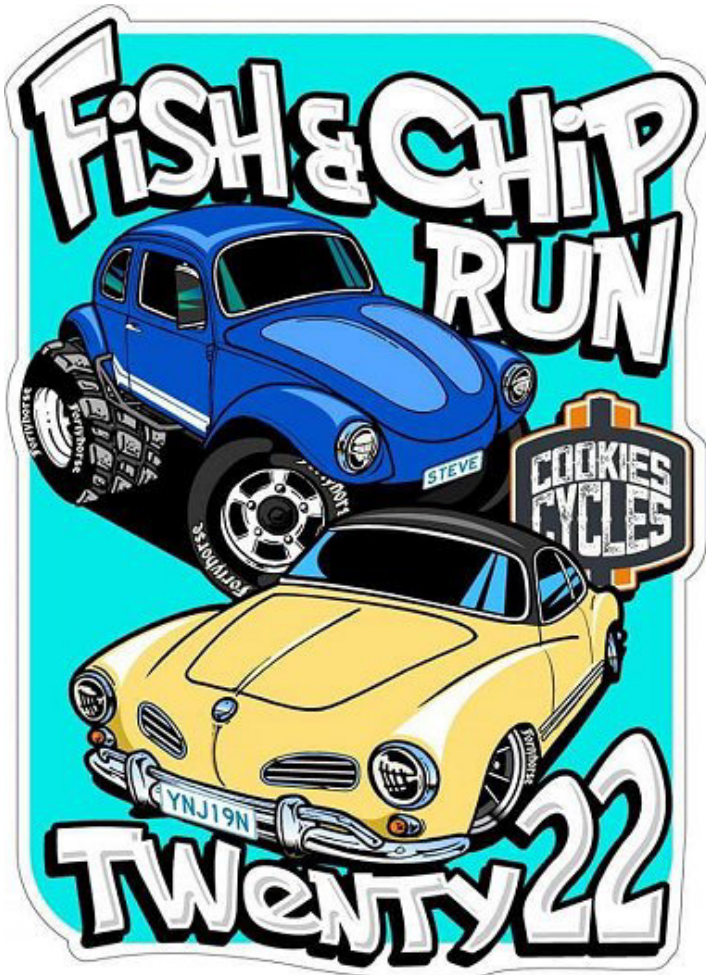
"We plan to offer the ID.2 for less than 25,000 Euros. In three years' time, that will be a super attractive price for an electric vehicle," said Schäfer, adding that the 350 km to 400 km claimed ranges the new cars will offer is "the psychological sell point at the moment."

The boss of the VW brand has ruled out the return of budget-priced 10,000 Euro (\$A15,000) petrol-powered micro cars, as the cost to build petrol engines to meet Euro 7 emissions standard in force from 2025 will be 3000 to 5000 Euro (\$A4400 to \$A7400) than it is today.

"With a small car, these additional costs can hardly be absorbed. So entry-level mobility with combustion engines will be significantly more expensive," Schafer said. "[But] individual mobility is a basic need and must remain achievable in the future."

Meanwhile, Volkswagen Australia's electric vehicle rollout is expected to begin next year with the ID.4 and ID.5 mid-size SUVs. Sister brand Cupra is due to launch its version of the VW ID.3, the Cupra Born, early next year.





Cookies Fish and Chips Run 2022.

The annual Cookies Fish and Chip Run, from Canberra to Batehaven on the South Coast, was conducted on October 16th. This event is put on and sponsored by Dave Cook of Cookies Cycles in Franklin, Canberra. Dave is a committee member of the Canberra Chapter of Club VeeDub and loves



conducting an event to his hometown area - Dave grew up in Batemans Bay. Dave produces T-shirts and hoodies for the event that are available to purchase and provides all entrants with an event sticker.

This event is open to all car enthusiasts and we put the invitation out to many of the other car clubs in Canberra, as well as the Southcoast Dubbers and Shoalhaven VW Club. This year the ACT Mini Club and BMW Club of Canberra were invited along for the event.

The meeting point was at Old Parliament House, before heading off through Queanbeyan, Bungendore and Braidwood. Several participants joined in along the way, creating quite a convoy of classic cars and a few newer performance cars along the Kings Hwy to the coast. We let the BMWs and watercooled VWs lead the way, so as not to hold them up on the hills. This year I decided to drive our 1992 NA Mazda MX5 for the event. We hadn't had the opportunity to drive it outside of Canberra since buying it during the pandemic, so Jo and I decided it was time for some topless motoring in our other classic car. It is such a fun car to drive on roads such as these and we had an absolute blast, especially up and down the mountain. Other non-VW classics that participated were a BMW 2002, a couple of Mini's and a HG





As with many regional roads around the country at present, thanks to the high rainfall in recent times, there were plenty of potholes and other damage to the road. It was interesting watching some of the cars weave and dodge them as we followed, letting us know there were obstacles ahead. Luckily no-one damaged their cars on this trip; however social media has had many stories lately of the damage that can occur on some of these roads.

Planning is already underway for the 2023 Fish and Chip run, hopefully returning to an August slot as previously conducted. Keep an eye on our FB page, Public Group - Club VeeDub Canberra Chapter for updates and other event notifications.

Willie.



Holden ute. Another vehicle of note was the Volksrod of Steve Penrose, which is on loan to Cookie for the summer.

After a coffee break at Braidwood, we continued down the Clyde Mtn to our next meeting point, the Nelligen Pub. Here we met up with members from the Southcoast Dubbers and Shoalhaven VW Club. Once the meet and greet session was done, we got back in our cars and drove in convoy to Carrigan's Beach at Batehaven for our lunch stop.

Great Fish and Chips from Bernie's was the favourite, as this is quite the institution here on the Sth Coast. More chatting, meeting other enthusiasts and checking out all the beautiful cars filled a few hours here, before people started heading off. There was no organised convoy home, as a few took the opportunity to visit family or friends in the area, or just take their time in the region before heading home. Our trip back up the Clyde was once again an enjoyable, spirited drive in the MX5 and were lucky enough not to get caught up behind any heavy vehicles or caravans.



Window glass.

If you're into wrecking cars you'll soon realise that there are some parts of the car that people never really want.



These parts include window glass, sound deadening, ripped interior pieces, damaged stuff and air conditioning parts.

Most of this stuff is thrown away or recycled.

Nobody really ever wanted window glass, except oval beetle front and rear, or maybe the odd 1500 beetle front window.

For years I have smashed them into bins, given it away, and used lots of them as bog boards, but I still have stacks of them.

People would also reject glass with the smallest of scratches on them.

I honestly don't know why I didn't just throw them away years ago.

Mostly I kept them because they come in handy during restorations.

Most of them have different etchings specific to the year model.



They can be all different sizes as well as being left and right sided.

Lately though, people have been raiding my window collection, happy to find what they need, not even caring about little scratches.

Apparently old window glass is getting hard to come by these days.

Some of it can be remade but it's always cheaper to use used ones.

In the last five years, window glass has gone up in value ten fold, with some people asking over \$100 per piece and upwards.

Window glass has far outperformed heart shape taillights, Hazet toolboxes or even anything else.

It goes to show if you hang onto something long enough it could be worth something.

Now my little stack of unwanted window glass could be worth a substantial amount of money. I never saw that coming.

If you have a collection of old Volkswagen window glass, it might be time to show it some more respect.

Ashley Day.

Dealer raids.

From 1981, Volkswagen's importer LNC stopped importing new cars into Australia, and in 1985 ended imports of spare parts.

Volkswagen dealers were left with no new cars or parts.

The only thing left to do was the servicing of previous customers cars, and become dealers for other makes, especially Subaru as these were also imported by LNC and had already shared VW agencies from 1973.

As VW business fell away, most dealers changed to something completely different, usually Nissan/Datsun, Mitsubishi or Toyota. Some tried being 'Euro' dealers for makes such as Fiat, Renault and Lancia, but most eventually shut down.

So through the mid-1980s and the 1990s, raiding old Volkswagen dealers was a fun and profitable thing to do.

In the glovebox, you would always carry an old dealership listing and if you were driving through a country town, you would check the list and drive there, if listed.

Sometimes old dealerships were still there, but now

they sold tractors or lawn mowers.

Most NRMA buildings in country towns used to be the old Volkswagen dealership, but not always.

So what did we used to look for in those old dealerships?

Signs, tools, workshop manuals, sales literature, new old stock parts, accessories, microfiche machines, and anything else of interest.

These old dealerships had a smell of old cardboard parts boxes and it's probably one of my favourite smells, ever.

Anyone that's ever raided an old Volkswagen dealership will know what I'm talking about.

Sadly, they're all gone now. Port Lincoln in South Australia was the last one that I knew of - Stutzers Garage on Liverpool St, which was a VW agency from 1966 to 1984.

The dealership in Forbes was always mine for the taking. It was the former Barry Neilsen Motors at 12 Sherriff St, who was a VW agency from 1965 to 1983. Over time, I pretty much emptied it out. In case you're wondering, it's



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gone now and the Victoria Inn has been built on the site.

Before that, Forbes' VW dealer was J. Meagher Machinery Co on Rankin St. They sold everything from Land Rovers and farm machinery and supplies to clothing and haberdashery. They were a VW agency from 1956 to 1965 but were long gone by the time I got there.

While Parkes gets lots of tourists to visit 'the Dish' for some reason not many people visit Forbes. At least, not since Lachlan Vintage Village closed in the 1990s.

To me, it always seemed a waste that Volkswagen Australia had little dealerships everywhere - and they gave it all away.

Most of these smaller country towns will never see a Volkswagen dealership ever again, which is a shame - especially if you break down and need help out there. While many of the large NSW regional cities have a modern VW dealer, many others such as Shellharbour, Albury, Ballina, Queanbeyan, Goulburn and Armidale still don't.

I suppose we have all had projects that didn't work out and Volkswagen Australia is no different.

Anyway it got me wondering - can you parts raid a new Volkswagen dealership?

Most likely, but that's a story for another day.

Ashley Day.



Caddy Cargo TDI320.

City-sized vans with a modest payload may not match the sales volumes of bigger vans, but for many small businesses they're an absolute business essential.

For the last fifteen years the Volkswagen Caddy has been the star of its segment. In 2021 one in every two small vans in the class was a Volkswagen (51.8 per cent market share) followed by the Renault Kangoo (31.9 per cent) and Peugeot Partner (16.3 per cent).

This year that's changed dramatically. In 2022, the Kangoo leads (54.8 per cent), the Caddy falls to second place (32.6 per cent), and the Partner still struggles (12.6 per cent), but the van market, as with all other segments, has its share of supply issues in these covid times.

Surprisingly, some of the big hitters from the next class up, Toyota, Hyundai and Ford, don't play in the segment below.

The new Caddy Mk4 range starts at \$34,990 plus on-road costs for the short-wheelbase Caddy Cargo 220TSI petrol in six-speed manual guise, and rising to \$45,990 plus on-road costs for the Caddy Maxi Crewvan 320TDI seven-speed dual-clutch automatic. That's before venturing into the passenger Caddy Life and camper-ready Caddy California ranges.

Today we are testing the Caddy Cargo TDI320, pairing the shorter of two available body lengths with the more powerful of two available diesel engines. Pricing starts from \$41,990 in this guise before options and on-road costs.

This combo comes as auto-only, and pairs a 90 kW / 320 Nm 2.0-litre turbo diesel with a seven-speed dual-clutch automatic transmission that makes for a pleasantly capable package on the road.

Inside

Up front, the new Caddy Cargo borrows heavily from the interior design themes put in place by the new Golf.

It's modern and fairly fuss-free, but in the case of the Caddy storage has been prioritised. In something of an interesting mix, though, some legacy parts from the Golf actually spoil the Caddy's versatility.

First, the basics: with a tall glasshouse, forward and side visibility is excellent. The seats are comfy, and the step-in height felt nice and natural - no stepping up and no stooping down.

The driver grips a leather-wrapped steering wheel,

which is no doubt nice when it's new, but feels out of place in a work vehicle, and is sure to show signs of wear pretty quickly on heavy-use vehicles.

The dash itself is littered with receptacles, making it ideal for keeping invoice books, tape measures and tablet devices close at hand. There's a huge bulkhead at the top of the windscreen that can hold yet more odds and ends, and the doors provide plenty of space to tuck things away too.

It does seem a little odd that with a stubby little electronic gear selector, Volkswagen kept it between the front seats - this could have easily moved to the dash and allowed more storage in the console. Instead you get a slim little pen tray next to the gearshifter, and a pair of shallow cupholders and lidded console behind.

At the business end, the cargo bay is a bare box, with a non-slip painted floor covering, and a rear bulkhead with a window separating the cabin from the cargo compartment. The Caddy Cargo SWB comes standard with no side glazing, a sliding rear door on the left, and rear barn doors.

It's possible to factory-order dual side sliding doors, a lift-up tailgate, and side glazing - but with inset body pressings where the glass lives, it's also easier to opt for bonded glass post-purchase unlike flat-sided previous-generation Caddys, which required less secure rubber channel glass mounting.

In the cargo area there's 3.1 cubic metres of cargo volume. The rear doors provide maximum dimensions of 1234 mm wide and 1122 mm tall for loading, but the sub-catch to open the doors past 90 degrees is a little fiddly, low down and hard to reach.

There are six tie-downs in the floor and LED lighting overhead. Its payload is rated at a maximum of 724kg.

Infotainment and Connectivity

With close ties to the Golf range, Volkswagen has revolutionised the interior by pulling out individual buttons and controls, and moving them to the touchscreen.

The standard display is a 21-cm screen, which hosts wired Apple CarPlay and Android Auto connectivity, the rear-view camera display, and FM radio - but no AM or digital radio. The system also provides access to vehicle settings, trip computer data, and air-conditioning and ventilation controls.

That latter item is a little contentious. To access air-con control you need to tap the climate shortcut, either on screen or via the 'clima' button, and then adjust the fan or temp via the touchscreen.

It adds unnecessary steps to the process, and the system was regularly unresponsive, reverting back to start-up settings and not registering user inputs. Not ideal, and a problem never presented with old-school physical ventilation controls.

Aside from that, though, Volkswagen's system is user-friendly enough to be liveable day-to-day. The user interface is logical, and allows plenty of vehicle settings customisation to set up the driver assist settings, and adjustments for things like wipers and mirrors to customise the car to your liking.

The driver faces traditional analogue dials, with speedo, tacho, fuel and temp dials. A small multi-function display in between offers a digital speedo, trip computer data, plus service, AdBlue and media settings, depending on the screen chosen.

Steering wheel controls for the display live on the right spoke of the steering wheel, with cruise-control buttons on the left. These are intuitive to use, and stick with physical buttons rather than Volkswagen's newer (and frustrating) capacitive controls.

Safety and Technology

Commercial vehicle variants of the new Caddy range are officially untested according to ANCAP. The closely related Caddy People Mover does come with a five-star result awarded in 2021.

The big difference between the Caddy Cargo and the rated Caddy People Mover comes down to standard safety equipment. The Caddy Cargo comes with city-speed autonomous emergency braking (AEB), lane-keep assistance, and a rear-view camera. Airbag coverage includes a front centre airbag (to protect against collisions between front occupants), first- and second-row curtain airbags, plus front-seat forward and side airbags.

Two optional equipment packs allow additional safety and driver assist tech to be added. The Driver Assist Package adds AEB with pedestrian detection, adaptive cruise control, blind-spot monitoring and rear cross-traffic alert (plus digital radio, black-painted door handles and mirrors, plus mirror heating and power folding) for \$2750.

The Comfort Drive Travel Assist Package adds the above features, but also adds lane-keep assist, park assist with front and rear park sensors, cyclist and oncoming vehicle (when turning) AEB intervention, plus digital driver's display, and keyless entry and start. It adds \$5000 to the price.

Value for Money

Even at the most affordable end of its range, the Volkswagen Caddy doesn't scrap for budget-priced kudos, starting well above rivals from Peugeot and Renault. That said, the Caddy TDI320 tested here, from \$41,990 plus on-road costs, doesn't feel out of its depth.

The combination of a strong standard equipment list and a willing and powerful engine means the Caddy can defend its price premium a touch. The need to add safety tech is a bit of a sore point at the price - but at least those optional equipment groups add features unavailable in rivals.

The Caddy is covered by a five-year, unlimited-kilometre warranty (though in some commercial-use cases distance may be limited to 150,000 km).

Through Volkswagen's capped-price service program, the first five individual services will cost \$490, \$695, \$490, \$781, and \$490 respectively. The more affordable option is a pre-paid Care Plan service package at \$1500 for five years - a



saving of \$1446 compared to pay-as-you-go servicing.

Volkswagen rates official fuel consumption at a frugal 4.9 litres per 100 km. Obviously, in the case of a van with variable payloads and use cases between users, this baseline figure may not be repeatable in the real world.

After a week of city stops and urban use, with a light load wherever possible, we recorded 7.6 L/100 km. With a fairly fresh engine, this has room to improve as the Caddy runs in.

Driving

The Caddy TDI320's 2.0-litre turbo diesel engine produces 90 kW and 320 Nm, making it fairly under-stressed for an engine of its size.

Performance is robust, however. That generous torque figure, on tap from as early as 1500 rpm, is always on hand to keep things moving smartly in city traffic.

Noise suppression is good too. There's some diesel noise signature through the rev range, but overall it's a serene place to spend long hours behind the wheel.

Your fit-out in the rear will no doubt make a difference, but even with nothing on the floor to absorb noise, highway cruising in a bare van was quite manageable thanks to the rear bulkhead keeping noise out of the cabin.

Light and nimble on its feet, the Caddy feels entirely car-like to drive. It's easy to navigate through tight streets and narrow parking pays.

It does carry some issues. The rear-view camera offers a skewed view, which can make it hard to accurately line up in a parking bay. Worse still, the camera is mounted to the rear door, so it swings out of the way if you open the cargo bay to back up to a loading dock.

A smarter option would be for Volkswagen to top-mount the camera on barn door models, at the middle of the body, to avoid both issues.

The seven-speed dual-clutch automatic transmission is quite well-behaved. It's super slick and smooth on the go, and doesn't disgrace itself when reversing uphill or trying to make small positioning adjustments.

Ride quality is the one giveaway that you're just driving a van, not a bare-bones Golf.

With a view to 725 kg of payload, the ride can be bouncy and fidgety with nothing on board. Add in some ballast over the rear axle and things improve, though there's always a somewhat heavy-duty feel to the on-road behaviour.

Conclusion

Commercial vehicle buyers used to be handed the short end of the stick when it came to comfort and refinement. Over the last few years that's changed, and Volkswagen continues to hone the experience with the new Caddy.

For that improvement, buyers will need to have deeper pockets, and still won't ever mistake the Caddy for an Audi.

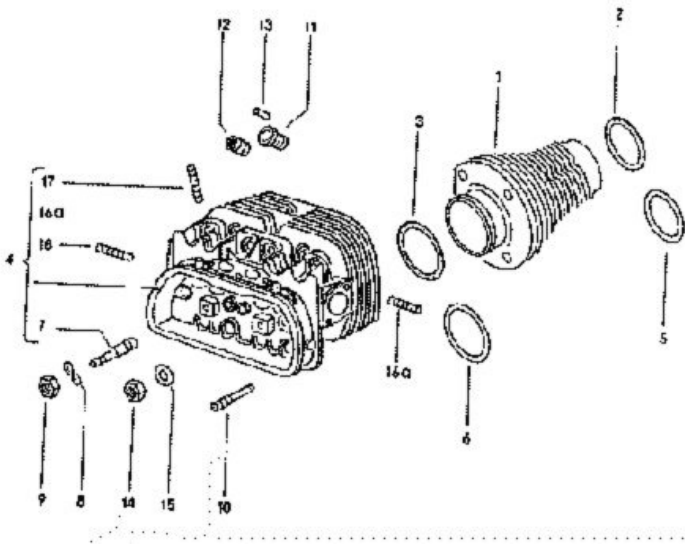
Be that as it may, robust performance, a decent array of creature comforts, and a workplace that's fundamentally good in terms of physical comfort and refinement means the Caddy does move the segment forward.

It might not be positioned as a low-cost fleet darling, but for owner-operators who see the value in rewarding themselves, Volkswagen's smallest van has plenty to offer.

Kez Casey

Exploding VW parts.

Thought that would get your attention, but I'm talking about diagrams which illustrate all the parts in a car so that they can be identified.



When I was living in Germany in the early '80s, I would drop in to VW dealers that I would see along the way and nose around. Sometimes I would be lucky enough to

come across free books containing exploded diagrams of various VW models available at the time, though the attitude of employees about me taking these books away wasn't always the same. Still, I accumulated a few of these. They corresponded to the diagrams to be found on the microfiches used by parts interpreters behind the counter, except that no part numbers were shown. Back in Australia I acquired a microfiche reader and fiches, which I had to cut up, as the reader would not accept the original full size.

Then along came ETKA, which stands for Elektronischer TeilKAtalog. Dealers of any of the VW-owned brands were given access to a computerised version of all the data previously on microfiche, with the advantages of simplified navigation and easy updates. ETKA runs under Windows and has made it into the wild. Internet searches will yield information on how to get hold of a version which you can install yourself, usually from Ebay, though I haven't investigated this approach myself, not wanting to get into the complexities of Microsoft's infamous Operating System (there is a DVD copy in the Club library – Ed.) Dealers may also access a completely online version at www.etka.com through the VW Group Australia SOE; login credentials required, of course.

What I do instead, whenever I need to see how things fit together or get a part number for a particular item, is access one of two online ETKA sites. These offer diagrams, part

ETKA - Volkswagen Revision 8.0 Update: 1166 / 4

FI SUGGESTION ACTIVE STOCK ON OFF ORDER FORM Test DEPOT ORDER FORM Sammell

Volkswagen ETKA Parts Information

FI SEARCH: WVGZZZP2G000001 MODEL: TOUA YEAR: 2016 (G) MO: B SO: 33 ILLUSTRATION: 833-010

AREA	BILL NO.	DESCRIPTION	REMARK	MODEL
Brake	833-010	doors	rear	
Control units		Door hinge		
Dashboard		Door seal		
Drive cooling	839-000	Door lock	rear	
Engine		Inner actuator		
exhaust system		Door handle, exterior		
Front axle	839-060	Window regulator	rear	
Front body		Window guide		
Front door		Window aperture seal		
Front seats	853-000	Cover trim		
Fuel/air power supply		Protective strip for door		
		Sill trim strip		
Gearbox	853-040	inscriptions/lettering		
Glazing/wiper washer system	867-020	door panel	rear	
Infotainment	867-030	door panel	rear	
Lighting	867-040	Armrest for door panel		
luggage compartment		Cover for grab handle		
Passenger compartment	959-006	Switch in door trim		
Rear axle		Pushbutton for rear lid actuation		
Rear body		Switches in the luggage comp.		
Rear door		memory switch for seat adjustment		
rear seats				

Bottom navigation: 833-010 839-000 839-060 853-000 853-040 867-020 867-030 867-040 959-006

Footer: ORDER EC CVWA TC PXP ITC TO CHASSIS NO WVGZZZP2G000001 PRODUCTION 24.09.2014 SALES TYPE 7P62RJ CAR 787



numbering system works.

You can learn a lot from these diagrams, including parts that weren't delivered to your home country, fastener descriptions and the fact that sometimes oversize versions of a particular part were made.

Excerpt from webautocats

Rod Young
rod.young2@icloud.com

descriptions and, if the parts are available for purchase, part numbers. Their motivation for putting all this data up there is to get you to click on a part number and maybe buy one from an affiliated supplier, but there's nothing wrong with that. Do a search for "ETKA" and you'll soon find www.webautocats.com and www.7zap.com I prefer the first one, as each page of parts is referenced by its own URL which can be sent to anybody else.

Part groups are identified by the numbering system which should be familiar to any seasoned VW fan: 1 = engine, 2 = fuel, exhaust and cooling, 3 = gearbox, 4 = front axle and steering, 5 = rear axle, 6 = wheels and brakes, 7 = pedals, 8 = body, 9 = electrics and 0 = accessories and infotainment.

See the Club webpage www.clubvw.org.au/vwreference/vwpartnos/ for more info on how the VW parts

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Big rise for VW.

The Sydney Morning Herald, Tuesday 8 February 1972

The sale of Volkswagen passenger and commercial vehicles in Australia rose 17.2 per cent last year, Mr W. R. (Dick) Higgins said yesterday.

Mr Higgins, the general manager of Volkswagen Australia Pty Ltd, said the most significant gains were made by the Superbug (up 19.6 per cent) and one-ton commercial range (up 30.2 per cent).

The impact of Volkswagen's commercial vehicle increase was demonstrated by its 43.2 per cent share of the light, forward control van market, he said.

In the past two years, Volkswagen embarked on an impressive comeback by notching up a 33.4 per cent sales increase in Australia, despite an overall market growth of a meagre 3.7 per cent.

Mr Higgins said Volkswagen would continue in 1972 to benefit from the general shift from medium cars to smaller economy-orientated vehicles.

No	Name	Ext. Inf.	A*	Use of	Part number	A	Price per Unit., \$
14	torsion arm	front					
15	steering knuckle						
16	brake drum						
17							
18							
19							
20							
21							



Ask The Leyland Brothers - Part 1.

From the book 'Still Travelling' (2015) by Mal Leyland

"No one will bother to write you any letters. You'll have to fake them," declared Len Mauger, the network programme buyer for the Nine Network.

Mike and I had just presented an idea for a new programme. We called it Ask the Leyland Brothers: it was an idea inspired by an American show, You Asked For It.

The concept was simple. Viewers would write in and ask us to film whatever subject they nominated, and we would travel anywhere in Australia to do so. This would result in a series of five-minute segments and make up a half-hour show.

The American series was hammed up with an obnoxious presenter, but the content was often interesting and the viewers were doing the research. Our approach would be more laidback: Mike and I would do the presenting, filming and editing, while our wives would act as camera operators and sound-recordists.

We'd run out of adventurous places to go to, and we were ready to gear up our production and churn out 26 programmes in one year, rather than our usual three. We needed to make some proper money. Our wages were low to average.

Len, however, didn't reckon it was much of an idea. "Give us more shows like 'Off the Beaten Track,'" he told us. "Don't change what's worked well, boys. We just want more of the same."

The idea for Ask the Leyland Brothers had come out of a discussion between Mike and me some five months earlier. I'd suggested we could make a programme like Weekend Magazine, a fifteen-minute show on ABC-TV that featured in-depth short subjects from all over the country. By copying the viewer involvement of requests from the American programme, we felt it would be like Weekend Magazine but by request. However, for it to work the show needed to air every week. It had to have continuity.

Mike argued that this was impossible. People would expect to see their letters read out the week after they sent them in. Besides, how the hell were we going to film so much stuff?

He had two good points there, although we ended up

convincing ourselves that the first didn't matter. Filming so much material, however, was still an issue until I made a radical suggestion.

We'd been using tape recorders for sound and 16mm cameras for images. Some cameras, like the ones used for news, now recorded both sound and film. We could switch to this method and put the original film directly to air: cheaper, faster and more efficient. If we split into two teams we could double our output.

It isn't widely known that our partnership was under great strain at this time. Mike would come to work at our editing rooms and complain to me that he and Pat weren't talking. I'd noticed she would go into prolonged periods of sullen silence when we were travelling together, but I'd put this down to the fact that she didn't really want Laraine and me there at all. Until Mike started complaining to me that this was happening all the time at home, I hadn't realised there was more to it.

Mike would vent his frustration and I'd listen intently. A sounding board was all he needed, and I was it. He would say, "I have to decide between my marriage and our business partnership." He told me that Pat couldn't stand the fact that both our families were 'in each other's pockets.' Usually in a few days it would blow over and all would return to normal. I'd seen this happen many times.

Now I took the opportunity to point out that with this new show we'd be filming as two units with Mike and Pat alone together, just as she wanted. We'd organise our own travel arrangements, edit our own films and only get together to compile the programmes. We'd all contribute to every show, but the viewers need not know who was filming what.

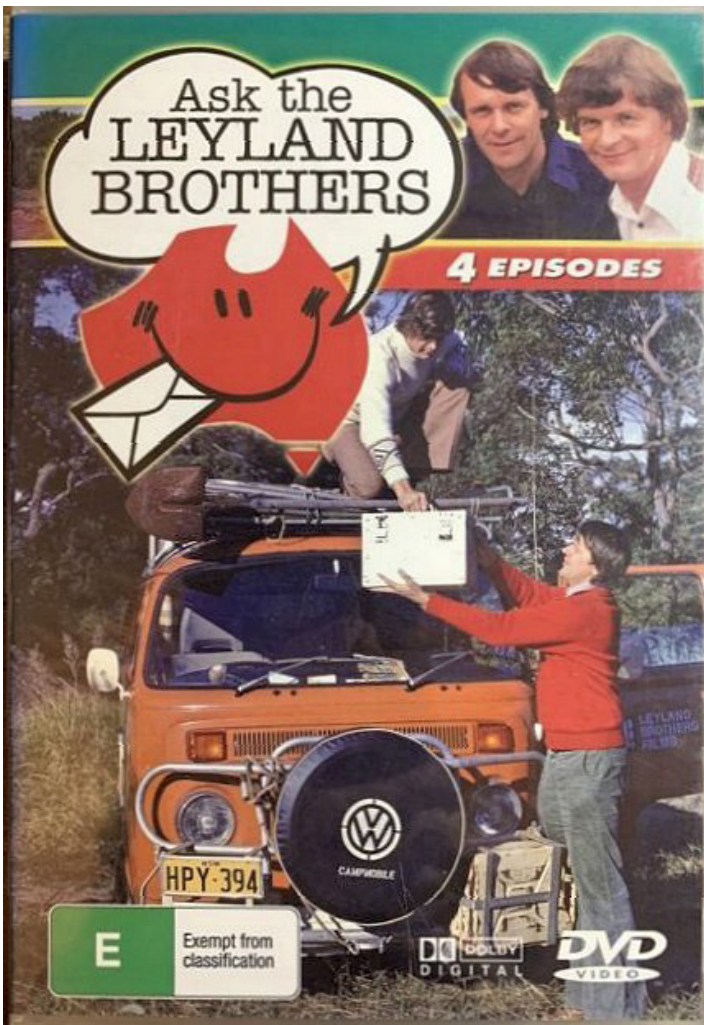
Mike could see the merit in this: it seemed a practical solution to the amount of filming we'd need to get through, and it would keep some sense of harmony going. It did, however, require a major investment in some very expensive cameras.

At this point, I made a suggestion I knew Mike would oppose.

For Christmas one year, I'd bought Laraine her own AGFA 8mm camera. She loved it and started shooting little home movies of our trips. I played around with it a lot myself, and we ended up with plenty of typical picnic and Christmas Day footage. I'd noticed how remarkably good the quality was.

Our TV programmes used a negative from the original 16mm film we were using at this time: a second-generation copy went to the TV station for broadcast. I reckoned the





original 8mm film from our home movie camera was as good as the prints we were sending to the network. To prove it, I shot some scenes using both techniques and set up a demonstration in our own theatre for Mike to view. He agreed, but couldn't see the point of the comparison.

I explained we could use 8mm film with cheap sound cameras and save heaps. Predictably, he was appalled. After seeing my demonstration, he couldn't claim it wouldn't be good enough for broadcast, but he was nonetheless concerned that Channel Nine wouldn't buy it.

"Don't tell them," I urged him. "We'll transfer the film to TV broadcast videotape and they needn't know how we shot it."

"No way!" Mike shouted. "I'm not running around with a toy camera like that. That's for amateurs."

My plan was that we'd buy better ones, with sound-recording systems and good lenses. Our discussion ended with my suggestion that I buy a high-quality super 8mm camera with a professional lens.

Mike and I took this gear to Central Australia and filmed a test story at the Pichi Richi outdoor bird sanctuary, just south of Alice Springs. Mike was unfamiliar with the camera and many of the controls were automatic. He was all thumbs, reckoning the switches and buttons were too tiny. At one point, he almost refused to keep going. He even belted the camera with his fist, breaking the handle off it. The camera was a mess and he hated it, but the film was shot.

Back home the sound and picture quality were outstanding. Mike reluctantly agreed that it might be good enough.

We knew the show would need to be on air every week in a half-hour format. I worked out a budget for 26 episodes and it was this presentation we put to Len in Sydney. We now had a good idea and a practical method of filming it, but no buyer. What to do?

Our two earlier series had been sponsored by Caltex Oil, so we knew the PR man there, Mark Farmer. I phoned him and organised a meeting in his office in Sydney, where I explained how Ask the Leyland Brothers would work. He liked it.

"So what's the problem?" he asked.

I explained how Channel Nine didn't reckon anyone would write in, but that we already had plenty of unsolicited letters from viewers suggesting things to film. Surely if we asked them to write in, we'd have no trouble filling a show with interesting stuff. Our viewers would do the research for us. They'd get to hear us read their letter out and have their name on TV. It had to work!

"I agree. So how can I help?" he asked as he sucked on his pipe.

In preparing for this meeting, I'd made a lot of phone calls and obtained a copy of Nine's advertising rate card. I now presented a case to Mark for Caltex to sponsor the show. They'd get an opening and closing billboard, plus ads in every break, and have exclusive advertising rights to the show. I didn't know how much of a discount they'd get for buying such a large number of shows, while the cost to them would be in the millions. In effect, I was acting as a salesman for Nine without their authority or knowledge.

Mark Farmer considered my carefully presented written proposal in detail.

"This is a lot of money and it all goes to Nine. How will you boys make anything out of it?" he finally asked.

"They'll pay us for broadcast rights," I replied. "The same as usual."

He was sceptical that we'd actually make this number of shows in one year, but I told him I was sure we could. In truth, I didn't really know.

We left our presentation with him. About a week later, he advised that he would be willing to sponsor half of it.

We'd need a second sponsor to share the cost. Find one and we had a show.

Who could be co-sponsor? We reckoned the ideal timeslot for the programme would be 5.30 p.m. on a Sunday,



just before the six o'clock news. Who wants to reach that audience at that time of day? We came up with Cadbury Schweppes: they flogged chocolate in the winter and soft drinks in the summer. Ideal.

After much chasing and lots of phone calls, I reached the man in charge of their advertising department and put our case. He liked it and agreed to be half sponsor.

Now, armed with letters of intent from both sponsors, we fronted up to Channel Nine once more.

"This is the same programme idea we rejected before. I told you to come up with something else," Len protested.

"I know it's the same, but this is different," I replied, sliding the letters across the table.

He picked them up and read them carefully. He looked astonished. "How did you manage this?"

"It wasn't easy, but, as you can see, it represents millions of dollars for your network, and your advertising department doesn't have to do a thing."

Len was curious as to how we'd arrived at the rates. When I confessed that we'd used their rate card, he was not amused. "You had no authority to represent our network like that," he said sternly. "We may have been in delicate negotiations with Caltex, and this could have upset things."

He was also dubious that we could make 26 shows per year given our previous output. When we explained we'd be using new cameras and handing over ready-for-broadcast tape, he wondered whether we had costed it properly. I assured him we could make each show for \$6000.

"That seems a bit low," he said, surprised. "Are you sure you haven't missed anything?"

"Well, perhaps another \$500 per episode would help a bit."

"Go home, boys, and double-check your costs. Then get back to me and I'll have our legal department draw up the contract."

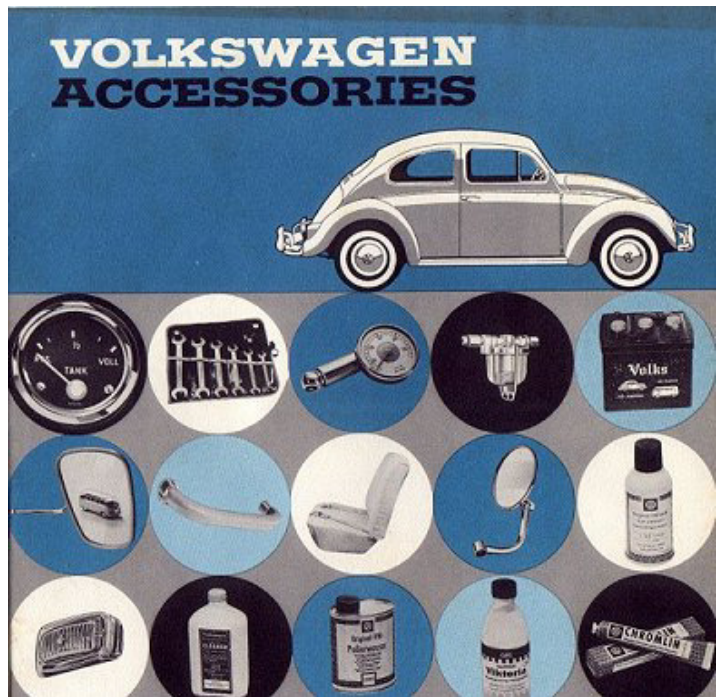


In the end we were paid \$6500 per episode and the network had the right to play them three times each. Caltex came through, and when Cadbury Schweppes pulled out at the last minute, Nine had no trouble replacing them.

To produce the programme using 8mm film, we had lots of technical challenges to overcome. Convinced the savings were worth it, we worked our way through a series of tests in readiness to tackle our huge task.

Twenty-six episodes per year: the prospect was exciting and daunting at the same time. We had talked the talk. Now we had to walk the walk.

Mal Leyland



The cost of 'dressing up' a car.

The Sydney Morning Herald, Monday 18 September 1972

If you drive an older model car, or a basic model new one, chances are you have visited one of the many car accessory shops that have sprung up all over the country in the past few years.

For despite the ever-increasing cost of motoring it appears 'Mr Average' still has enough money left to buy those little extras that make his car a nicer thing to own.

There is hardly a car on our roads that doesn't have something fitted to it that wasn't there when it came off the end of the production line.

It is possible - but expensive - to make a 1948 Holden as well equipped as today's Kingswood.

Mr John Grant of Grant's Spare Parts at Carlton - one of Sydney's biggest accessory shops - said his company's business had more than doubled in the past 10 years and was

still rising.

"The range of accessories available has grown with public demand," he said.

"People have more money in their pocket to spend on their cars. Ten years ago they were buying spare parts to keep their motors running. But today most people drive late model cars and they like them to look good. It has become an ego thing."

Mr Grant said it was not uncommon for people paying \$400 for a second-hand car to spend almost as much again over a period of months "dressing them up."

Even people who have just spent \$5,000 on a new model car will spend an extra \$50 buying rubber mats to fit

over their carpets, coloured mats for the rear parcel shelf or an extra weathershield or wing mirror.

The most expensive accessories - and among the most popular - are car radios and stereo tape decks. Radios range from between \$50 and \$120 depending on make and model and tape decks run from around \$65 to \$150.

Many accessories are made popular by the Government. New regulations governing the fitting of seatbelts to front seats of earlier model cars have forced many motorists to spend at least \$26 (including fitting charges) at accessory shops.



A person's age plays a big part in what he buys.

Said Mr Grant: "The older family man will buy a set of seat covers, or a sun visor. But the young single fellow is after straight-through exhausts or alloy wheels."

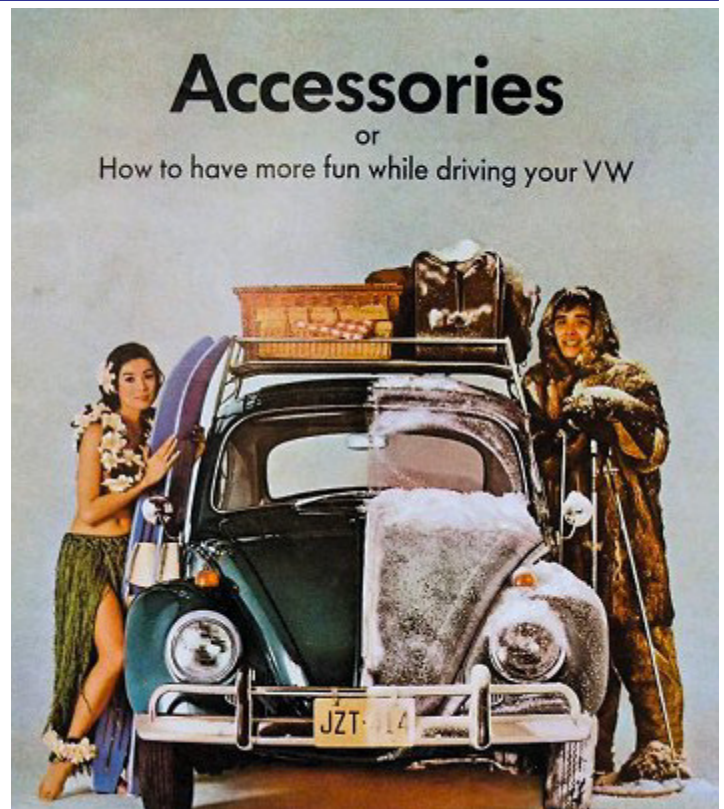
Most accessories are made by the same companies who supply major car manufacturers with components. Some lines are imported from Japan, Hong Kong and the US - but these are, according to Mr Grant, mostly "gimmicky" things which sell cheaply and tend to make cars look gaudy.

Most of the modern accessory shops are designed like supermarkets with goods displayed along aisles for people to browse among.

The result: "Many people just come to look but finish up buying small items like key rings, gear lever knobs, and adhesive racing stripes, which are cheap and popular."

The major car manufacturers have cut the demand for some accessories by fitting them to cars as standard equipment. Car radios and heater/demister units fall into this category.

But the person who has bought a second-hand car, or a basic model new one, often decides to buy these luxury items after he has had the car for a while.



"They decide it would be nice to have music while they drive or that a split in the upholstery can be easily hidden under a set of seat covers," said Mr Grant.

"Most of these people spend anything from \$100 to \$400 on things to make their car more comfortable and better to look at."

It is noticeable that safety items, like car fire extinguishers and hazard warning light systems, don't sell as well as the items that add to a car's appearance.

However, the range of accessories available is constantly changing and over the next 10 years many of the items that are at the top of the popularity tree today will disappear.

Said Mr Grant: "In a few more years we will not have much demand for seat belts. They will be standard equipment on cars, and the same holds true for many other items which are at the moment classed as accessories."

There will always be a market for seat covers and rubber floor mats, however, because people like to use them to protect the finish provided by the maker.

But what of the future generally?

Well, Mr Grant forecasts a big increase in sales of items that change the entire appearance of motor cars.

He said: "During the last year or so we have had a big increase in demand for front and rear end spoilers - shaped metal pieces painted matt black that fit under the front bumper bars - like a cowcatcher - and on the boot lid.

"In Europe at the moment there is a big sale for external venetian blinds made of metal which fit over rear and side windows and alter the look of a car.

"This is the way accessories will go in the future. Today we have alloy wheels and mud flaps that can alter appearance slightly. Tomorrow, I think, we will have whole body panels that can be bolted on to give your car a more modern look."

The Project of my Life - Progress 6.

I've filled in holes, ground off brackets and studs and made a temporary mould of the boot floor. It had to be done from above, because that's how VW assembled it; the edges where it's spot-welded to adjacent panels are impossible to get at from below. Upon making a temporary product and screwing it to the dashboard, I can see that it makes sense to incorporate this part into the dash, so the production mould will create a one piece product. One thing is clear with this entire project: it's impossible to plan everything in advance. Sometimes I need to make steps forward that I'm able to without having the full picture in mind and only then may a new solution become clear.



The boot floor needs to be heavily modified to incorporate the AC evaporator/fan unit and to mate up with the dash panel which has already been extended for AC outlets. This is achieved by grafting in flat pieces of fibreglass, filling in the hollows with talcum-powder filler and more glass, then grinding back on the other side. Tedious and very dust-productive. The underside is the surface which will be visible and which I want to look good, but it's also the back of the product which came off the boot floor, so it has a rough chopped-strand-mat finish. The whole thing needs to be buttered up in body filler and smoothed back, which will give me something to do for a few days.

I ordered in a deep sump, which means that when the car is on the road, I'll be avoiding local, so-called 'kampung' roads around here, all of which slow down the traffic with speed humps. The casting of the sump is nicely done, but the provided fittings are a bit Mickey Mouse: two aluminium extensions of different diameters for the oil pickup. They're hand-slotted with a hacksaw to let you slide one over the pickup, then fasten it with a hose clamp.

When I saw that, I got hold of a replacement pickup with extra-long tube, where I get to cut it off at the optimum depth. With the sump was an oil-change gasket set with the six sealing washers, but I noticed that a magnet attracts them; they're copper-coloured, not copper. Geez, that's squeezing every fraction of a cent out of a product, and something else to be on your guard about.



Seriously, you're expected to clamp this aluminium tube extension onto the oil pickup tube?

Having once upon a time stripped a sump-plate thread in the crankcase, I like to use bolts instead of studs, screwed through from above so that they can never pull through. I've done this for the threads on the base of the deep sump where a thicker aluminium sump plate will screw on, but will be using studs for the fastening of the sump to the case. That way, if the sump hits something solid like a speed hump, large chunks of metal shouldn't be torn out of the crankcase.

Years ago I had a problem with my Type 3 when I had left the oil strainer off. A wavy washer on a rocker shaft wore through and deposited itself in the sump. One half got picked up by the oil pump and seized it. Luckily I saw the oil-pressure light light up and shut the engine down in time. That left me stranded and needing a tow. Do I include the oil strainer this time? I'm using solid shims on the rocker shafts, so they aren't going to break. Gene Berg's technical notes state that the oil strainer starves the pump of oil at high RPM. My engine isn't going to spin that high, as I'm using hydraulic tappets, and I have a Gene Berg oil pump pressure-regulating plate which shunts un-needed oil back to the inlet, so that will reduce the volume of oil flowing up to the pump, so I think I'm OK to use a strainer. Decision: the strainer stays.

Having learnt to be paranoid about foreign objects bouncing around the sump, I'm wary of using nothing but bolts or nuts to attach the sump to the case. Fasteners can unscrew by themselves, what with the vibrations going on in an engine. I'll be using five 30-mm studs and one through-bolt inserted from above for the pickup bracket, not the supplied bolts with Allen-key head inserted from below, as I've learnt not to trust them to really mate with the key, especially in a tight spot, and screwing from below means that any of them could come loose. 30 mm length will leave enough thread left protruding to screw on six VW acorn nuts, drilled and safety-wired. Told you I was paranoid.

To access those nuts which hold the sump to the engine case, you need to insert your tool through six extra holes in the base of the deep sump. These are sealed over by the gasket when you screw the sump plate on. I needed to drill out these holes just a bit in order to insert my T-handle, to which is attached an adapter for 1/4-in.-drive sockets.

As part of my buying spree for my engine build, I included self-sealing nuts for the oil pump. Aircooled.net and Mofoco were out of stock and not many other shops carry them; even then, they're like \$US3.50 each over the counter.

These nuts are not included in engine-rebuild gasket sets, but should be, as you need to remove them with every engine disassembly and they're non-reusable.



I thought that this problem called for an alternative solution. Oil can conceivably leak out of the holes in the pump where the studs go through and down the threads of the studs themselves. The red seal in the nuts stop this oil from escaping at the surface of the backing plate and on the thread itself; no washer is called for. If I were to replace the stock nuts with acorn nuts and copper washers, a similar seal would be made against the plate and there would be no way for oil to get past the thread, because acorn nuts are completely sealed over the stud they screw over. Can anyone fault my thinking?



There's quite a thread running at thesamba about the best location for an oil-temperature sender in air-cooled VW engines. The opinions are that replacing the sump plug or a sender screwed into a deep sump gives a reading that's falsely cool. In one of the relief-valve plugs; not so good, as there is little actual oil flow there, so what you're measuring is the temperature of the crankcase metal. On an oil-filter base: good thing, as you're picking up the temperature of the flowing oil. Also, in the oil-cooler adapter block: nice idea. My thoughts: have my cake and eat it too.

As previously outlined, I'm using a digital dash from OneGauge. I've configured it to display a temperature range of 40 - 120°C, which is more useful than the normal 50 - 150° and just happens to match the characteristics of a Golf 1 water temperature sender. Unexpectedly, these senders are available new, cheap and Chinese from Lazada, so I'm going to have five of them: in the oil-filter base, in the sump, in one head, in the air filter housing and somewhere at the front of the car in the air stream. That way I'll be able to:

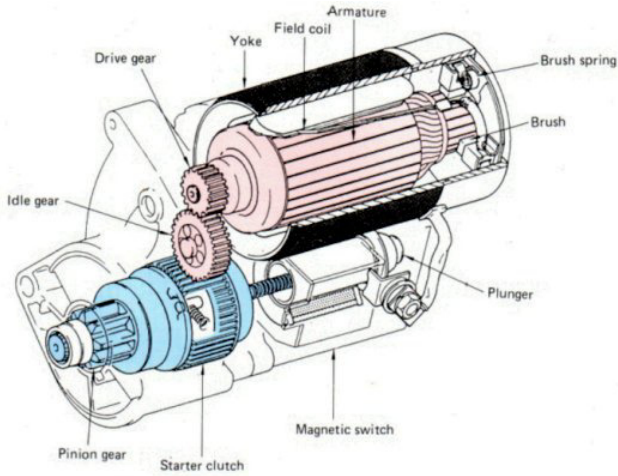
- compare oil temperatures at two different locations, just temporarily to satisfy myself
- get a head-temperature reading at any time
- monitor intake-air temperature, as I've always wanted to know what's going on there at speed
- get ambient temperature readings

What I plan is a push-button switch on the end of the wiper stalk connected to the Arduino, which will control a multi-relay board to cycle between four different outputs. I can even get a buzzer to sound briefly when the starting point is reached again so that there's no confusion about which sensor is which. The relays would be rigged up with some four-core telephone cable run through the main harness.

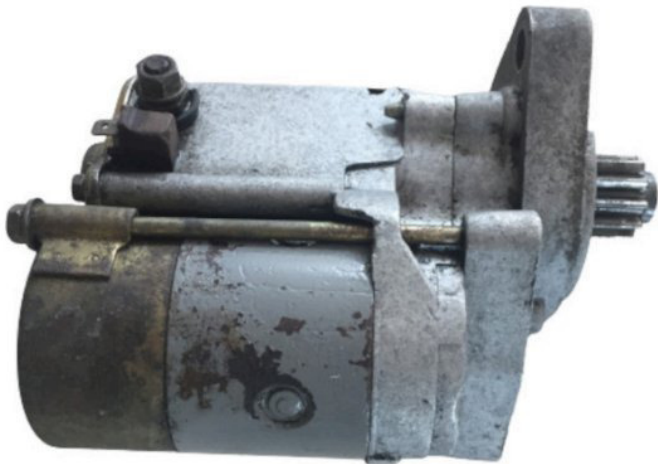
My electronic control system using an Arduino calls for push-button actuation for engine starting and stopping. The switch was easily and cheaply available from Lazada, but to install it in place of an original VW ignition switch called for a bit of machining. My local machinist suggested using nylon as the material for the piece to insert into the die-cast housing; the bit that he turned up spaces the steering-lock plunger permanently out of the way, as well as emulating the look of the original ignition switch. I've ordered some plastic primer so that I can paint it black. I'm pleased with the result.



I sourced a used reduction-gear starter motor from a local online marketplace. I'm new to these, but have read about their benefits: lower weight and greater torque for turning over high-compression, large-displacement engines; both advantages are important to me. It was only when I looked at this thing that I started to wonder how it works. Where you would expect to find the solenoid, there's the unmistakable outline of an electric motor in its place. A bit of reading on the subject turned up the fact that there are two types of reduction-gear starters: one using planetary gears, where the solenoid is in its normal spot and the whole thing looks just like a direct-drive starter. And there's what I've got, where the motor sits on the outside and drives the pinion shaft through spur gears, the solenoid being hidden inside the main housing. In both cases the gears provide a mechanical advantage of about four to one. The electric motor can be smaller and draw less power but operate in a more efficient speed range.

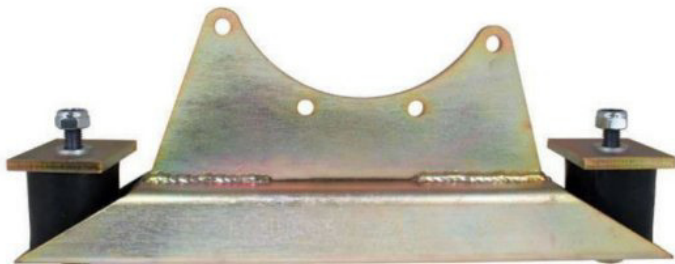


Another advantage to this particular item is that the pinion shaft is self-supporting, so you don't need to worry about the bronze bushing in the bell housing, but I'm putting a new one in anyway, just in case I ever need to use the original starter. It will be a while till it gets deployed and I'll be interested to see how it performs.

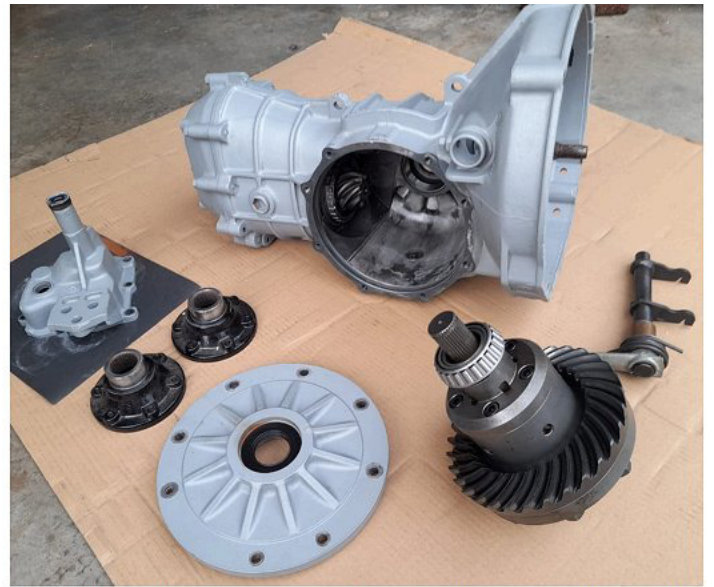


According to Amazon, the shipping weight of a Bosch SR11X starter is 6.6 kg. This one weighs 4 kg.

Mr. Hafeez has been working on body jig, floorpan, gearbox, suspension and hydraulic clutch. He's also fabbing an intermediate gearbox mount which prevents the nosecone from lifting during acceleration.



This is the sort of thing, though the urethane stops won't have studs on top, but will bear directly on the frame horns.

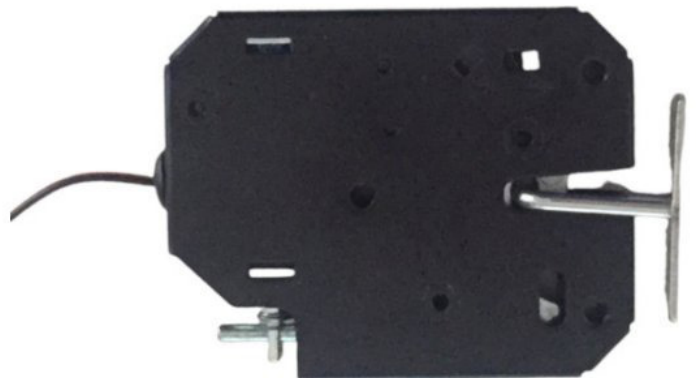


Sandblasted, epoxy-painted gearbox housing with Quaife differential, heavy-duty side plate and heavy-duty throwout shaft. CV-joint flanges will be upgraded to 100-mm units.

I found this China-made bonnet-handle bracket on Lazada for \$A13, so I figured that it wasn't worth cleaning up the old one for that price, and the quality is decent.



If you look closely at the photo, you'll see where I positioned a micro-switch which bears on the safety catch. Here's my idea: do away with the lever inside the glovebox, the cable and the VW catch. Use one of these 12-volt electromagnetic latches instead.



Inexpensive China-made electromagnetic latch. They work great.

Thanks to the logic embedded in the Arduino, for 30 seconds after the ignition switch is turned off, the electromagnetic latch on the fuel-filler door actuates and the bonnet latch and a corresponding one on the engine lid are enabled. By pressing the button to unhook the safety catch, the

solenoid is actuated and the boot lid pops open. The engine lid will only need a waterproof switch; the entire VW catch can be dispensed with. There will need to be a hidden, foolproof, mechanical way to open them, something like a hidden draw wire or a hole to push a screwdriver through, still to be sorted.

Rod Young
rod.young2@icloud.com

Do you know these people?

My sister Em loves to collect historical wedding photographs from antique stores, op shops and community markets all around the greater Sydney area. She finds the clothing, settings and unknown people in the photos endlessly fascinating.

Often she finds these old photos stuffed into large cardboard boxes, and she can spend hours flipping through hundreds of old prints looking for ones that interest her.

Recently she and her husband Jim found a good stash at the Antique Centre at Thirroul, which included some faded 1890s sepia prints of stern-looking women in ornate gowns marrying bearded men in waistcoats and stiff collars, as well as WW1 and WW2 wartime weddings with young soldiers in uniform marrying their young brides before heading off to war - or hopefully after coming home safely.

Em tries to sort her finds in date order, but unless any info is written in pencil on the back of the prints, this can be a guess.

Included in her latest find were shots of a more recent 1960s wedding. It features a young couple cutting the cake at the reception, and their later departure from the venue - in an almost new VW Beetle.

There was nothing written on the back, so Em has no idea exactly when or where these photos were taken, or who the young couple are.

The VW is registered in NSW with the plates EKV-979. This most likely places it somewhere in NSW, probably in Sydney judging from the expensive clothes, and makes it reasonably easy to date the car, as follows:

The black-on-yellow NSW AAA-000 plates began in May 1951, and were released in numeric order. So the first plates went AAA-000, AAA-001, AAA-002, AAA-003... up to AAA-999. Then AAB-000, AAB-001... and so on to AAZ-, then ABA- to ABZ-, and finally to AZZ-999. That made 576,000 'A' plates in total, 24x24x1000 ('I' and 'Q' were not used), and they were all used up by the end of 1955. The 'B' plates, BAA- to BZZ- lasted until the beginning of 1960. The 'C' plates lasted until the beginning of 1963, and so on. As population and car sales increased, each letter lasted a shorter and shorter period of time.

1964 cars began at DKA-, 1965 cars began at

DOJ-, 1966 cars began at EDA-, and 1967 cars began at EMA-. Interestingly, the 'F' plates were reserved for trucks, so in 1968 the series was restarted at AAA-000 but printed on a lemon-yellow rather than the darker yolk yellow used earlier. Even so, this system was exhausted by 2004 and the current AA-00-AA series began.

So this tells us that the VW was first registered in the third quarter of 1966 (which makes it a 1300 model). And judging from its white-wall tyres, it's probably almost new; not completely new as there is some dirt accumulated on the inside of the guards. Maybe six months or so after it was new? That makes the wedding early to mid-1967, as a guess, and that matches the fashions and haircuts as far as I can tell.

But Em has no info on where the photos were taken - or most importantly, who the married couple are! If they were in their early 20s in 1967, that makes them in their late 70s now.

Do YOU recognise the young couple, or the Volkswagen? If you can assist, please contact Emma Matthews on 0425 232695, or email editor@clubvw.org.au



Economia.

O conforto em sua versão racional.



Beetle's return.

Gute Fahrt magazine Germany, 1993 (translated by Google)

In Brazil, production of the Beetle, which was discontinued in 1986, is due to resume this autumn. The decision essentially follows the domestic political plans of the Brazilian President Itamar Franco, who - following the example of the Mexican Beetle success - is relying on the Brazilian economy to be stimulated by the inexpensive car. With a government tax break, the price for the Beetle in Brazil is to be kept at just under 7,000 US dollars (around 11,000 DMarks). This would make the automobile, which, like years ago, will have the traditional name Fusca (Beetle), affordable for an upper middle class in Brazil.

The plan is to resume Beetle production at the old location, in the VW factory halls of São Bernardo de Campo near Sao Paulo. For this purpose, the production facilities, as far as they are still usable, are to be reactivated and renewed, with new jobs being created and existing ones being secured can.

The Brazilian Fusca, as it was last built in 1986 and is now to be rebuilt, resembles the last savings beetle from German production. It has the body with a short nose and rolls on the classic Beetle chassis with double tube front axle and rear swing axle. However, it will now get the 1.6 litre boxer engine that survived in Brazil for a national version of the VW bus. The air-cooled twin-carburetor engine is designed for ethanol, the alcohol fuel made from Brazilian sugar cane. It is initially to be equipped with an uncontrolled catalytic converter in the exhaust system.

Obviously, the Beetle remains a unique car. It has been around for over 50 years. The 21 millionth model was recently built in Mexico. And now Brazil's head of state is even thinking of resuming Beetle production in Sao Paulo, where the car under the name Fusca last rolled off the assembly line in 1986.

The reason for the Beetle's comeback, almost seven years after production stopped in 1986: The Fusca is intended to give the ailing Brazilian economy new impetus and a positive political signal to the voters.

Allegedly, (only) 30 million US dollars are to be needed to get the Beetle production going again. Not only do

the tools have to be repaired, but extensive preparatory work is also required to ensure the smooth functioning of the Beetle production, because the delivery of the individual components that are not manufactured in the factory itself must be ensured.

A gasoline engine with injection and a lambda-regulated catalytic converter - as in Mexico - is to follow later.

The Beetle career began in distant Brazil in March 1953 with the establishment of Volkswagen do Brasil. The first copies of the Fusca were built from imported parts sets from Wolfsburg production. Then, little by little, their own local production started.

In Sao Bernardo do Campo, near Sao Paulo, a Volkswagen plant was built specially for this purpose. It was inaugurated on January 7, 1959 by the then director of the Volkswagen factory, Professor Heinz Nordhoff, in the presence of numerous guests of

honour.

In addition to the Beetle, initially called Sedan (= Limousine), Volkswagen Transporter was also created. A few other models were added later, including the Brasilia, an offshoot of our VW 1500/1600 (Type 3). Due to the constantly increasing demand, the production figures climbed rapidly. However, the Brazilians not only manufactured for their own needs, but also for export. In addition, there were parts sets for the aforementioned CKD cars. In Nigeria, for example, CKD Beetles were assembled from Brazilian Beetle parts.

In March 1972 - the month before the 15,007,034th World Champion Beetle had rolled off the assembly line in Wolfsburg - beating the production record of the legendary Ford T - the Brazilians also had every reason to celebrate: domestic Beetle production exceeded the one million total. The Beetle was available there in a wide variety of versions, depending on the engine: as Sedan 1200, as Sedan 1300 and as Sedan 1500.

Of course, the Brazilian Beetle was also continuously modernized and improved as part of the Volkswagen standard model updates. Since 1981 the Beetle engines have been running on alcohol, which is obtained from the sugar cane grown in the country, 95 percent of all Beetles drove with schnapps in the tank.

In 1984 the Beetle was officially named Fusca 'ex works'. A year later the special model 'Fusca Serie Especial', painted metallic green, with fog lamps and numerous other extras appeared.

But the days of the Beetle were numbered in Brazil too. The demand has fallen sharply. The main reason was the poor



overall economic situation. In 1986 VW do Brasil finally stopped production of the legendary Fusca after more than 27 years of construction and 3.3 million copies. Fusca, which is still ubiquitous in Brazil - around 2.5 million copies are still on the streets - is celebrating a comeback that is unique in the history of the Beetle.

Hans Joachim Klersy

(The Brazilian Beetle was originally built 1953-1986. The Brazilian factory received the former Australian body press components and master jig when Australian manufacture ended in 1968. The Brazilian body shell was always the Australian 1960-1968 small-window design. Brazilian manufacture did restart in 1993, but ended again in 1996. Today Brazil only makes modern VWs - Ed.)

Golf: the car designed for success.

The Sun-Herald, Sunday 22 February 1976

It's easy to tell who the Volkswagen dealers are these days.

They're the ones with the big wide grins. And they will probably be even wider after Monday 9th March.

Because that's the day the new VW Golf goes on sale.

If ever a car was destined for instant success in this country, it's this one.

The Golf (it's tempting to play with puns such as VW's own: "Golf, a whole new ball game"), was preceded by more than the usual trumpeting from Europe and the US.

In fact, the descriptions of this super-economy lightweight - one of the world's top small car sellers - sounded all too good to be true.

The sceptics, the cynics and the doubters can now eat their words. The Golf deserves every bit of its' high reputation.

It is by no means beyond criticism. But, in time, it will undoubtedly come to be regarded in this country as a gem in the segment of the market better known for its rocks than its precious stones.

I had a brief drive of the Golf at its first Australian press preview in Melbourne this week.

Our photographs at the right tell at a glance much of what the Golf is all about.

It is an eye-catching, three or four-door sedan with lift-up rear door, comfortable appointments and a deceptive amount of interior space.

What they don't tell you is that it's an extremely impressive performer: front wheel drive, plenty of acceleration, excellent brakes, impeccable road-holding and outstanding - and I mean outstanding - fuel economy.

In a 130-km run around Melbourne, including a run up the Dandenongs, the Golf which I co-drove with Peter Robinson, editor of *Wheels* magazine, returned 43.7 mpg (6.5 L/100 km) - and we weren't even driving for economy.

Our Golf had some pre-production bugs. For example, the accelerator pedal was too high for comfort and there were



Above: The new VW Golf, and (left) view from the driver's seat.

some transmission noises which shouldn't have been there.

However, VW's engineers assured us that these and some other minor problems were being ironed out before the full-scale public release of the Golf in March.

I will be very interested to undertake a full-scale test of the Golf at some later stage.

The price of the Golf is worth special comment.

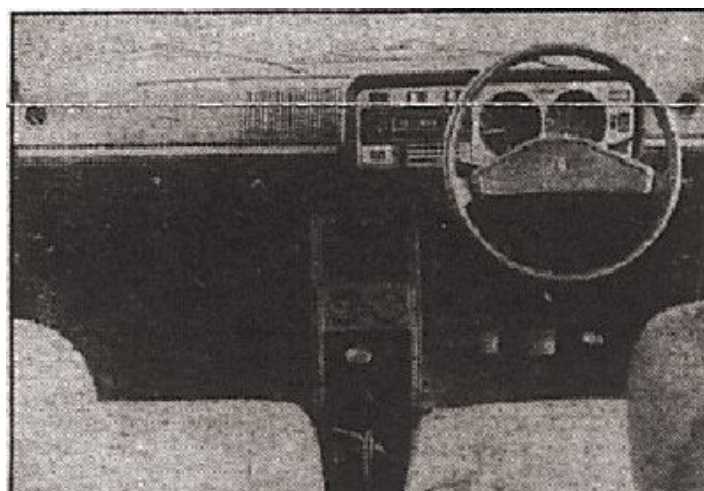
The LS three-door 1600 cc model will sell for \$4,228; the five-door LS for \$4,358 and the LS five-door automatic for \$4,678.

I think this represents outstanding value since it puts it on very favourable terms with the Holden Torana, Ford Cortina, Renault 12 GL, Toyota Corona and Datsun 180B.

And the three-door model does not give a great deal away to the flock of small cars just under the \$4,000 mark, including the Toyota Corolla, Ford Escort and Holden Gemini.

The really sad part about the Golf is that thanks to 'Plan B' local assembly rules, only 5,200 will be available for sale in the first year, Australia-wide. So take my tip: if you want one, get in early.

Evan Green



Club VW Committee.

With Steve Carter stepping down and Lee Woods elected as Club President at our AGM in July, a few people were wondering how long Steve had been President - was he the longest serving ever? And was Lee our first ever lady President?

Well a few of us remembered that Ivy Martin had been president back in the 1990s, so Lee is actually our second lady president. But with Dot currently the president of the Canberra Chapter, now is the first time that BOTH have been ladies!

But as for how long Steve had been president - none of us could remember. Dave Birchall, Hans Bleeker and Steve Muller had also been president for a number of terms over the years. So to set the record straight and bring up a few names we haven't seen for a while, here are all the committee positions since our Club's first year in 1985. It was easy enough to get this information as every issue of Zeitschrift has the committee listed on page 2, right back from the first issue.

So Ivy was president in 1994-95 and was our first Lady President. Steve Muller was president for six years; David Birchall for nine years (once in 1995-96 and eight from 2003-2011), and Steve Carter 12 years (once in 1992-23 and 11-straight from 2011-2022). So yes, Steve has been our longest serving president. Lee can beat this if she's still president in 2035 (!) David Birchall is by far our longest-serving Vice-President, having done the job no fewer than 22 times.

Secretary seems to have been one of our most stable positions, with just four different people doing the job since the Club started. Rod Young was secretary for 10 years; Bob Hickman for a record 18 years, and Norm is currently into his ninth year as Club Secretary.

Treasurer on the other hand was a bit all over the place in the early years, with no one taking on the job for more than

three years until 2004. Martin Fox then took over and served as Treasurer for 11 years. Martha then followed and is now into her eighth year as Treasurer.

Phil was the first Editor in 1985 but Rod Young took over for 5 years from 1986. A few others then tried their hand but Steve Carter took on the job (with a photocopier in his front room) in 1996-97 and did the job for 10 years. Phil resumed the role in 2006-07 and is now in his 17th straight year and 21st altogether.

I bet you didn't know Steve Carter was our first Raffle Officer. A few others also tried the position, but in 1991-92 Christine Eaton became Raffle Officer - and she's still there today! This year is her **32nd** year as Raffle Officer, an amazing record unlikely to ever be equalled - thank you Christine!

John Ladomatos is by far our longest serving Historic Rego officer, taking over from Leigh Harris in 2010-11 and he is now in his 13th straight year.

Merchandising Officer was created in 1988 for the first VW Nationals. Caro did the job for 4 years, followed by the late Brian Walker for 8 years. Raymond Rosch held the role for a record 19 years, as well as running the Club shop at the Nationals. This year is Adam's first.

A few people have tried being Librarian since Michael Rochford began the library in 1991. Simon Matthews and Joe Buttigieg have both served for 8 years over several stretches, while Carl Moll is currently into his fifth straight year.

Steve Carter was our first webmaster from 1997, when he created the club's domain and website through alpha.net. He ran the original website for 13 years until Aaron Hawker took over in 2010 and relaunched our website, database, mailing list, calendar and emails through Siteflex. He moved to Melbourne and today the website is on Silverstripe - Norm does the database and Phil does the webpages.

Lee has been our only Social Media person so far...

Club VW Committees	President	Vice-Pres	Secretary	Treasurer	Editor	Raffle Officer	Vintage Rego	Merchandise	Librarian	Webmaster	Motorsport Capt	Social Media
1985	Chris Edwards	Stephen Muller	Phil Matthews	Phil Matthews	Phil Matthews							
1985-86	Rod Young	Stephen Muller	Phil Matthews	Luis Guevara	Phil Matthews	Steve Carter						
1986-87	Stephen Muller	David Birchall	Rod Young	Phil Matthews	Rod Young	Darryl Donald						
1987-88	Stephen Muller	David Birchall	Rod Young	Geoff McVey	Rod Young	Morgan Robinson	Boris Orazem					
1988-89	Stephen Muller	David Birchall	Rod Young	Steve Carter	Rod Young	Matthew Baker	Boris Orazem	Les Robinson				
1989-90	Stephen Muller	Caro Martin	Rod Young	Bill Moore	Rod Young	Matthew Baker	Greg Figgis	Les Robinson				
1990-91	Stephen Muller	Phil Matthews	Rod Young	Bill Moore	Dave Long	Virginia Matenga	Greg Figgis	Bill Moore				
1991-92	Stephen Muller	David Birchall	Rod Young	Bill Moore	Phil Matthews	Christine Eaton	Ivy Martin	Caro Martin	Michael Rochford			
1992-93	Steve Carter	David Birchall	Rod Young	Caro Martin	Phil Matthews	Christine Eaton	Ivy Martin	Caro Martin	Michael Rochford			
1993-94	Brian Walker	David Birchall	Rod Young	Caro Martin	Phil Lord	Christine Eaton	Ivy Martin	Caro Martin	Frank Watkins			
1994-95	Ivy Martin	David Birchall	Rod Young	Caro Martin	Paul Tagg Nikki D.	Christine Eaton	Ivy Martin	Caro Martin	Frank Watkins			
1995-96	David Birchall	Keith Haeusler	Rod Young	Sarah Crane	Keith Haeusler	Christine Eaton	Ivy Martin	Brian Walker	Adam Hamilton			
1996-97	Keith Haeusler	Brian Walker	Bob Hickman	Darryl Donald	Steve Carter	Christine Eaton	Sebastian Semos	Brian Walker	Adam Hamilton			
1997-98	Keith Haeusler	David Birchall	Bob Hickman	Darryl Donald	Steve Carter	Christine Eaton	Sebastian Semos	Brian Walker	Adam Hamilton	Steve Carter		
1998-99	Hans Bleeker	David Birchall	Bob Hickman	Darryl Donald	Steve Carter	Christine Eaton	Ashley Day	Brian Walker	Simon Matthews	Steve Carter		
1999-00	Hans Bleeker	David Birchall	Bob Hickman	Leigh Harris	Steve Carter	Christine Eaton	Hans Bleeker	Brian Walker	Simon Matthews	Steve Carter		
2000-01	Hans Bleeker	David Birchall	Bob Hickman	Leigh Harris	Steve Carter	Christine Eaton	Liz Dujmovich	Brian Walker	Simon Matthews	Steve Carter		
2001-02	Paul Dujmovich	Andrew Rankin	Bob Hickman	Leigh Harris	Steve Carter	Christine Eaton	Liz Dujmovich	Brian Walker	John Vellis	Steve Carter		
2002-03	Paul Dujmovich	Leigh Harris	Bob Hickman	Liz Dujmovich	Steve Carter	Christine Eaton	Raymond Rosch	Brian Walker	Simon Matthews	Steve Carter		
2003-04	David Birchall	Leigh Harris	Bob Hickman	Bob Hickman	Steve Carter	Christine Eaton	Peter McQueen	Raymond Rosch	Simon Matthews	Steve Carter		
2004-05	David Birchall	Leigh Harris	Bob Hickman	Martin Fox	Steve Carter	Christine Eaton	Peter McQueen	Raymond Rosch	Simon Matthews	Steve Carter		
2005-06	David Birchall	Andrew Rankin	Bob Hickman	Martin Fox	Steve Carter	Christine Eaton	Leigh Harris	Raymond Rosch	Phil Matthews	Steve Carter		
2006-07	David Birchall	Andrew Rankin	Bob Hickman	Martin Fox	Phil Matthews	Christine Eaton	Leigh Harris	Raymond Rosch	Simon Matthews	Steve Carter		
2007-08	David Birchall	Bill Daws	Bob Hickman	Martin Fox	Phil Matthews	Christine Eaton	Leigh Harris	Raymond Rosch	Simon Matthews	Steve Carter		Herb Gutmann
2008-09	David Birchall	Bill Daws	Bob Hickman	Martin Fox	Phil Matthews	Christine Eaton	Leigh Harris	Raymond Rosch	Joe Buttigieg	Steve Carter		Herb Gutmann
2009-10	David Birchall	Jeff Dunn	Bob Hickman	Martin Fox	Phil Matthews	Christine Eaton	Leigh Harris	Raymond Rosch	Danny McFadden	Steve Carter		Cameron Hart
2010-11	David Birchall	Bill Daws	Bob Hickman	Martin Fox	Phil Matthews	Christine Eaton	John Ladomatos	Raymond Rosch	Danny McFadden	Aaron Hawker		Cameron Hart
2011-12	Steve Carter	David Birchall	Bob Hickman	Martin Fox	Phil Matthews	Christine Eaton	John Ladomatos	Raymond Rosch	Joe Buttigieg	Aaron Hawker		Rudi Frank
2012-13	Steve Carter	David Birchall	Bob Hickman	Martin Fox	Phil Matthews	Christine Eaton	John Ladomatos	Raymond Rosch	Joe Buttigieg	Aaron Hawker		Rudi Frank
2013-14	Steve Carter	David Birchall	Bob Hickman	Martin Fox	Phil Matthews	Christine Eaton	John Ladomatos	Raymond Rosch	Joe Buttigieg	Aaron Hawker		Rudi Frank
2014-15	Steve Carter	Craig Adams	Norm Elias	Martin Fox	Phil Matthews	Christine Eaton	John Ladomatos	Raymond Rosch	Joe Buttigieg	Aaron Hawker		Rudi Frank
2015-16	Steve Carter	David Birchall	Norm Elias	Martha Adams	Phil Matthews	Christine Eaton	John Ladomatos	Raymond Rosch	Joe Buttigieg	Conie Heliotis		Rudi Frank
2016-17	Steve Carter	David Birchall	Norm Elias	Martha Adams	Phil Matthews	Christine Eaton	John Ladomatos	Raymond Rosch	Joe Buttigieg	Aaron Hawker		Rudi Frank
2017-18	Steve Carter	David Birchall	Norm Elias	Martha Adams	Phil Matthews	Christine Eaton	John Ladomatos	Raymond Rosch	Joe Buttigieg	Aaron Hawker		Rudi Frank
2018-19	Steve Carter	David Birchall	Norm Elias	Martha Adams	Phil Matthews	Christine Eaton	John Ladomatos	Raymond Rosch	Carl Moll	Aaron Hawker		Rudi Frank
2019-20	Steve Carter	David Birchall	Norm Elias	Martha Adams	Phil Matthews	Christine Eaton	John Ladomatos	Raymond Rosch	Carl Moll	Aaron Hawker		Rudi Frank
2020-21	Steve Carter	David Birchall	Norm Elias	Martha Adams	Phil Matthews	Christine Eaton	John Ladomatos	Raymond Rosch	Carl Moll	Aaron Hawker		Rudi Frank
2021-22	Steve Carter	David Birchall	Norm Elias	Martha Adams	Phil Matthews	Christine Eaton	John Ladomatos	Raymond Rosch	Carl Moll	Aaron Hawker		Rudi Frank
2022-23	Lee Woods	David Birchall	Norm Elias	Martha Adams	Phil Matthews	Christine Eaton	John Ladomatos	Adam Daines	Carl Moll	Norm / Phil		Rudi Frank
												Lee Woods

The Dasher... New VW in your future.

Popular Science magazine, February 1974

It's been a long time coming, but now there's a new Volkswagen that's as modern as tomorrow. It's already in production, and you can get one from your local dealer right now. It will cost about \$3500, and has replaced the VW Fastback and Squareback sedans in the lineup.

As I explained in View Down the Road [PS, Aug. '73], VW has chosen the Audi Fox as the pattern for a whole new generation of cars; the Dasher is the first in a series of new models that will make VW the foremost builder of advanced cars in mass production - anywhere in the world. The old models with rear-mounted air-cooled engines will be phased out, and that includes the Beetle. I will have more news on the Beetle replacement in View Down the Road in the next issue.)

How we rated the Fox

We were highly impressed when we tested the Fox [PS, Aug. '73]. We got 31.4 miles per gallon (7.5 L/100 km) at a steady 45 mph (72 km/h), which means you can expect an annual average of around 27 mpg (8.7 L/100 km). That puts it safely into the economy-car class. Yet the Fox also has performance that beats many sports cars, including the MGB, Triumph Spitfire, and VW Karmann-Ghia. It has a top speed over 100 mph (160 km/h) and will cruise in relative quiet at any legal speed. We rated it good on acceleration, excellent on fuel economy, excellent on manoeuvrability, very good on handling, and excellent on braking.

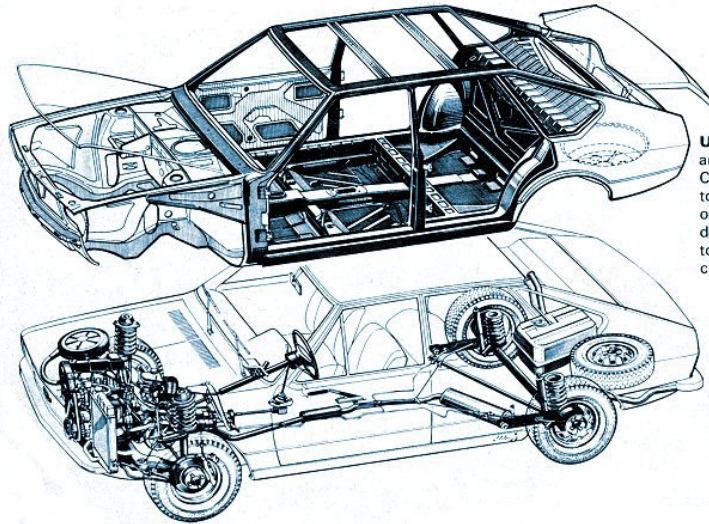
The only engineering difference compared to the Fox is in the rear suspension. The VW experts decided that the Fox rear springs and shock absorbers intruded too far into the trunk for a convenient station-wagon conversion. So they relocated the shock absorbers on the lower suspension arms ahead of the coil springs. This has no effect on handling and stability, and opens up the interior for more useful space.

Why the big change at VW?

I know some of you VW owners will be puzzled by the switch in engineering practice at VW. I find it very simple. The engine should be placed where it takes up a minimum of space. Remember, your front wheels steer, so that with a rear engine you get a small trunk in front because of the wide wheel housings. With a front engine, you get all kinds of trunk room in the tail.

No matter where you put the engine, it should drive the wheels that its weight rests on (for best traction). That means front-wheel drive. The most space-efficient engine package for front drive is a slanting four-in-line. The flat-four may give a slightly lower centre of gravity, but it creates service accessibility problems.

Why water cooling? The VW air-cooled engines are



Unit body is light and very strong. Computers were used to remove every ounce of steel that did not contribute to torsional stiffness or crashworthiness.

very noisy and give poor heating. With water cooling, the water jackets act as a blanket on engine noise, and the hot water circulates to the heating element for fast and effective control of interior temperature.

Despite the fact that the Dasher is far roomier than the

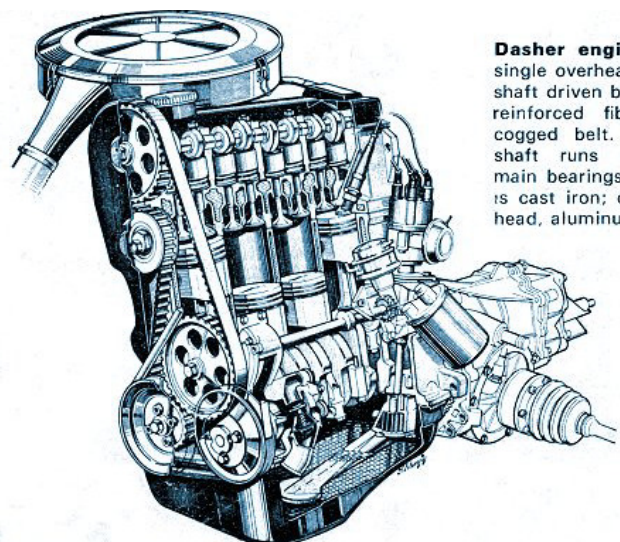
Type 3 Fastback and Squareback sedans it has replaced, it's no heavier. It weighs just under 2000 pounds (910 kg) with full standard equipment, such as power brakes (with disks front and drums rear). A four-speed floorshift is standard; automatic transmission is optional. It's a three-speed unit with a hydraulic torque converter, giving fully automatic operation. (VW

doesn't build its own automatic transmissions; they're made by Fichtel & Sachs.)

What have they done wrong on the Dasher? Mechanically, nothing. In trim, finish, and equipment it is hard to fault. But I can't figure out that name, 'Dasher.' Does that mean the next models will be called Donner and Blitzen?

Jan P. Norbye

(This car was called the Passat in the rest of the world. 'Dasher' was only used for the U.S. market. Similarly, the later first Golf was called the 'Rabbit' in the USA - Ed.)



Dasher engine has single overhead camshaft driven by steel-reinforced fiberglass cogged belt. Crankshaft runs in five main bearings. Block is cast iron; cylinder head, aluminum.

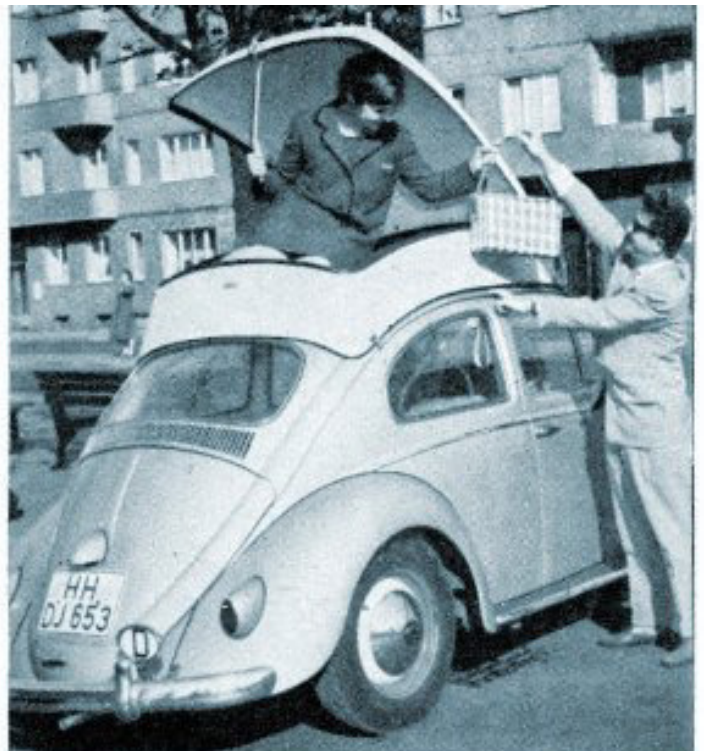
Jeff's Facebook finds.



5/22/20, 5:22 PM



On a scale of 1-10 how cool is this?
Creative Ideas



EXTENDED HEADROOM. Volkswagen owners who carry more luggage than the trunk holds may find an idea here. It's a plastic carrier that fits on the roof to provide extra space. It was shown at a fair at Dusseldorf, West Germany.

POPULAR SCIENCE JANUARY 1960

High tide in city



York St. looked like the Bondi bogeyhole today when a water main burst, flooding the road and forming a pool through which traffic had to splash its way.

3 DAILY MIRROR, SATURDAY, NOVEMBER 17, 1962 3



Laughing at your own mistakes lengthens your life.
Laughing at your wife's mistakes shortens it.



Sir Robert Menzies is escorted from his plane after its forced return to Mascot today.

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The late news.

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

Prince Harry the Duke of Sussex looked resplendent in full naval uniform, with medals and ribbons, at the recent opening of the Oktamonktee Flower Show in Canada. However the effect was spoiled by his 'Davy Crocket' fur hat. When reporters later asked, he explained "I told father (King Charles III) that I was going to open the flower show here in Oktamonktee. He said, 'wear the fox hat.'"

The Sultan of Brunei, Sheik Harun el Raam, is being sued for divorce by his 200 wives. Apparently they all came home early last night and caught him with 200 other women.

At a press conference on the lawns of the palace garden in Kampala, Ugandan president General Idi Amin was asked how he was going to tighten up defence. He replied 'De man wid de nails is comin' to fix it.'

At the All Saints church in Belrose this week, both the Vicar and his housekeeper were reprimanded by the Church Committee after allegations of misconduct. They found his vest in her pantry, and her pants in his vestry.

More reports on government wastage and incompetence are coming to light. The minister in charge of constructing fifteen new Aged Care facilities is being asked who designed their maternity wings.

New Federal Treasurer Jim Chalmers said today that on inheriting the economy from the previous government, the country was poised on the edge of an abyss. However he told reporters he was proud to announce that he would now take a great step forward.

A man who has worked for Garlo's Pies for ten years was given an award today. He has a finger in every pie - he's a short-sighted butcher.

Historians in Germany have uncovered new insights on Adolf Hitler's last few months in power before his final defeat in 1945. He had been depressed and had seen a clairvoyant about his future. She consulted her crystal ball and told der Fuhrer that his prospects were grim. But at least, she told him, he would die on a Jewish holiday. Which Jewish holiday,

Hitler had demanded. Doesn't matter, he was told. Any day you die will be a Jewish holiday.

It has been reported that Meghan Markle, Duchess of Sussex, had an unpleasant exchange with a blokey Australian tourist in London last month. She was unimpressed with the Australian's large beer gut, saying with disapproval: "If that fat belly was on a woman, she would be pregnant." The Australian reportedly replied "It was ... and she is."

The Republic of Ireland has recently taken on the Euro for their currency, in line with more than 15 fellow members of the European Union. While progress is inevitable, many Irish citizens still miss their old currency, the punt - as it rhymes with 'bank manager.'

Sport. At the Flemington horse trials last week, the favourite, Firebrand, was found guilty and put on probation for three years.

A boy was sent home from the regional school aquatic championships today for weeing in the swimming pool. The event director pointed out that while all boys do that, they don't normally do it from the diving board.

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

Learn to love a Volkswagen.

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Drummoyne: Kinsley Pty. Ltd. 81 2365
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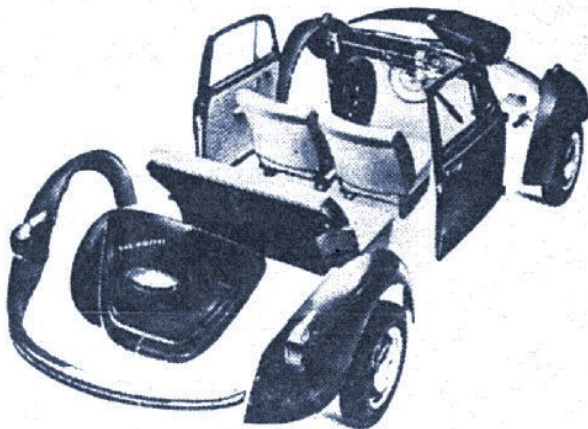


L.M.W.I.B.

An ad for Volkswagen haters.

We made our first VW way back in '39. Right from the start there were people who hated it.

"What a funny looking car", they said. "It looks like a little bug", they said.



Ugly is only skin deep.

But there were people who grew to love our strange car.

15 million people have fallen in love with it already.

They discovered it got 32 mpg and a set of tyres lasted around 30,000 miles and because the engine revved slower it took longer to wear out.

Every year we make a Volkswagen that makes better sense because we only change it to make it work better.

Like the new '69 VW.

Even if you still hate the Volkswagen there are some things about it you'll love.

1. You'll love our bucket seats. Over the years we've changed them 60 times. Contoured them, added padding and made them completely adjustable. You actually get more head and leg room than cars feet longer.

2. You'll love the way a VW rides. Each big wheel is independently sprung.

A left wheel can hit a pothole without the right one knowing about it.

On the back torsion bar we've added an equaliser spring to keep the VW flat on the road around corners. The back torsion bar keeps the ride softer, even fully laden.

3. You'll love all the things we've done to make the '69 VW a safer car to drive.

Disc brakes on the front wheels, a dual braking system, better headlights, bigger tail lights, soft, giveable control knobs, safety locks on all seats, even a collapsible steering column.

4. You'll love the fresh air system we've added to make the airtight Volkswagen a little less airtight.

5. You'll love the way the back seat unlocks to allow uncommon luggage room for a car our size. And you'll love the second boot up front.

6. You'll love the '69 Volkswagen's air cooled engine. We pepped it up to a zippy 1500 cc and made it quieter. It takes its orders from the fastest, smoothest most famous gear box ever invented. 4-speed, all synchro.

Something else to love.

We'd like the chance to prove to you that Volkswagen is nothing like the car it used to be.

The only way is to get to

know it over a test drive.

Maybe we won't be able to change your mind, but that's O.K.

We can stand being hated.

But we hate being misunderstood.



To know one is to love one.



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

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