

Zeitschrift



Merry Christmas from Evie and friends!

December 2022

IN THIS BUMPER CHRISTMAS ISSUE:

Mt Wilson Winter Cruise

Cooma Motorfest

Speedorama KL

Fairfield Full-circle

Rod's Life project update 7

Golf R v Subaru WRX

More Ash articles

Plus lots more...



The Legend Never Dies

Club VeeDub Sydney.

www.clubvw.org.au

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



Club VeeDub Sydney Committee 2022-23.

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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.

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

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

CLUB

VW

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Mercedes-Benz Club of NSW Presents:

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Register by Contact: keithwatson3@bigpond.com

Mobile: 0401 777 130

**Join the Club Veedub convoy from McDonalds at Engadine
(Princes Hwy) from 7am for a 7:30am departure – it's 95 km
and 1 hr 10 min to Gerringong.**

**Many thanks to you and your motoring enthusiast
members.**

Club VeeDub Sydney VW Nationals

2023



Saturday 27th May 2023 **Sunday 28th May 2023**
Cruise Day (to be confirmed) **Show Day, Fairfield City Showgrounds**



For details contact David Birchall 02-9534-4825
WWW.CLUBVW.ORG.AU

Von der Frau Präsidentin.

Schönen Tag,

It's beginning to feel a lot like Christmas!!! This month's report is a little light on as everyone gears up for the festive season, however a few events to report on!

Day of the Volkswagen was canned with Victoria lashed with harsh weather just before the event, hoping all our Victorian members are safe and sound.

On **Thursday 15th of December**, we have our **Club 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! Hope to see everyone there.

Club VeeDub Sydney will also be holding our 16th Annual Summer Cruise from Liverpool to Stanwell Park on the 22 January 2022. Bring your picnic blanket and enjoy a cruise and a day by the beach with sausage sangas and cold drinks available for a gold coin donation.

Carl is in the works of putting together a Car Show at the Panthers Bowling Club in Glenbrook (Blue Mountains) on the 26th of January 2023 See the flyer in this issue, designed by his grandson!

Again, a reminder, The Sydney German Autofest has been rescheduled to 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!

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 on the 1st of January 2023, renewals 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!

Frohe Weihnachten
und ein glückliches Neues
Jahr!

(Merry Christmas and
Happy New Year!)

Lee Woods

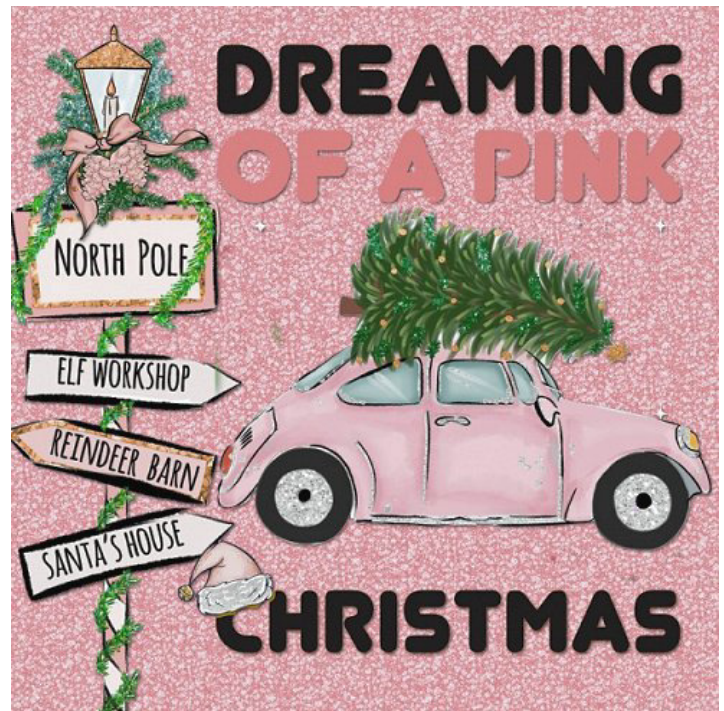


Kanberra Kapitel report.

Greetings from sunny Canberra.

Hopefully, this sunshine and warmer weather is a sign of things to come. The big question is 'will Canberra get a summer?' After the last few years between COVID, bushfires and floods the whole country needs a bit of a break.

The club in Canberra has been fairly quiet just the usual coffee runs on a Sunday to the flags and a couple of trips



to regional car shows. Now that the silly season is fast approaching and the weather is warming up and drying out – (touch wood) we might see some more impromptu burger runs and other small events.

There's also been whispers in one of the Facebook euro clubs of doing a charity event in Canberra in the coming months. I'll keep you all updated once the details are firmed up.

Speaking of the silly season, I want to put one of my other hats on for a moment. Mental Health Champion, Mental Health first aider and someone who lives with a mental illness.

I am by no means a specialist in this field... However, this time of year can be a big challenge for many people for various reasons. We all need to remember to look after our own mental health and the mental health of those around us.

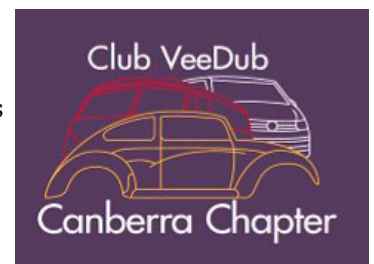
It's okay to say no to going to the 5th work Christmas party of the year, it's also okay not to want to spend time with family and friends. The most important thing to remember is it's okay to ask for help and it's more than okay to say 'no'.

The easiest way to help someone that may not be their usual self is to simply ask the question 'are you okay?'. There are a number of options available to anyone who might need some extra help, your employer might have an employee assistance program, or there are other services available including Beyond Blue, the Black Dog Society, Lifeline, R U Okay, and Soldier On.

On that note, I hope everyone has a wonderful Christmas, Hanukkah, New Year and I hope everyone gets to enjoy a well-deserved break!

Stay safe.
Cheers

Dot



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**** 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.

December.

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 nibblies 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.

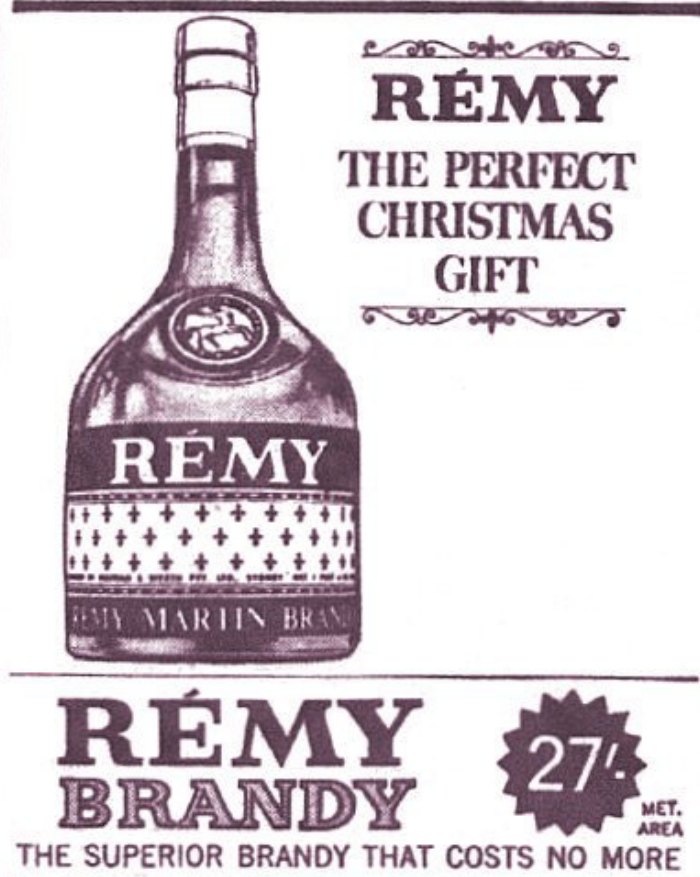
Thursday 26th:- Australia Day VW Display at Glenbrook Bowling Club, Hare St & GW Highway Glenbrook. Join the VW convoy from Maccas Easten Creek M4 Westbound from 7:15 for coffees, 7:45am departure to Glenbrook (28 km). Park in the club carpark and display your shiny VW. Display is limited to 30 cars. Enjoy the club's facilities for lunch. For more info contact Carl on 0417 471137.

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.



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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.

Saturday 18th: Gerringong Motorfest 2023 at Mick Cronin oval, Blackwood St Gerringong, from 9am. Organised by the Gerringong Lions Club for prostate cancer research. We would like lots of Volkswagens to join our display of over 150 classic cars. Some famous race cars will be there, and hopefully a former famous rugby league player who now lives in Gerringong. Town markets on the same day, a short walk away. \$5 entry for all show cars. For more info contact Keith Watson on 0401 777130. **Join the Club VW Convoy from McDonalds at Engadine (Princes Hwy) from 7am for a 7:30am departure – 95 km and 1 hr 10 min to Gerringong.**

March.

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

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

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

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

Marktplatz.

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

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

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

New ads.

Free to good home: I was a member for several years but lapsed about 5 years ago - used to attend meetings at the Greyhound Club. I have a **collection of stuff** - magazines, accessories, etc. - that I would be happy to GIVE to the club. Less stuff for my family to throw out eventually. If you are interested I am happy to donate them to the club. Let me know. Albert albert.renshaw@gmail.com



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



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For sale:- I have a rear (engine) door off a Kombi in good condition & want to sell it as it is too good to throw away... I'm in Darwin and not sure who to contact... Thanks in advance... Robert cupidsdc_e@hotmail.com

For Sale:- 36HP Cranks and Cams. Have 11 cranks and 12 cams Some cranks have rods and some don't. \$150 for the lot Contact: njsansom@hotmail.com



Free to good home:- When I was a young boy I enjoyed collecting chrome hubcaps off the side of the road! After caring for them for more than 50 years, I'm now wanting to find good homes for them all and would like to give my 2 Volkswagen hubcaps away to any enthusiast willing to pick them up from my place in Glenhaven NSW (between Castle Hill and Dural). 1 hubcap is in very good condition, whereas the other has some surface rust and pitting and would need to

be reconditioned and replated. Anyone wanting them please contact John Learson on 0411 336444 or email jlearson@bigpond.com

2nd Month 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

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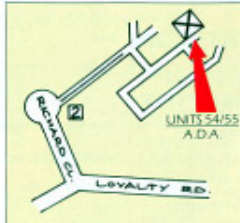
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Australian VW Performance Centre is located in Croydon South, about 30 minutes east from the Melbourne CBD, close to Ringwood end of Eastlink. If you find yourself unable to contact us during business hours, please do not hesitate to email us with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

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

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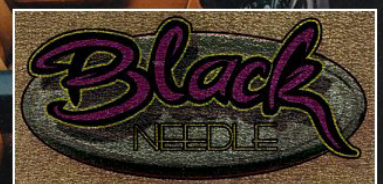
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Phone: (BH)

(AH)

(Mob)

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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
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Club Veedub Sydney Membership / Subscription Form.

Please tell us about your Volkswagen(s):

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

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R Grid T-Roc and Tiguan.

Volkswagen Australia is set to revive its Grid nameplate on special-edition versions of the new 2023 Volkswagen T-Roc R and 2023 Volkswagen Tiguan R performance SUVs.

Using a name applied to a limited-edition Golf R hot hatch back in 2018, the T-Roc and Tiguan R Grid editions strip away certain luxury features to lower the purchase price - and allow Volkswagen to reduce delivery delays caused by semiconductor shortages.

The Volkswagen T-Roc Grid keeps the same mechanical package as the regular T-Roc R, including a 221 kW/400 Nm 2.0-litre turbo four-cylinder petrol engine, seven-speed dual-clutch transmission, and 4Motion all-wheel drive.

Grid edition changes centre on a slightly lower level of standard specification - including a trio of safety features - reducing the list price by \$5000 in the process.

Externally the T-Roc R can be identified by graphite 19-inch 'Pretoria' alloy wheels (instead of two-tone 'Estoril' 19s) and black roof rails. 'Performance' LED headlights with auto high beam take the place of matrix LED headlights with adaptive beams.

The T-Roc Grid also loses upgraded LED tail-lights with dynamic (scrolling) indicators, blind-spot monitoring, rear cross-traffic alert and a proactive passenger protection system, all of which remain on the regular T-Roc R.

Meanwhile, the Tiguan R Grid similarly offers black door mirrors, roof rails, grille and body trim - but keeps the 21-inch Estoril alloy wheels from the regular model.

It too swaps matrix LED lighting for less-advanced



'Performance' LED headlights with auto high beams, and lacks the blind-spot monitoring, rear cross-traffic alert, a proactive passenger protection system, head-up display, power tailgate and scrolling rear indicators of the standard Tiguan R.

The Tiguan R Grid retains the standard car's 235 kW/400 Nm 2.0-litre turbo four-cylinder engine, paired with a seven-speed dual-clutch transmission and 4Motion all-wheel drive with torque vectoring for a 5.1-second 0-100km/h time.

Inside, both Grid models delete the standard electrically-adjustable, heated nappa leather front seats of regular R models, for cloth and microfleece upholstery.

In place of the regular Tiguan R's 'comfort' seats (with adjustable headrests), new 'R Sport' single-piece seats are fitted.

The changes to both models have resulted in \$5000 knocked off each car's list price, with the T-Roc R Grid priced from \$54,300 plus on-road costs, and the Tiguan R Grid from \$63,990 plus on-road costs.

The only available optional feature is a panoramic sunroof, priced at \$2000 for the T-Roc R and \$2100 for the Tiguan R.

The de-specified Grid editions were created as a way for Volkswagen Australia to minimise stock disruptions due to ongoing component shortages globally, the company says.

In a media statement, Brand Director of Volkswagen Passenger Vehicles Michal Szaniecki said "the return of the Grid Edition in two forms will help us increase supply from November and assist in fulfilling extremely strong T-Roc R and Tiguan R orders."

The Grid badge first appeared Down Under in 2018 on the 'Mk7.5' Golf R Grid hot hatch, however a Volkswagen spokesperson confirmed there are no plans at this stage to reintroduce a Grid variant of the new-generation 'Mk8' Golf R.

2023 Volkswagen T-Roc R, Tiguan R Australian pricing

T-Roc R Grid - \$54,300 (new)

T-Roc R - \$59,300

Tiguan R Grid - \$63,990 (new)

Tiguan R - \$68,990

Tiguan Monochromes.

Volkswagen Australia has rolled out further special-edition versions of its Tiguan family SUV, the 2023 Volkswagen Tiguan Monochrome and 2023 Volkswagen Tiguan Allspace Monochrome.

Now available to order ahead of first deliveries in January, the Tiguan Monochrome editions - powered by '162TSI' petrol engines - drop a range of features fitted to standard models - in exchange for prices about \$4000 lower, and a host of new black styling touches.

The Monochrome editions - like other Tiguan special editions also available for 2022 or 2023 - also serve to navigate stock shortages, Volkswagen says, created by semiconductor shortages affecting the luxury features fitted to standard variants.

Based on the top-selling 162TSI R-Line variants of the five-seat Tiguan and seven-seat Tiguan Allspace, the Monochrome editions add 19-inch black 'Valencia' wheels, black exterior trim, dark tinted rear windows (a 90 per cent



tint), and metallic paint.

However, to cut prices and avoid delays, they swap the 23.4-cm touchscreen for a 20.3-cm display, replace leather upholstery with cloth and ArtVelour faux suede, and delete power-adjustable heated front seats, a heated steering wheel, and heated rear seats (Allspace only).

Mirroring standard Model Year 2023 Tiguan 162TSI R-Line models, the Monochrome editions are not fitted with blind-spot monitoring, rear cross-traffic alert, a proactive occupant protection system, and a power tailgate due to semiconductor shortage constraints.

Premium LED tail-lights with scrolling indicators are also replaced by normal LED rear lights.

Prices start from \$53,390 plus on-road costs for the five-seat Tiguan Monochrome, or \$55,690 plus on-road costs for the seven-seat Tiguan Allspace Monochrome - \$3900 and \$4100 less respectively than the 162TSI R-Line variants on which they're based (with metallic paint).

Both models are powered by the Tiguan's most popular engine, a 162 kW/350 Nm 2.0-litre turbocharged petrol four-cylinder with a seven-speed dual-clutch automatic transmission and all-wheel drive.

Three metallic paint finishes (usually a cost extra) are included for no cost on the Monochrome - Reflex Silver, Dolphin Grey and Deep Black Pearl Effect - with a Monochrome-exclusive Oryx White Pearlescent finish available for \$900 extra.

The only equipment option is a panoramic sunroof, priced from \$2100 on both body styles.

"The Monochrome, Tiguan Allspace Adventure, and Tiguan R Grid Edition [two other stripped-back special editions] also allow us to tailor packages that avoid lengthy wait times caused by semiconductor shortages, in a valuable special edition format for customers," Volkswagen Passenger Vehicles brand director Michal Szeniecki said in a media statement.

2023 Volkswagen Tiguan 162TSI Australian pricing

Tiguan Allspace Adventure five-seat - \$51,990

Tiguan 162TSI Elegance five-seat - \$53,190

Tiguan Allspace 162TSI Elegance seven-seat - \$55,690

Tiguan Monochrome five-seat - \$53,390 - new

Tiguan Allspace Monochrome seven-seat - \$55,690 - new

Tiguan 162TSI R-Line five-seat - \$56,390

Tiguan Allspace 162TSI R-Line seven-seat - \$58,890

Amarok 2 single cab not for Australia.

The Ford Ranger-based 2023 Amarok is due in Australian showrooms early next year, but Volkswagen has not announced any plans to include a cut-price two-door workhorse model in the local line-up.

While there will be five double-cab ute variants of the Amarok initially available in Australia from early next year, Volkswagen says the single-cab ute will not form a part of its initial line-up, despite being available in certain overseas markets.

Images of the single-cab Amarok have not yet been revealed by Volkswagen in any of its promotional materials, but submissions to the European Patent Office give us some indication of what the entry-level ute will look like overseas.

As with the first-generation single-cab Amarok - sold in Australia between 2012 and 2016 - the new model comes with a black plastic front bumper, rather than the body-coloured bumper on dual-cab variants.



The dual-cab's chrome grille accents also appear to be absent on these illustrations, reflecting the first-generation Amarok's workhorse variant which was fitted with a black plastic slatted grille.

It is unclear at this stage whether the single-cab Volkswagen Amarok will share the matrix LED headlights and LED tail-lights which are available on certain grades of the dual cab, given both the front and rear lights in the patent submission are covered.

The stamped 'Amarok' lettering on the ute's tailgate is missing from the patent submission, although it's unclear if this will also apply to the production vehicle.

Volkswagen has previously confirmed rear bed dimensions of the single-cab Amarok will be identical to the specs of its Ford Ranger twin, with a load box length of 2305 mm and up to 1224 mm between the wheel arches - enough to fit a standard European pallet.

The single-cab Volkswagen Amarok's engine options in overseas markets are expected to be identical to that of the Australian Ford Ranger XL, with a 125kW 2.0-litre single-turbo diesel engine sending power to the rear wheels through a six-speed manual transmission.

The first-generation single-cab Amarok was discontinued from the Australian line-up in 2016, due to low sales. The normal double-cab model usually recorded around 10x to 15x the sales of the single-cab.

Australian prices for dual-cab variants of the Volkswagen Amarok will be announced closer to the ute's arrival in Australian showrooms in early 2023.

ID.4 arrives in Australia.

Examples of the 2023 Volkswagen ID.4 electric SUV have arrived in Australia for training and public previews, ahead of a planned official launch in late 2023 or early 2024.

Caught on camera in Sydney, the white and blue ID.4s - the electric equivalents of a Volkswagen Tiguan medium SUV - have arrived in Australia for Volkswagen dealer training and customer/media test drives.

While the vehicles are overseas-market models, it's believed they are close in specification to the models bound for Australia, suggesting some of the larger battery packs available overseas, more powerful motors, and higher levels of standard features.

Production of the Volkswagen ID.4 for Australia, alongside its sleeker ID.5 'coupe' sibling, is currently slated to commence in late 2023, for first customer deliveries in early 2024.

However, Volkswagen Australia says it is working hard to bring the start of production date forward to the middle of 2023, in order to deliver the first cars to customers before the end of the year.

The ID.4 and ID.5's Australian launch will occur up to three years behind Europe - which VW Australia attributes to its global head office prioritising production for markets such as Europe with stringent emissions targets, rather than Australia, which currently has no such regulations.

Set to follow the SUV pair is the ID.3 hatchback, a similar size to a Golf, and based on the ID.4/ID.5's 'MEB' electric-car platform, sometime in 2024 after it receives a mid-life facelift in Europe.

No date has been announced for the ID. Buzz - Volkswagen's modern electric reimagining of the iconic Kombi - nor any of VW's other upcoming ID. electric cars.



In the meantime, fellow Volkswagen Group brand Cupra plans to bring its Born electric hatchback - a twin to the ID.3 - here in early 2023, while Skoda is due to launch siblings of the ID.4 and ID.5, the Enyaq iV and Enyaq Coupe iV, in 2024.



ID. Buzz double-cab.

A dual-cab pick-up version of the electric Volkswagen ID. Buzz has become a high priority for Australia, following a patent application in Europe that hints at a production future for the four-door work-and-play vehicle.

Volkswagen Australia is already pushing towards a confirmation for local sales of the electric ID. Buzz van and people mover, and has now placed a potential pick-up in its sights.

Global interest in the pick-up was triggered by the patent application, first reported by Germany's Autobild. The VW ID. Buzz ute patent's validity was confirmed by a source at Volkswagen Commercial Vehicles in Germany.

"Any electric vehicle with a commercial or recreational purpose sits firmly within our wheelhouse and is squarely in our sights," the brand director for commercial vehicles at Volkswagen Australia, Ryan Davies, said.

Volkswagen Australia is also believed to be close to finalising its plans for local sales of the ID. Buzz van and people mover, with an announcement expected before the end of the year.

The van is already on sale in the UK in right-hand drive, which will simplify any import plans for Australia, although the starting price there for the people mover is close to \$100,000.

There are also plans to boost the Buzz with extra performance and all-wheel drive versions.

The four-door dual-cab pick-up shown in the patent papers is a chopped-down version of the ID. Buzz people mover concept first revealed in 2017, with the rear end converted into a load space just as with the original T1, T2 and T3 Transporters.

The design and angle of the photo are identical to a concept rendering teased through an official tweet by Volkswagen Group in April to mark World Design Day, and posted to Instagram by Volkswagen's head of design, Klaus Zyciora.

Differences between the design rendering and the patent are limited to the background behind the car.

At the time, Volkswagen said the concept pick-up in the tweet was an 'unseen draft' that was made during the early development work on the ID. Buzz project.

The pick-up is described as the 'Doka Buzz' by Autobild, which derives from the German nickname for the original double-cab pickup - 'Doppel Kabine' or 'Doka' for short. However all three ID. Buzz models are likely to be tagged by fans with the historic 'Kombi' label in Australia.

Originally the 'kombi' name was only for the VW Commercial model in-between the panel van and the Microbus - a window van with removable seats and basic trim. 'Kombi' is short for 'Kombination' - a description of that particular model. However in Australia it came to informally describe the whole range. It was last officially used in Australia for the Kombi Beach lifestyle version of the T5 from 2005-2008, but has recently been revived for the 'Kombi California Beach' factory campervan conversion.

Renders of a single-cab ID.Buzz pickup have also appeared in magazines and on the internet, but no official word on any production model has been heard as yet.

In the UK, the rear-wheel drive ID. Buzz is powered by a rear-mounted electric motor with 150 kW and 310 Nm, with a 77 kWh lithium-ion battery pack to provide a 400 km claimed range.

There are future plans for a 111kWh battery, as well as a seven-seater version of the people mover aimed at the US market.

ID.2 for Australia?

Volkswagen's smallest electric car - the upcoming 2025 Volkswagen ID.2 - may come to Australia, after it arrives in European showrooms in a couple of years.

The small Polo-sized electric Volkswagen - all but confirmed to wear the ID.2 badge - is one of three members of a new project led by VW Group brand Cupra, which will spawn city-sized VW, Skoda and Cupra electric cars priced around 25,000 Euro (\$AU37,000).

While the Cupra version, a city SUV known as the UrbanRebel, has been confirmed for an Australian launch in 2025, the Volkswagen version had not yet been locked in.

Volkswagen Australia Passenger Vehicles Director Michal Szaniecki said that on the proviso the whole range of ID electric cars becomes available in Australia beginning in late 2023 or early 2024, the ID.2 would also come to our market.

"So of course, with ID.4, 5, 3, 2 and all [the] other [electric cars] coming in, we will make sure that the portfolio is being optimised and calibrated," Szaniecki said, while explaining how Volkswagen may consolidate its petrol-engined range as the electric cars roll into dealerships.

Due in Europe in 2025, the ID.2 will be produced alongside its Cupra and Skoda siblings in a new factory in Spain, and will be positioned as the Volkswagen Group's cheapest electric vehicles (for now).

Underpinning the models is set to be a cut-down



version of the MEB platform used for Volkswagen's current ID electric vehicles, with front-wheel drive (not rear-wheel drive), and between 350 km and 400 km of driving range, according to European executives.

The Volkswagen's design was previewed in a recent sketch showing a hatchback profile with a taller roofline designed for cabin space.

Szaniecki says the ID.4 is likely to launch as a higher-specification offering - possibly with larger battery packs, more potent motors and more standard features than base versions in Europe - in line with expected customer demand.

Australian VW buyers tend toward the more expensive, feature-laden models further up the tree - and the ID.4 is likely to start as a high-grade model before other variants are brought in to complete the range.

"This was probably what we'll start with because exactly the demand is structured like this," he said.

"However, we will, of course, make sure that we are covering the wider range of our offering, however it will be much simpler than we have right now in our ICE [internal combustion-engined] range. EV [electric] is our simplicity journey."

New electric Meyers Manx.

The classic Meyers Manx that triggered the explosion of dune buggy beach culture through the 1960s is back as a new fully electric car.

The Meyers Manx 2.0 looks much the same as the 1960s original with a cute minimalist body and headlights on stalks, but under the skin the newcomer could not be more different from the original - which used a fibreglass body dropped over a shortened torsion-bar Volkswagen Beetle floorpan.

Where the original two-seater designed by Bruce Myers in 1964 was usually powered by a four-cylinder Volkswagen engine and used standard Volkswagen suspension, the newcomer has been thrust into the 21st century with a custom aluminium chassis, improved modern suspension and electric drive.

It comes after Volkswagen failed to advance its own retro electric dune buggy concept, revealed at the Geneva Motor Show in 2019 as the ID. Buggy. While it looked the part, it was much larger and heavier than the original Manx and would have been unworkable as a production car (see Zeitschrift April 2019).

The arrival of the Meyers Manx 2.0 is timed perfectly for the upcoming California summer and the prototype will be unveiled at the Monterey Car Week near San Francisco as the order books are opened for the first 50 'beta' customers who will get cars in 2023 before the start of full-scale production in 2024.

The headline numbers include a sub-5.0 second sprint to 100 km/h, a range of up to 480 kilometres and twin electric motors providing rear-wheel drive, but there is no information yet on pricing.

Two battery sizes are set for production, with a 20 kWh basic model and an optional 40 kWh version, for a claimed range of 240 or 480 kilometres.



Myers Manx said the starter pack has a claimed 150 kW and 325 Nm, with an onboard 6 kW charging system - and optional fast charging up to 60 kW.

Styling work on the Manx 2.0 was done by Freeman Thomas, an American car industry veteran who has worked for Volkswagen, Porsche, DaimlerChrysler and Ford and whose design credits include Volkswagen's new Beetle, the Audi TT and a string of Chrysler concept cars.

"It's simple and endearing and taps into the spirit of playfulness. The ageless design brings out your inner child. It's about passion," said Thomas, who is also the CEO of Meyers Manx, in a company press release.

Bruce Myers - who named his dune buggy after the Manx cat, which has a shortened tail like his freedom machine - only produced around 6,000 cars before he was forced to close his business in 1971 because of heavy competition and financial troubles. Around 300,000 copycat cars are believed to have been built around the world.

Myers returned to business in 2000 to manufacture continuation kits for the original Manx, as well as adding the four-seater Manxster to his line-up. He died in 2021 aged 94, a year after selling the company to the venture capitalists behind the Meyers Manx 2.0 project (see Zeitschrift March 2021).

Stephen Hawking's Caravelle.

A 1988 Volkswagen T3 Caravelle GL once owned by Professor Stephen Hawking was unsuccessfully put up for auction in the UK earlier this year.

Considered one of the most brilliant minds of his time, the late Hawking - who was wheelchair-bound for decades as a result of living with motor neuron disease - used the

Volkswagen as his personal vehicle for a decade.

The theoretical physicist and cosmologist purchased the Caravelle new in 1988, the same year his best-selling book *A Brief History of Time* was first published - it sold over 10 million copies and was translated into 35 languages. Hawking conducted ground-breaking research into black holes and the origins of the universe and gained global fame as a populariser and communicator of science.

The spacious van was modified to accommodate his high-tech wheelchair and for easy access through the wide side door.

The Caravelle was fitted with the most powerful engine available for the UK market, the 2.1-litre flat-four high-compression leaded-fuel Wasserboxer producing 82 kW - with an automatic transmission optioned for convenience. The vehicle shows 145,000 km on the odometer.

Professor Hawking's Volkswagen became such a well-known vehicle in and around Cambridge for that decade he owned it that locals knew it well and would regularly wave. He used the VW as his wedding vehicle on his 1995 marriage to Elaine Mason, but by 1999 Hawking's gradually deteriorating physical condition had meant a new wheelchair was called for, and with it, a new van.

Sadly, after an amazing life, Hawking died in 2018, with his ashes buried in a corner of Westminster Abbey that honours some of Britain's greatest scientists, between the graves of Charles Darwin and Sir Isaac Newton.

The Volkswagen's subsequent history is well known, with the professor's nephew now in possession of the Caravelle after he inherited it in 2003 from his late father - Hawking's brother, Edward. It has been kept in safe storage for a number of years.

"It has been a real dilemma as to what to do with my uncle's VW, as it's not being used and is taking up room in a much-needed garage," his nephew said.

"The family would like a science or Prof Hawking enthusiast to be the next custodian of it, rightly appreciating it for its special connection to such an enigmatic and important British figure."

Along with an aftermarket Pioneer head unit installed for the famous owner, the van also comes with a Hawking's disabled parking permit.

The UK's Silverstone Auctions offered the Volkswagen Caravelle without reserve as part of The Classic Sale event, which began on Friday 26 August 2022. However the vehicle was not sold and will remain in the family's ownership for the time being.



2022 VW Winter Cruise to Mt Wilson - 30th Anniversary.

Thanks again to everyone who attended and bringing along your classic Volkswagens to the VW Winter European Cruise in August. It was great catching up with everyone old & new to the cruise..

We were lucky with the weather with Mt Wilson initially welcoming us with a little bit of hail.....

Well done to this years following deserved sponsor award winners:

'Best Split Kombi' presented by Andrew Dodd Automotive was awarded to Matt Raine and son and their 1954 Kombi.



'Best Other Attending Volkswagen' presented by Forty Horse was awarded to Matt Hough's 1968 Karmann Ghia.

'Volkswagen Dedication Award' presented by Simon Barnfield was awarded to Bruce Jones "Billy Bones"

Thank you again and we look forward to seeing you again on next years cruise, planned to be held on Sunday 27th August 2023.

Cheers

Simon Barnfield



1992



2022





Cooma Motorfest.

Saturday 5th of November saw the long-awaited return of the Cooma Motorfest. Not run for the past three years thanks to Covid, the Cooma Car Club were determined to conduct this event; rain, hail or shine. They were close to cancelling it less than two weeks out, when a large storm saw flash flooding in the area, including the main road being cut due to the creek bursting its banks. This weather event also resulted in the showgrounds being extremely wet and the risk of damage due to the vehicles expected for the event making the local council very hesitant in allowing the event to take place. However, with some good weather in the week



beforehand and the fact the event was a stop-over for the Perth to Sydney Marathon Rally re-enactment, they decided to let the event go ahead.

A small group from the Canberra Chapter, along with several other Canberra based car clubs made the trek south to Cooma for the event. This event is the largest in the Snowy region and always attracts a large number of entrants. This year the NSW government got behind the event and as such the entry fee was waived for entrants, which helped attract the large number that attended this year.

The drive to Cooma was relatively straight forward; however diligent observation was required at all times due to the number of potholes in the Monaro Hwy. Our small convoy made good time with the Beetles and a Lancia Beta setting the pace. The Lancia is a new toy owned by one of the





Many marques were represented, including three Muller-prepared Beetles.

The trip home was also a straightforward affair. Most of us left early enough so as not to drive during dusk, as the animals along the Monaro Hwy are in plentiful supply during dawn and dusk, not to mention being able to see all those potholes.

Another great event that got a few of us out of Canberra and the chance to give our cars a good, solid run. Regional shows such as this deserve our support to encourage the ongoing conduct of these events and we will try and get to as many as we can.

Willie.

Aircooled aficionados who wanted the opportunity to 'stretch it's legs' following some mechanical work recently completed.

The show proved to be a great event, with entertainment on the main stage (a flat-bed semi-trailer) going all day, guest speaker Colin Bond regaling stories of his motorsport career, plenty of food and beverage stalls and an electric vehicle display - not to mention the huge variety of some beautiful cars. VWs were well represented, with Beetles, the Karmann Ghia of Andrew Dodd, Kombis and the ever-popular Retro RV Kombi Campers

As previously mentioned, this event was also a stop-over point for the Perth to Sydney Marathon entrants, with their cars being parked up on the showgrounds as they arrived. It was great seeing some historic cars still being used in this manner and hearing of their adventures along the way.



Golf Cabrios.

This is how I amassed Australia's biggest and best collection of early clean Golf Cabriolets for only \$7000.00.

At the Volkswagen Nationals in 1990, Ateco (Volkswagen Australia) had a display of three brand new Golf cabriolets. One red, one blue and one white.

I was only 19 at the time and I remember that I would have sold my soul for one, no worries, and it would have been the paprika red one.

Unfortunately, nobody wanted my soul and with a price tag of \$36,000 +++, these cars were only a dream for me.



As years went by, I was able to afford and drive them. I've always found them to be great reliable little cars and I soon became a big fan of these classic Volkswagens.

So three years ago, I started collecting them with some of my spare money.

This is the order and the amount I paid for them.



- 1x red 1993- \$500.00
- 1x red 1990- \$1400.00
- 1x green 1993- \$600.00
- 1x red 1995- \$30.00
- 1x white 1993 \$3500.00

Add on top of that tow truck charges and comes out at an even \$7000.

Nobody wanted these cars and I had no competition whatsoever from anyone when purchasing them.

It turns out that not many, if any, people, let alone Volkswagen enthusiasts, are into early Karmann cabriolets.

That's a winning situation for me.

I also found all of the cars easy, within a 30 km radius from home.



Living in Sydney has its benefits.

Sure I've probably made some money for my time but that's not the only reason I chose do it.

I just can't bear to see my dream cars go out for scrap these days.

All of the cars took a little hard work but they cleaned up easy enough.

I'd tell you to go and buy one, if you're looking for something fun and cheap, but I know you won't.

It seems I'm officially Australia's biggest fan of the Golf cabriolet.

Who would have thought that 32 years ago?

Ashley Day.

Long grass, spider webs and flat tyres.

Everyone dreams about finding a classic Volkswagen in a old barn somewhere out in the country.

It definitely can happen, but barn finds don't come by very often.

Most of your bargains are going to come out of people's front lawns, side paddocks, and driveways.



We all see them in our travels, but how many people actually knock on the door and ask about them? Not many. It's called cold canvassing and it's easy to do. If a car has knee high grass around it, or if it has flat tyres and spider webs, I'm telling you, that the people have no further use for it and it's most likely for sale. Most of the time, these cars can be brought from their owners in less than 5 minutes. Offer people your highest fair price straight up and you won't have any problems. So if you're sitting around thinking that there are no bargains on the internet at the moment, you're just being lazy. Bargains exist every day when you learn how to cold canvas. Also when cars are advertised on the internet, the cat's out of the bag, so to speak. You now have to compete with everyone for it. Cold canvassing means you are competing with next to no one. Therefore, you are buying cars before they are advertised and this saves you heaps of money.

Another interesting fact is that the people selling these cars, quite often need the money for something else happening in their life. Many times I have walked in off the street and bought the car right at the perfect time. How did I know? Long grass, spider webs and or flat tyres, that's how. So keep dreaming about barn finds, but your bread and butter bargains are going to come from cold canvassing street finds.

Ashley Day.





Speedorama KL.

I've just been to my first VW event held in Malaysia, after having lived here for five years. Not on the same scale as similar events in Thailand and Indonesia, but a lot easier for



That makes four Country Buggies I've spotted in Malaysia.



Beautiful job on these additional air inlets, but I fear that air would be sucked out, rather than in.



Interesting idea on this Thai Beetle, but there would be a danger of the car behind running into you.



Everything that opens and shuts.



Another owner with the bright idea of retrofitting sloping headlights to an early Type 3, this time with 911 glass.



I peered through the Beetle grilles and spied an alternator (nice!). The cargo deck had been removed, so the opportunity to carry two cartons of beer is eliminated, but is made up for by having throttle-body fuel injection.

me to get to, and the enthusiasm and ideas are still in evidence.

Slammed VWs and the Rat Look are strong here, neither of which float my boat. I'm more impressed by ingenious modifications; it gives you a chance to have a long chat with the owner. Rare vehicles and painstaking restorations also get my attention, and Speedorama delivered there.



And then there was this ... device.



A 1952 Split and ...



who would ever have expected to find an actual Hebmüller?

Rod Young

rod.young2@icloud.com





Fairfield full-circle.

Hi, thought you might like this for the magazine, found in The Biz newspaper, Wednesday 26 October 1960.

VWs have now come the full circle at Fairfield Showgrounds !!

The Fairfield Service Centre was the only Volkswagen dealership that Fairfield has had. Based in an Ampol petrol station, it was listed as a VW agency only from 1959 to 1961.

Its former location has changed greatly since this time. In the 1950s the Horsley Drive (Smithfield St) went straight ahead to the intersection with The Crescent (where the old Crescent Theatre was), then crossed the railway line at a level crossing and continued on Vine St. The sweeping left-right curves and the railway overbridge wasn't opened until 1962, when the level crossing was removed.

The Ampol station/VW dealer was on the Horsley Drive, opposite Nelson St beside the Fairfield High School. When the overbridge was built the petrol station was closed and demolished, the road widened and the new left lanes added. The old agency was roughly where the triangular traffic island is today.

Fairfield Showground's life as a harness racing venue dates back to 1954, with the first registered race meeting at the Trot dome in 1964, in front of 10,000 spectators. Night racing began in 1970 and a new grandstand and covered market areas opened in 1982.

The venue once hosted as many as 31 race meetings each year, but full time racing stopped in 2004 and the final race meeting was held on June 12, 2017. A \$25 million redevelopment then transformed the trotting track into a modern sporting and cultural hub for high level sports, community cultural festivals and major events. The site now features three sports fields - an international size turf football field, \$3.5 million synthetic football pitch and an oval field able to host Australian football and cricket. A new \$5 million multipurpose amenities building was also constructed between the oval and synthetic field.

The VW Nationals has been held at Fairfield Showgrounds since 1998, after moving from Valentine Sports Park at Parklea (1991-97).

Cheers,

Simon Barnfield


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FAIRFIELD SHOW - EVENT OF THE YEAR LATEST CARS WILL BE SEEN AT SHOW

For those whose interests don't lie in livestock, the Fairfield Show will again present one of the biggest car exhibitions outside the annual motor show.

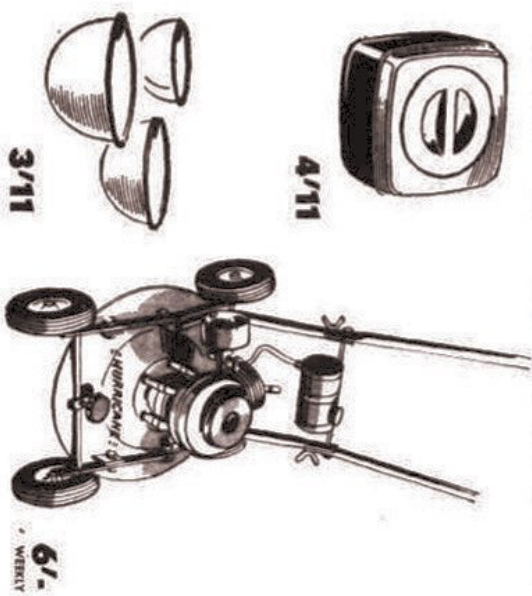
It won't be any Earls Court, but local motor enthusiasts will be given a chance to compare many popular makes of cars side by side.

Many of the much-praised top motor sales centres have combined to present the attraction of the showground. Among the cars on display will be the Holden, the Austin, the Hillman, the Ford, the Volkswagens and the Standard.

With its good appearance, top performance and the backing of General Motors, the latest PG model Holden is likely to remain a top seller for some time. Though a little heavier than the previous PG model, and a slightly less economical, the PG is the most glamorous Holden to date. With its six-cylinder engine capacity increased to 2300cc, and giving a 75 brake horsepower, the 1969 Holden

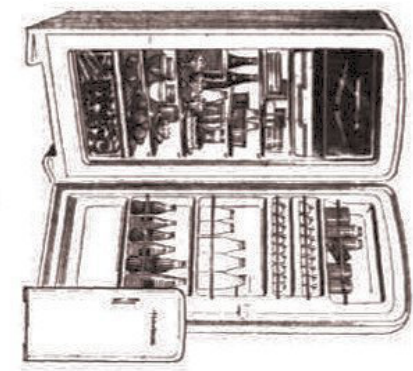
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The Mix has a new type of automatic system, different to the automatic used on its Volkswagen, the Chrysler, and on Fords and Hillman's "Star". Another "star" of the motor show will be the fully-automatic Hillman Mix, an exhibit will be presented by TV Motors.

Often termed the "car with all the answers", the Mix has proved to be a rugged all-purpose car of the road.

£25-Million Baby
The Ford Motor Company's £25-million "baby" — the Falcon — will be on display for all eyes to see at the Hunt Bros. exhibit.

Kripit under a brood of scenery since early in the year, Falcon has become a familiar sight on the roads since its release, about six weeks ago.

The Falcon will cruise easily at 70 m.p.h., even on dirt roads, and has a top speed of 98 from its 94 brake horsepower engine.

Safety-wise, it has a special tie-rod suspension, a front end that has a 1000 lb. optional extra for a few pounds.

On appearance, the Falcon is top, being available in two-tone of 12 colours — making 144 combinations!

Ruin's Big Line-up
One of the biggest line-ups will be the Austin models, of Gullford.

Although the biggest seller in the Austin range, the A99 "Sprite" will be on show, many other models including the A99, the A98 Cambridge and the second most popular model, the Lancer.

Most attractive feature of the Lancer is its feature of over 100 suspension, rated one of the world's best.

With a 1300cc. capacity and an economical 35 m.p.g., the Lancer is a family car in the true sense of the word.

It sets five comfortably and is now equipped with bench seats in the front and back.

5 Million Owners
The car that has sold nearly five million owners throughout the world, the Volkswagen, will also be on show at the exhibition.

The Volkswagen exhibit will be presented by local dealers, Fairfield Service Centre.

A spokesman for the Centre said that many Volkswagen buyers hope to buy a vehicle, including the sports model, Karmann Ghia.

"We also hope to present Mercedes-Benz and one more bus."

Most outstanding feature about the Volkswagen is its amazing all-round motoring economy.

As the body lines never change, there too, is another incentive to the Volkswagen buyer.

It never becomes dated and parts are always easy to obtain.

Second Entry
Another entry in the Ford field will come from Ford's Motor, who will feature the exciting new Ford Anglia.

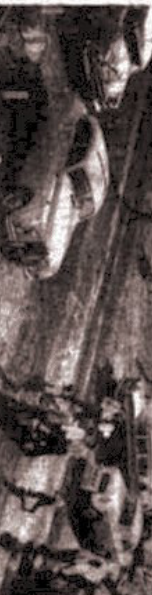
The Anglia combines sparkling performance with almost amazing economy.

Before presenting the Anglia to the public, the car was submitted to a grueling test run in many overseas countries.

In Northern Scandinavia, conditions were ideal for high speed testing. For the Anglia, the highways of North America were used. Dust and suspension tests were made on rough tracks in East Africa.

In all temperatures, climate and road conditions, Anglia fulfilled, exceeded, surpassed her design requirements.

Continued on page 35



A view at Fairfield Showground showing the "Fun of the fair" and various attractions.



diffuser to channel airflow out from under the car. We've also got unique to R tail-lights with scrolling indicators, and a decent rear wing.

For the Subaru, prices have risen with the new generation, with most grades in the line-up coming in more expensive than their preceding counterparts. But the 2022 Subaru WRX TS CVT variant on test is a new flagship variant in the range and costs \$56,990 before on-road costs.

This rise in price brings it closer to popular performance cars such as the Golf R and Toyota GR Yaris. They're not nearly the same in terms of size or body styles, but offer similar levels of performance from their turbocharged,

Should I buy a Volkswagen Golf R or Subaru WRX?

Whether you're Team Volkswagen (that's you!) or Team Subaru, which of these two recently-reincarnated all-wheel-drive performance icons is actually the better buy?

Both the 2022 Subaru WRX and 2022 Volkswagen Golf R fly high as the performance flagships for their respective brands - and whenever one of the two models is renewed everyone sits up and take notice.

But when both nameplates drop new models within mere months of one another it calls for a twin test.

Key to this comparison is: whose version of the ultimate all-wheel-drive performance car is the best? The Subaru WRX derives its learnings from an illustrious history on the world rally stage (World Champions in 1995-'96-'97 but has not competed since 2008), but the Golf R is a more tech-oriented take on a hot hatch.

Weighing into this comparison is the Golf R's sizeable price difference which stands at just under \$10,000 - is it that much better of a car?

How much do they cost?

The 2022 Volkswagen Golf R is priced from \$65,990 before on-road costs - around \$73,439 drive-away. For the money you receive the fourth-gen EA888 2.0-litre four-cylinder turbo with 235 kW and 400 Nm, Volkswagen's latest 4Motion all-wheel drive, a slick new torque-vectoring rear diff, and the R Performance package dress-up kit.

That R Performance package brings some visual menace, but it sure is subtle. At the front, we've got a re-profiled bumper and spoiler with a larger lower air intake to feed the engine. This is also the first Golf with LED matrix headlights.

The Golf R's roof line sits 5 mm lower than the GTI despite sitting on taller 19-inch Estoril lightweight alloys wearing high-performance Bridgestone Potenza rubber. We've also got matte chrome capped wing mirrors, the doorhandle recesses all have lights to illuminate them in the dark, and there are puddle lights with the R logo.

At the rear, there's a new bumper with a more overt

all-wheel drivetrains.

Each 2022 WRX is fitted with a turbocharged 2.4-litre four-cylinder boxer engine that outputs 202 kW/350 Nm to all four wheels. Seemingly incongruous with the car's performance nature is the fact the top-spec TS variant only comes with a continuously variable transmission. Subaru says the transmission is segmented into eight ratios to simulate gears, which can be selected using paddle-mounted shifters.

Special for the TS variants is the addition of adaptive dampers, more advanced drive modes, unique wheel designs, and TS and STI branding.

How much space do they have inside?

From the inside, it's clear the Golf R continues the minimalist theme of lesser Golfs. Spartan and sporty is the vibe, and on first acquaintance it's intimidating to come to grips with.

We road-tested the Golf GTI in 2021, so I've had some experience with Golf's new less-is-more interior. But when I picked this Golf R up, I found myself having to refamiliarise with where all the secondary controls are hidden in the infotainment system.

The Golf R has nappa leather sports bucket seats with stitching and inserts in R blue. We've also got larger gearchange paddles behind a GTI wheel with an extra R button, which is where the magic lies. But I'll get to that.

The rest of the cabin features little to no switchgear apart from a few surface-mounted capacitive touch buttons instead, like on the steering wheel.

These buttons are not easy to use because they function like a touchscreen rather than a tactile button. It means it is easy to overswipe and change the temperature too much or





the volume too much, especially if the car hits a bumpy section of road at that time.

Moving to the back seats and the spartan theme continues. There's enough space back here for adults, but anyone over 180 cm will find that getting decent legroom requires compromise from the person in front.

The back seats have a third-zone temperature control with centrally located air vents, USB chargers, and bottle holders in the door, plus cupholders in the fold-down armrest. There are also ISOFIX mounts in the two outboard seats.

As for the boot, the Golf R has the same 374 L of space as a standard Golf, which expands to 1230 L if you flip the 60/40 folding rear seats. Generous but not cavernous, and there's no spare tyre of any kind.

Most obvious of all changes inside the 2022 Subaru WRX is the huge portrait-mounted centre touchscreen embedded within the dash, but we'll deliberately ignore that until the next section.

The cabin of the TS variant scores Ultrasuede upholstery to make sure your bum doesn't slide around too much on hard cornering, while surfaces of the dash and door cards are covered in soft-touch materials. The top-most dash portions of the instrument binnacle and above the infotainment screen do have hard plastics.

It's nice to see a sunroof included as standard in all but the base variants of the WRX. Almost comically large is the gearshifter in automatic variants. It's a big bulbous thing sticking up from the centre console and feels cumbersome to use, though perhaps it was just me.

Door pockets stock a good amount of space for bottles and small items, and are helpfully lined in felt to reduce rattling and noise - a nice touch. Likewise, the sides of the centre console are covered in soft-touch material to ensure knees don't get crushed when rounding corners.

The two pews up front contain a great amount of adjustability thanks to eight-way adjustable memory seats, while also featuring heating. In fact, the two outboard rear seats score heating too. The headrests have a cool ergonomic tilt function that is super easy to get in just the right spot.

Storage-wise, the WRX has a small slot in front of the shifter for phones, keys and the like, though it's a real miss that the specification list does not include wireless phone charging.

Space for the driver is comfortable, with a high-perched driving position giving decent visibility out over the bonnet nostril. The second row has a surprising amount of room for passengers. There is loads of space for your legs and a decent-sized slot to stow your feet under the seats. However, head room is limited for taller occupants like my 194cm self.

It seems like there's a good amount of boot space for a sedan when you open up the gooseneck-hinged rearmost door, but according to Subaru there's only 411 L of space inside. In any case, it was enough space to load backpacks and camera gear.

What about the infotainment?

Fire up the VW's engine or accessories and the electronics also fire to life. There's an exclusive R View graphics skin on the digital instrument display that can be customised to show what you want, such as torque or boost pressure.

There are also some unique aspects to the 25.5 cm central display, particularly in the performance pages.

And if you can't be bothered touching the screen, you can use hand gestures to adjust certain functions, or you can yell at the car: "Hey Volkswagen, it's cold in here!"

The Harman Kardon premium sound system and the panoramic sunroof are both optional, raising the price of a fully loaded car by just under \$3000 to \$69K plus on-road costs. Wireless CarPlay and Android Auto are standard, or there are two USB-C ports to connect and charge phones up front. We've also got a detailed head-up display so you can keep your eyes on the road.

The phone charging mat is present, but it seems to have problems with my Google Pixel 6, never quite committing to the charge. Instead it reminded me every 20 seconds that it's charging, as though it's just rediscovered there's a phone in here. As a result, my phone never charged.

The Subaru gets a 29.5-cm colour touchscreen mounted in portrait fashion. It's embedded within the dash rather than being a stuck-on tablet like you see on some other cars.

It uses a nice starry sky background to display relevant functions in a grid/tile format, while air-conditioning controls are found along the bottom of the screen. There are no button shortcuts alongside the screen, though you can control some functions like skip track, volume, source, and voice control on the steering wheel.

The TS model grade features a 10-speaker Harman Kardon sound system and I loved it. It features a really high clarity of sound and a good resounding bass that reverberates around the cabin.

It runs Apple CarPlay and Android Auto, though not wirelessly. You'll have to connect your phone using one of the two USB-A ports to enable. I tried CarPlay for much of the week as I wasn't a fan of the car's standard satellite navigation display. The smartphone mirroring system displays in a neat portrait way I hadn't seen before.

Controlling Subaru's infotainment software is



sometimes slow to respond to touch inputs, and is particularly laggy when inputting navigation instructions. This is why I moved to CarPlay, whereas I'd normally make do with a car's native system.

Are they safe cars?

The 2022 Volkswagen Golf range earned a five-star ANCAP safety rating when tested in 2019.

Overall, it scored highly in terms of adult occupant protection (95 per cent) and child occupant protection (89 per cent), and scored a commendable 80 per cent for its safety assist systems.

The Volkswagen Golf R has more active safety than lesser Golfs, as being a range flagship it is equipped with more safety features than other models.

Standard gear includes adaptive cruise control with traffic jam assist, autonomous emergency braking both forward and reverse, lane-keeping assist, and blind-spot detection.

All these and the rest of the Golf R's active safety suite is packaged as Volkswagen's IQ.Drive system. This includes Volkswagen's Travel Assist, which combines active cruise control and lane-keeping assist to ease the 'strain' of driving on long journeys.

Being an automatic model, the Subaru WRX TS scores a suite of active safety measures, whereas its manual WRX alternatives do not. This means our car is serviced by Subaru's EyeSight safety systems including autonomous emergency braking, lane-keep assist, lane-centring, adaptive cruise control, and speed sign recognition.

It also gets blind-spot monitoring, rear cross-traffic alert, and lane-change assist, which is standard across the range.

Subaru's driver monitoring system is one of the most insistent I've come across, and will regularly make judgements on whether a driver is paying attention or not by sounding an alarm.

The new-generation Subaru WRX has not undergone local ANCAP safety testing at the time of this comparison.

How much do they cost to maintain?

Like all Volkswagen models, the Golf R comes with a five-year, unlimited-kilometre warranty and requires servicing every 12 months or 15,000 km, whichever comes first.

Servicing is not cheap, but not overly expensive for such a complex and finely honed machine. You'll pay \$1700 for the first three years and another \$1400 for the two years after that.

The Volkswagen Golf R requires premium unleaded petrol for its engine, which it consumed at the rate of 10.1L/100km while on test with us. We freely admit that a fair portion of our testing was on quiet country roads where we fully explored the vehicle's real-world performance.

As for insurance costs, the Golf R costs \$1508 per year, which is slightly more than the \$20K cheaper Hyundai i30 N (\$1334), but a fair bit less than the \$25K more expensive Audi RS3 (\$2595), comparative quote based on a 35-year-old male



driver living in Chatswood, NSW - insurance estimates may vary based on your location and driving history.

Subaru products are covered by a five-year/unlimited-kilometre warranty. They are also covered by capped-price servicing for the same period. Three years are scheduled to cost \$1267, or five years' worth comes in at \$2366. These services are recommended every 12 months or 15,000km, whichever is first.

As the flagship model variant in the WRX range, the \$56,990 TS variant competes on price with the Volkswagen Golf R and GTI that cost \$65,990 and \$54,990 respectively.

We searched for a comparative quote based on a 35-year-old male driver living in Chatswood, NSW. To insure the Subaru WRX TS costs \$1619 per annum according to our research, though insurance estimates may vary based on your location and driving history.

What are they like to drive?

In short, the VW's a riot. The Volkswagen Golf R is a brilliant driver's car that will thrill on any winding back road.

It's also a surprisingly comfortable and happy daily driver that trundles docilely around town without complaint.

That means you're getting the best of both worlds for under \$80K. Some may find that expensive, but I can't think of anything else that can match the Golf R's breadth of capability and competence for that price. How does it do this?

Electronics, of course. For starters, there are the Golf's multiple driving modes that tailor driving controls, suspension, and all-wheel-drive system for work or play.

Volkswagen says the Golf R sits 20 mm lower than mainstream variants, but thanks to larger 19-inch wheels the roof line is pretty much at the same height. This lower ride



does make the Golf R firmer, but you'd expect that - in fact, you'd feel ripped off if it didn't have a sportier ride. Still, it's comfortable enough for everyday driving.

The Golf R's new rear diff, variants of which are also found on the Audi RS3 and Cupra Formentor, has the smarts to manipulate the engine's prodigious torque better than any Golf R generation before it.

Previous generations could adjust torque front to rear, and across the front axle, but it was a coping mechanism rather than an active driving system. By that I mean it relied on the brakes to 'reduce' torque to tyres with less grip once they started to spin.

This new system uses its smarts to feed more torque to the wheels that can handle it instead of braking wheels that can't.

It's a faster and smoother system with one huge natural advantage in corners. Instead of the rear axle pig-headedly pushing the chassis wide in corners, it now helps to pivot the car through the bend.

Imagine you're pushing a shopping trolley with two hands. It wants to go straight ahead, right? Now drop one arm... The trolley naturally wants to turn.

When you're pushing this car hard, the all-wheel-drive system is an invisible partner, working its magic to get you around corners as fast as physics will allow. VW says this latest 4Motion iteration is better at feeding power to the outside rear wheel, which reduces the likelihood of understeer.

Once again, the Golf R's 0-100 time was impressive and easy to achieve. Attempting it only twice, both runs were 4.7s, which is actually quicker than the brand's claim of 4.8s, and two-tenths quicker than what I achieved in the Mk7.5 Golf R Final Edition.

It takes a little bit of work to be in the correct settings, but then it's a piece of cake to launch.

Other tested times include 0-50 km/h (1.8 sec); 0-160 km/h (10.1 sec) and 0-200 (15.9 sec). Standing 400 m was 12.3 sec at 181.8 km/h.

The braking performance and feel of the Golf R is also a great step forward over the previous generation, and it's actually now one of the quickest stopping cars we have ever had on the test track.

100-0 in 2.70 seconds and only 34 m - an insane result and up there with the Porsche 911 GT2 RS.

The early reliance on ABS under heavy braking has gone and therefore the ability to manage the car on braking and then corner entry has improved dramatically.

I also had no issue with fade and the feedback from the pedal, and overall it's much more encouraging.

The Golf R's claimed fuel consumption for normal combined running is 7.8 L/100 km. With our more sporting driving over a week of city and fast country driving, we recorded 10.1 L/100 km. The Golf requires the most expensive 98-RON premium fuel.

For all visual indicators that Subaru has matured its WRX, the driving part was where I was most worried about its rate of change. Familiar, at least, is the turbocharged boxer engine under the bonnet, though its displacement is now 2.4 litres. Power has



risen 5 kW to 202 kW overall, though torque output has remained the same at 350 Nm.

This drive is sent through Subaru's synonymous Symmetrical all-wheel-drive system. Together with the Dunlop SP Sport Maxx tyres fitted to our tester, the system faithfully puts as much power as possible to the road without breaking traction. Especially in the wet, grip is very well maintained in all manner of conditions.

Press your foot to the firewall and the powertrain feels very responsive, resulting in a shove in the back as the tyres deliver power to the ground. It's a much more linear delivery than I've experienced in WRXs of old, which were plagued by turbo lag from low revs.

I managed a 0-100 of 6.35 seconds with only a couple of attempts, and with much greater ease than you would normally expect from a WRX thanks to the bigger engine and wider torque curve. To compare with the Golf R, the Subaru's other times were 0-50 km/h (1.8 sec); 0-160 km/h (16.3 sec) and 0-200 (26.0 sec). Standing 400 m was 13.8 sec at 171.6 km/h.

Sadly, the surge of power is no longer accentuated by a warbly boxer exhaust note. The WRX really could have used a variable exhaust system because it's disappointingly silent. You can hear the car when you're in a parking garage with the windows down, but they're pretty extreme lengths to go to in order to hear a performance car.

Also on the negatives, I really found it hard to gel with the CVT inside a performance car. It's an odd sensation where it basically does everything you need, but feels very weird put into practice. It rarely found itself in the right power band for what I wanted, which ended up frustrating me and making me wish I was behind the wheel of a six-speed manual car. Naturally, the experience is helped once you're in Sport





modes, but the CVT unfortunately left me cold.

It should be noted the CVT is stepped into eight ratios, which can be selected using steering wheel paddles. Perhaps it's just me that didn't enjoy it - colleague Rob Margeit enjoyed the CVT experience - but leave me with a conventional auto or manual please.

With regard to how it feels on the road, it is still fun to drive with a darty and lively feel to the steering - it is a quick system that weights up nicely around a corner. Somewhat related to the steering are the indicators attached to the column beside the wheel, which feature a funny return-to-home configuration. I absolutely despised them at first, as it was difficult to cancel after flicking on an indicator, but rest assured you do get used to them.

Brakes are also super strong and bitey, as is the stability control when you do get things wrong. Both systems feel super tied-down in the wet and bring the car promptly back into line. The brake pedal feel and the ability to be able to modulate and control the release on the way into the corner was good, but it couldn't match the previous-generation Subaru WRX STI for outright stopping power.

I recorded 100-0 in 2.78 sec @ 36.80m - about one metre more than the old STI and nearly 3 m more than the Golf R.

The WRX's ride control feels good on the whole, only feeling slightly brittle over minute imperfections that are translated through to the cabin. The TS specification gets adaptive dampers, which firm up the ride and keep the car nice and composed around bends when driving spiritedly. You never quite get jolted around inside the car when going over mid-corner bumps or speed humps, it's just those little bumps that find their way through.

Subaru says the WRX TS automatic sips 8.5 L/100 km on a combined fuel cycle, but our experience was different. After a week's worth of urban driving, along with some spirited spurts up Mount Macedon, our TS returned a 15.0 L/100 km fuel rating. This is inordinately high for a turbo petrol four-cylinder car of the WRX's size, performance car or not. Subaru recommends a minimum of 95RON when refuelling.

So should I buy a Volkswagen Golf R or Subaru WRX?

We'll be the first to say that each of these offerings brings a unique take on what all-wheel-drive performance should look like. With such a wide gulf between their two approaches, this could mean you may already carry a preconceived favourite when choosing between the two, rendering this comparison

obsolete.

However, we'll break it down to the bare bones to find our pick.

Starting out with what you'll pay at the dealership, the WRX is the clear winner. Unfortunately for Volkswagen, the Golf R doesn't claw back many points in terms of extra kit you get for your extra \$10k either (it does feature a more powerful engine, but more on that soon). Good levels of equipment are included with each option, leaving little on the table.

The cabin is where things become more subjective, with the Golf's minimalist layout going up against the WRX's screen-filled fascia. What isn't up for debate is the WRX's added space, especially in the second row. The WRX's boot also features more space, though its tricky sedan shape holds it back from storing much bigger items.

Infotainment-wise, the Golf stocks the better system with nifty equipment such as wireless smartphone mirroring, an intuitive voice assistant function, and a fully digital instrument cluster. The WRX also can't match the quick-reacting display of the Golf.

In terms of safety, the Golf again wins out this aspect of the comparison. Speaking broadly across both ranges, it's the Golf which is better equipped in terms of active safety equipment, with manual WRX variants missing out on key tech. The Golf R also gets a proper five-star ANCAP score.

Running costs will have Golf R buyers paying more for servicing, but on the plus side it uses less fuel than the Subaru WRX, and costs less to insure.

In the driving stakes, both cars are adeptly capable and enjoyable on a quiet backroad. However it's the Golf R which feels far more comfortable going fast, and make no mistake it is both faster and quicker than the Subaru, as it should be with an engine making more power and torque in a car weighing 80 kg less. Its power bump and wizardry under the skin go a long way to make the Golf's incredible performance more accessible than the WRX's.

The fact that you have to work harder to get more out of the WRX - combined with a subdued exhaust note as your reward - means the WRX experience doesn't shape up nearly as sharp as the Golf R's.

Combined with the above wins in other areas awarded to the Volkswagen, this is why the Golf R is the better all-round choice of these two cars and is worth \$10,000 more - if you can afford it.

Tom Fraser and Glenn Butler



VW men tour world for ideas.

The Sun-Herald, Sunday 6 October 1968

Eighteen members of the Australian-wide Volkswagen dealer organisation recently left Sydney with Lufthansa on a world fact-finding tour.



Mr Charles McLeod, NSW manager of the Volkswagen distributors, Lanock Motors, led the tour.

The tour follows a successful inaugural dealer tour in May and is planned to give selected dealers the opportunity to study international marketing methods.

Volkswagen's Australian sales have dropped by two thirds in four years. Yet, in world terms, VW is now the fourth largest automobile manufacturer in the world, behind only the three American giants.

Members of the present dealer tour will visit the Auto Union factory in Ingolstadt, where the Audi is manufactured; Volkswagen world headquarters and giant factory in Wolfsburg, and the commercial vehicle plant in Hanover, West Germany.

They will also study marketing methods with leading dealers and distributors in Germany, who are having a record year.

Second part of the tour covers America where Volkswagen dominates the imported car market and where VW dealer facilities, service and organisation are considered more advanced than those of any other make.

Volkswagen for the first six months of 1968 in the U.S. outsold all other imported automobiles combined.



The Australian dealers will study business methods of the organisation at dealer and U.S. distributor level for two weeks.

The 'wildest' VW - the Country Buggy.

The Manly Daily, Thursday 9 May 1968

A low-cost, 'go-anywhere' vehicle totally suited to Australia's conditions has been introduced by Volkswagen.

After three years of brutal field testing through the dead heart of Australia, mountain roads, mud and dust and tens of thousands of miles in every conceivable condition to test and prove a suitable design, Volkswagen has come up with the 'Country Buggy.'

The 'Country Buggy' is uniquely Australian. It should prove a winner for farmers, surveyors, sportsmen, the 'go-go' youth of today, for surfers, and is most desirable for light industry.



The VW 'Country Buggy' has entirely functional styling. Its appearance is rugged and purposeful and is primarily a 'work horse.' Its body of all-welded steel offers exceptional rigidity and robustness and has a platform chassis.

Like all Volkswagens, one of the outstanding features is the front-hinging bonnet allowing for excellent forward vision, a necessity when negotiating rough terrain, while the huge wheel wells eliminate packing and clogging in heavy mud and snow.

The 'Country Buggy' has a flat underside free from cables or entrails, therefore virtually impervious to damage. It is an 'all-weather' vehicle. Specific provisions have been made to ensure that passengers and load carrying compartments resist weathering, even when the 'Country Buggy' is continuously out-of-doors.

Therefore, controls have been kept to a minimum and contribute to the high manoeuvrability.

A wide range of original fittings has been developed and will allow the 'Country Buggy' owner to tailor his vehicle to his own requirements.

The Project of my Life - Progress 7.

Going to fuel injection means modifying the hell out of the fuel delivery system. Problem 1: Beetles made with a carburettor had a single, 6-mm fuel pipe running through the tunnel. What's required is an 8-mm supply pipe and an 8-mm return pipe. Recalling the contents of the VW parts shelf, all Type 3s after 1967 were fitted with an 8-mm fuel fitting for the bottom of the tank which can replace the Beetle's skinnier one. I couldn't find one of these anywhere, but there are reasons to implement a different solution anyway.

Bosch fuel pumps for electronic injection have a really big inlet diameter: 15 mm. If you look underneath a 1984 T3 Transporter, you might see one of these with a square, plastic filter before it. The filter protects the pump from nasties, but also acts as an adapter for the 8-mm outlet of the tank to the 15-mm inlet of the pump. This could be a nice solution, but Van Café in the US informs us that VW themselves deleted it and dealers retrofitted an adapter pipe and a larger aluminium filter because of flow restriction from the original, so I don't want to reintroduce an old, old problem.

CB Performance sells an aluminium T-piece which screws directly to the threads on the bottom of the tank. One of the 1/8-NPT threads needs to be blocked off with a plug and the other can take a fitting ready to have 15-mm-ID hose slipped over it. All I could find was a 16-mm fitting, so I had the local machine shop turn it down ever so slightly. I ordered in a cheap Chinese filter with aluminium body, stainless gauze filter and AN8 fittings. Quite decent, although the threads are a bit rattly. The machine shop also turned down the threaded fittings to 15 mm, leaving a slight flare on the end. This filter serves to protect the pump and can be easily unscrewed, whipped out, disassembled and inspected, unlike the in-tank gauze filter that VW hides on you.



CB tank fitting attached to cheap mail-order stainless gauze filter

It in turn provides something for the final 15-mm hose run to the Bosch pump.

I found a fitting which mates up with the threads in the pump and filter, so making the assembly easier to mount and saving on hoses and clamps.

The big filter should be good for a decade of use. All of



I've yet to whip up a rubber-mounted clamp for the filter, but have all the necessary bits.

the above will be mounted either on the front firewall adjacent to the tank or horizontally near the frame head.

Problem 2: attaching a return fitting to the tank

Problem 3: running fuel lines to the engine

Solutions to these are yet to be developed, but I have a fair idea of how I'll go about it and will report back once I can say "done."

I ended up buying a steering rack from a Mk2 Polo from Alex in Finland. You can learn more about Beetle rack conversions from the article 'Rack and Roll,' published in the October 2021 edition of Zeitschrift. Alex acquired the RHD rack from a wrecking yard in the UK, probably the only place you would find one, and welded up a laser-cut mounting bracket of his own design. The bracket and fabricated tie rods make the whole project largely a bolt-on, except that I need to make up my own intermediate shaft with U-joints. Some details which I now understand after seeing the assembly in the flesh:

- The bracket bolts to the damper mounting point on the left and the original steering-box clamp on the far-right side of the top torsion tube.
- Height adjustability is provided by rotating the rack in its bracket, or the bracket on the torsion tube; shims aren't necessary.
- There's nothing but tightness to stop the assembly from rotating, so I plan to weld on a protrusion like VW did for the steering box clamp, after correct height adjustment.

How to attach the steering column to the relocated input shaft? It has a splined shaft, 16 mm Ø and 60 teeth. I went on a fruitless search for an intermediate shaft for Polo 86C. Only then did I examine the online ETKA exploded diagrams for steering column and gear. The steering column goes straight into the rack at 90°; there's no such part as an intermediate shaft. Where the bottom of the steering column attaches to the rack input shaft, a through-bolt tightening onto a clamped slit in the steering-column tube is used, just like on a Beetle, only smaller, and there's no internal spline.

However, an intermediate shaft with U-joints is definitely needed for the Beetle, as the rack will be offset to the right from the steering column and may be slightly off the 180° in the vertical plane too. I contacted a manufacturer of steering U-joints in the US, Sweet Mfg., to see if they could make up a splined joint to the right specs. They were very helpful, but ultimately, no dice. By the way, I learnt a new term: 'rag

joint,' the rubber/canvas coupler disc which VW uses to compensate for small angular differences. Alex's suggestion is to use two 5/8-in. smooth-bore U-joints, also sourced from Sweet. One can be welded to the steering column where it exits the body and to the top of a piece of round bar, the actual intermediate shaft (maybe incorporating the original deformable mesh element?) The other would be welded into the bottom of this same shaft and then, for the attachment to the rack input shaft, a bit of work is required.



The 5/8 smooth-bore is a slightly loose fit on the splined Polo input shaft, but has no clamp. I've taken it to the local machine shop and asked for it to be drilled and tapped for an M8 thread in the side, so that a set screw can be tightened down onto the flat part of the input shaft.



Credit to Alex for the set-screw solution

Still to do: support the bottom of the steering shaft within the tube. It needs a bearing of some kind to stop it from flopping around. Maybe use the bearing from a 1302/ Superbug.

While at the Jogjakarta VW Festival, I got chatting to a fellow who had converted his engine to EFI. He had even fitted four ignition igniters to the spark plugs and these stuck out a fair way. I raised the problem of fuel injectors fouling on the sides of the engine bay, as his cylinder cover tin was the old type with flat sides. My contribution to the discussion was that VW widened the Beetle engine bay when Bosch L-Jetronic was installed on cars destined for the US and Japan and that the modified shape was used again when Mexico introduced Digifant injection. The changes consisted of wider, curved shapes in the body either side of the cylinder heads and correspondingly wider, curved tinware over the heads. He was one step ahead of me though, as he took me over to his 181 to show me the solution. His 181 unexpectedly had the wide, curved engine bay. It also had

narrow, straight tinware. It also had special extension pieces to the tinware to take up the gaps. Lesson: you often learn new things when you start chatting to people. Mystery: why did VW redesign the 181 engine bay for EFI? Would projected future 181s sold onto the US market have been injected, if sales hadn't been squashed by safety issues? Other mystery: why don't any of these changes show up on exploded diagrams for the 181 on online ETKA sites? I couldn't even find out the part numbers for the extensions.

When I got back to Langkawi, I wasted no time in checking out my good friend's 1976 181, intending to borrow his engine-tin extensions and make moulds from them. No extensions; dammit.

Plan B: contact Antonio Trejo, who advertises on thesamba and can get you any part from Mexico. Result: no longer available. I've managed to get hold of some from the U.S. and will refashion them in fibreglass. This allows me to make a body which accepts an engine with or without injectors without having to design these filler pieces myself.



I spent a fortune importing these bits from Thing Parts in the US.

Rod Young
rod.young2@icloud.com

Rod,

A couple of things to think about. On the fuel lines, I used -8 AN lines front to back and back to front for my two cars with CB Performance Gen 4 fuel injection, as you need a return line. I actually drilled holes for bulkhead fittings in the frame head and then used the CB performance fuel tank adapter with -8 AN fittings and lines to attach to a System/1 fuel filter and the fuel pump mounted up front. Then inside the framehead I connected -8 AN lines to the rear just under the shift coupler. I had two bulkhead fittings installed there one to each side of the shift coupler, and underneath that is an indented area so they don't protrude below the lowest point, so they will never scrape the ground. I could fairly easily put

an AN wrench in there and tighten everything without disconnecting the shift rod. If you have large hands it might be tough, but it was fairly easy for me, on both ends of the car (framehead and shift coupler ends). Then I just put together lines from those bulkhead fittings to my fuel pressure regulator and engine, and then engine back to the return line bulkhead fitting. It is very clean, and keeps the lines in the tunnel without having to have to try and pull out the internal hard line and replace it. I did remove the internal hardline, and plugged the outlet in the frame horn.

On the steering, I would suggest taking a look at Super Beetle (1303) parts from '73 and later. They had rack and pinion and the M11 Golf (Rabbit here in the U.S.) used the same spline pattern as the Super Beetle did. Then you can use a '73 and later Super Beetle column and '73 and later long Super Beetle column (just the internals). The '73 and later Super Beetle steering bushing will fit in place on the firewall, and you can get those new along with the boot to seal it, and the boots for the long u-joint. I know Wolfsburg West stocks all of those things besides the steering column, which nobody reproduces. That should make for an easy conversion without having to fabricate anything.

Andrig
President,
Andrig's Aircooled Technology
www.andrigsaircooledtechnology.com/

Meyers Manx.

Car and Driver magazine, April 1967

The Meyers Manx is all things to all men. Our first glimpse of one was from directly astern, and it looked like some kind of crazy scout car, a mixed-up command vehicle. Its maker senses in it something of the classic character of Mercer Raceabouts and Apperson Jackrabbits. No two of its 250-odd owners see it exactly the same way.

The outdoor types say it's perfect for pack trips and hunting expeditions. Hot-rodders hail it as the re-incarnation of the street roadster. Kooky girls think it's kinky, or is it vice versa? Frustrated executives can't decide if it's better suited as a station car or as an escape module. Surfers swear it's the woody of the future. Sober, pragmatic men rationalize their passion for it by telling themselves that it's a sensible, low-cost, all-purpose utility run-about. Motorcyclists allow as how it's almost as good as having two bikes. Sports-car enthusiasts say it delivers more excitement per pound than a Ferrari GTO. Pontiac GTO owners try to look the other way . . . unsuccessfully. And dune buggy racers say it's the end. The only thing they all agree on is that it's more soul-freeing, leaping, bounding, uninhibited fun than anything else they've ever driven - on or off the road. We'll buy that.

The Meyers Manx is the perfect answer for the man who'd rather roll his own. It's a kit car. It costs \$635, plus whatever you have to spend for the

Volkswagen parts necessary to complete it, plus labour - unless you do it yourself. It's not difficult to assemble; any guy with average mechanical ability could do the job over a couple of weekends. And for power: Volkswagen, Porsche, Corvair - you name it.

That's one of the great things about the Meyers Manx - its only limitation is your own imagination. You can buy the basic kit (there's an even more basic, stripped kit for \$498), pay \$100 for a wrecked VW, throw it together and forget it, or you can build it up with all new parts and tender loving care. It's your choice, all the way up to a 200-hp engine, metalflake paint job, luxury interior, hard top, side curtains, mag wheels, four-wheel disc brakes, fully adjustable suspension, and racing tyres.

The Meyers Manx is the car for the man who's fed up with dealers, wheelers, factory-installed options he doesn't want, trade-ins, discounts, high pressure, hard sell - the whole bag. About half the customers of B. F. Meyers and Company are tired businessmen who buy a Manx to put together in their spare time, a project they think will take their mind off their work. They say they'll give it to the kids as a present when they're finished, but like electric trains at Christmas time, they can't let go. The kids don't see much of the Manx that Daddy built, nor of Daddy, for that matter - he's off blowing his mind on some winding country road.

That's another great thing about the Meyers Manx. It's a real car. You can license it, and insure it, and drive it

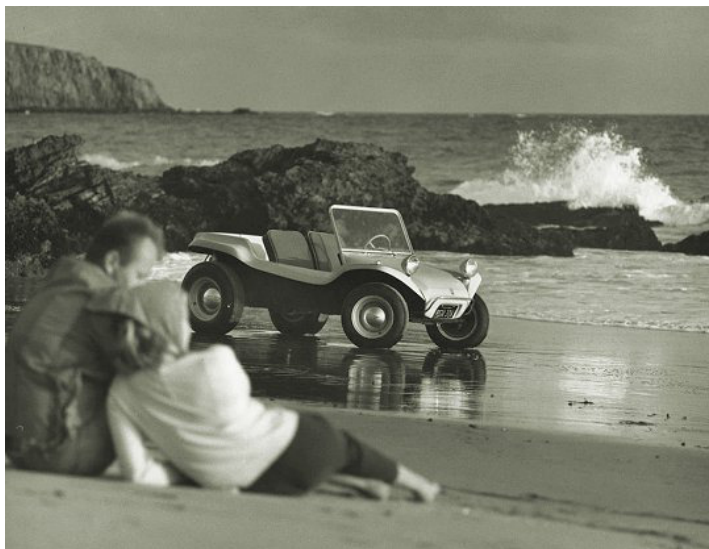
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ROAD TESTS:
New Volvo 144S • Barracuda 383 • Sunbeam Arrow
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CHEVY'S MYSTERY CAR:
Corvette Grand Sport

MEYERS MANX:
YOU CAN BUILD THIS FUN CAR FOR \$635!
(PLUS A LOT OF VW PARTS AND TENDER LOVING CARE)

The cover image shows a man in a dark shirt and light pants standing next to a woman in a striped jumpsuit who is sitting on the hood of a Meyers Manx dune buggy. The car is parked on a sandy beach with the ocean in the background. The car has a California license plate that reads 'SLW 511'.



anywhere, anytime. With the top and side curtains in place, it's as snug and watertight as any little imported roadster. You can hook up the heater and make it all warm and toasty in sub-zero weather. With snow tyres, it'll go through blizzards that would stop a snowmobile in its tracks. With super-balloons, it'll dust dunes with the best four-wheel-drive Jeeps and Broncos. And with racing tyres, it'll out-handle and out-brake any sports car we've ever tested.

Although the Manx was originally designed as a dune buggy, it's equally at home on pavement. One of the maker's favourite tricks to demonstrate the mountain-goat agility of the Manx is to drive it onto one of those 45-degree cobblestone slopes under a freeway bridge. The demonstrator steers the Manx straight up under the girders, racks the wheel over, and leaves it racing around in a small circle up there on the steep incline like it was gyro-stabilized, while the passenger hangs on for dear, sweet life. This act is usually followed by a leap off a precipice onto and across a field of basketball-sized rocks, overland to the beach, a quick tour at terrifying angles over the sand dunes, then down to the water's edge to speed along, playing tag with the waves, and finally - mercifully - home again.

We managed to maintain our equilibrium during this phase of the test, but really got unhinged when we slipped behind the wheel for the panic stop from 80 mph (129 km/h). It squeaked to a halt in an unbelievable 204 feet (62 m), or 1.05 g - the kind of performance you only expect to find in a Chaparral. Impossible! At least with stock Volkswagen brakes, we thought, and tried again. Hmmm, 210 feet (64 m, 1.02 g). Everything was checked. Again: 207 feet (63 m, 1.03 g).

The Manx's handling is difficult to describe, but in a word, it's quick. It's like wearing a pair of pants - you turn, it turns. It darts rather than steers, and it sticks like mad. Understeer it's got, but after sending all our instruments off scale at well over 1.00 g, we gave up trying to make it break traction and slide.

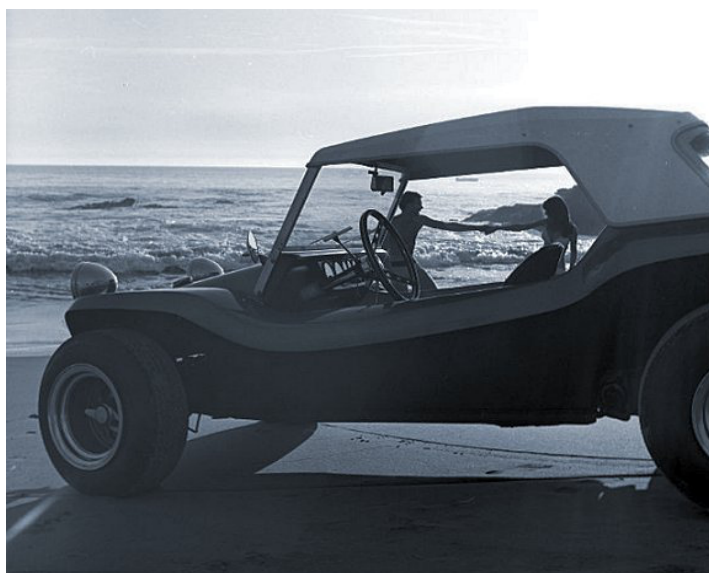
One Corvair-powered Manx is the scourge of the gymkhana circuits, having won the Southern California autocross championship two years running - including taking 22 events in a row - against all comers: Cobras, Lotus Super Sevens, and all. Another Manx won some kind of nutball race over rock trails in the Colorado foothills. A stock Manx could probably win the Big Bear motorcycle enduro outright, if it

was eligible. In fact, one four-wheel-drive club outlawed the Manx from its dune races because the Manx has only two-wheel drive, which the outraged club members said gave it an unfair advantage. Sour dune grapes.

But the Manx's greatest victory - the legend that will be passed from generation to generation - was at last year's Pikes Peak hillclimb. Ted Trevor, owner of the Crown Manufacturing Company, maker of kits to adapt Corvair engines to Manxes, Volkswagens, and Porsches, towed his racing Manx from California to Colorado with his street Manx. Don Wilcox, who had never seen the hill before, qualified Trevor's Corvair-powered Manx over the short course in 6:03.4. Running in the under-305-cubic-inch sports-car class, the Manx was faster than all the sports cars, including Ak Miller's undefeated 427 Cobra Kit Special, and faster than all but seven of the highly specialized Championship hillclimb cars. During the race itself, Wilcox was handily ahead of Miller's time, and practically within sight of the finish, when a line fell off the fuel pump. Wilcox hopped out, ran to a phone, and called Trevor down at the start line, urging him to race the street car - just for kicks. Trevor jumped into the heavier, less-powerful street Manx and won the class by a 22-second margin. Shaken, USAC abolished the sports-car class for 1967.

Bruce F. Meyers, 40, sole proprietor of Bruce F. Meyers and Company, is the originator, designer, and builder of the Meyers Manx. Meyers is possibly the most gifted fiberglass artist ever to work in that difficult medium. He had built a 42-foot fiberglass catamaran, the 'Hinano,' with his bare hands, and was looking for new designs to conquer. He had sold his old, beat-up Volkswagen to buy an old, beat-up Porsche from a guy in Texas, who had neglected to tell him that the car had been rolled and its chassis was somewhat out of alignment. Okay, said Bruce F. Meyers, I'll build my own damn car.

Thus, the Meyers Manx was born, and suitably adorned with a fine escutcheon: a rampant Manx cat hoisting aloft a dull, chipped sword. The first Manx was a full fiberglass bathtub carrying Volkswagen running gear, and it was as strong as a redwood stump. Contemporary dune buggies, mostly built from sheet steel and having no compound curves, were ugly as sin. Bruce F. Meyers, being an artist with fiberglass, designed the best-looking dune buggy ever. He and his pretty, zany wife Shirley (who was at the





time an advertising assistant at R--- & T----, which is why we haven't told this story sooner), drove proudly around Newport Beach, showing off the Manx to all their friends. All their friends wanted a copy, and talked him into building more. So Bruce F. Meyers set up shop in an old garage, and began selling Manx kits at \$985 each.

Bruce F. Meyers may be a great artist, but he is no great business-man, so it was some time before he discovered that he was losing money on each car he sold. At this point, he got some very big offers from prospective manufacturers, mostly competitors who had been selling inferior buggies until the Manx stole their sales. Bruce F. Meyers may be no great businessman, but he is a perfectionist. He wanted to build Manxes himself so that he could be sure that they were being built right. It was some time before he discovered just the right solution. The Mark II Manx is not a full fiberglass bathtub, although it still looks like one; it's a fiberglass body that bolts onto a Volkswagen bellypan. This resulted in a shorter, stiffer, better riding, better handling, lighter, stronger, cheaper Manx, and Meyers the perfectionist was satisfied.

Almost. He would like to market the Manx as a completed car (as well as a kit), built to the customer's exact specifications, but he can't because Volkswagen won't sell him Beetles without bodies. Assembling all the pieces from the VW parts bin would run the labour costs up too high, and Bruce F. Meyers isn't the kind of guy who would sell you a car built from parts scrounged from wrecks (not unless he checked everything, right down to the last nut and bolt). Maybe a great business-man would sell you a car like that, but not Bruce F. Meyers.

So the Meyers Manx is only available as a kit car, and destined to remain so until Volkswagen relents - if it ever does (Volkswagen doesn't sell sub-assemblies to anybody except Franz Knobel & Sohn GmbH (Westfalia), a small company making VW-based mail trucks for the German government.) Meanwhile, it's probably just as well; the people who have put Manx kits together have loved every minute of it. It's a kind of occupational therapy; there's nothing like the pride you can take in something you built yourself.

The \$498 Manx kit consists of a beautifully finished, laminated fiberglass body shell and front deck lid, and a vacuum-formed Cyclocac dash-board. The \$635 kit includes the above, plus windshield and frame,

headlight housings, cowl frame, rear deck cover, aluminium trim, rubber weather-stripping, fender welts, and all the necessary hardware. The only work on the body consists of sanding the fender edges and drilling a few holes. The colour is impregnated into the fiberglass; you can pick from Tangerine Red, Royal Blue, Yuma Yellow, Marine Green, or Off White as standard colours.

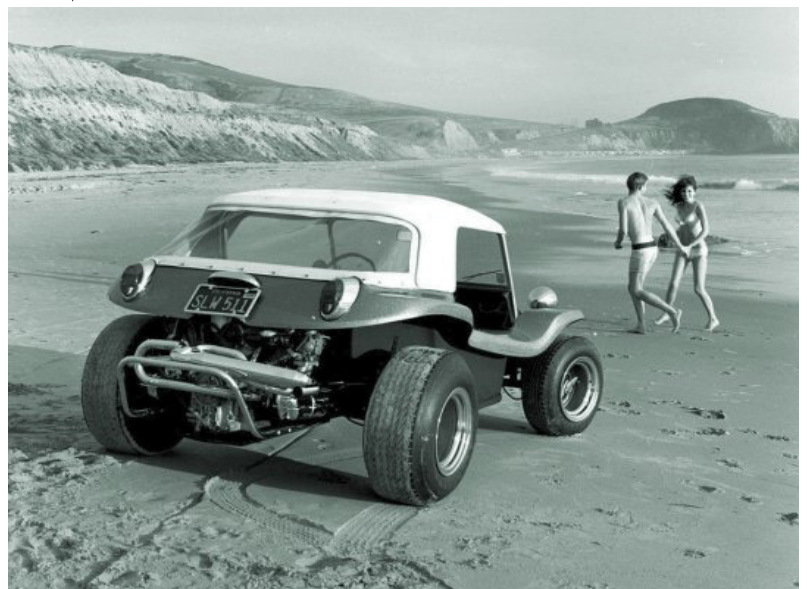
Preparing the VW chassis to receive the Manx body is a little more involved, because it must be shortened 14¼ inches. This can be done with a torch, chisel or even a hack-saw, but chances are you'll want to have it done by the same people that will have to weld it back together for you, as all the tubes and cables and such inside the backbone tunnel must also be shortened the corresponding amount.

From there on in, it's a snap, because all the VW stuff bolts right in, either to its original mounts or to

mounts provided in the Manx. Even the stock VW wiring harness is used. To date, Meyers has sold 245 of these kits, plus 12 of the old cars, making B. F. Meyers and Company America's seventh-largest auto maker (after General Motors, Ford, Chrysler, American, Shelby, and Checker), and Manxes are being cranked out at the rate of three a day to meet heavily backlogged orders.

The Manx we tested had been put together by Meyers himself and is something of a rolling showcase. There are fancier Manxes around, and plenty of faster ones. A well-known 'millionaire-sportsman' is having one built with a 210-horsepower Porsche Carrera 6 engine and a five-speed gearbox. The gymkhana championship car is powered by a hopped-up, turbocharged Corvair engine and can turn over 100 mph in the quarter-mile. Bruce's personal Manx is a little overweight, being one of the early prototypes, and it's powered by a tired old push-rod Porsche 356B engine Bruce picked up somewhere for \$650. Its running gear and transmission are stock VW, with the exception of the wheels and tyres (a Porsche gearbox could be used, but isn't in this car).

Due to the Manx's unique styling, almost any combination of wheel and tyre may be used. Bruce's Manx has outlandishly large Goodyear Formula One tyres snatched from the Honda team, and the wide-rim wheels sold as an option for the car. The paint job, a dazzling metal-flake gold,





is also an option, as are the fiberglass hardtop, the side curtains, and the roll bar. Normally, VW seats and instruments are retained, but Bruce's car has Triumph Spitfire seats and Porsche instruments. There are also several off-the-road options, like dual rear handbrakes for directing the power to the wheel that has traction in the sand, air-lift shocks at the back for quick changes in camber and ground clearance, and a device for quick adjustment of the front torsion bar angle. Bruce's Manx also sports a wood shift knob and a wood-rim steering wheel.

This Manx, in particular, was difficult to get into or out of because the windshield has been cut down three inches for a more rakish appearance, and the steering column lowered an inch at the cowl for a sportier driving position. The Triumph seats are tilted slightly aft, making them 100 percent more comfortable than as positioned in the Spitfire, but their angle also complicates entry and exit. It's still easier than, say, clambering into an Excalibur SS or a Lotus Seven. Anyway, not having any doors makes for an extremely rattle-free structure, which otherwise might not be the case.

The interior is surprisingly roomy, with more than ample room for two people and, on the carpeted shelf behind them, their luggage. There is a recess in the shelf for the spare tyre, but none of the experienced Manx owners carries one. There is so little weight on the front end that the car can be driven to a service station without damaging a flat front tyre. If a rear tyre blows, it's simply swapped for one of the fronts. Since the VW floorpan is shortened behind the front seats, legroom is at least equal to the VW's. With the Spitfire seats, it is measurably better.

The Manx's aerodynamics are poor, and high-gear acceleration above 70 mph (113 km/h) is slow with the 88-hp Porsche engine. Many Manx owners use the 1500-cc engine from VW transporters and '67 Beetles and can outdig the Porsche-engined car up to 50 mph (80 km/h). The best compromise seems to be a VW engine with Corvair barrels and pistons, a 1700-cc setup that gives very high torque in the low speed ranges, and enough at the top end to cruise easily at 80 mph (129 km/h). Even a Manx with an old 36-bhp 1200 Beetle engine moves out pretty smartly

because the car weighs a third less than the Volkswagen sedan.

Bruce's car had a surprisingly soft and supple ride, considering the stiffness of the Goodyear racing tyres. Almost any combination of ride and handling is possible. In addition to the almost endless combinations of wheels and tyres, there is a variety of different-rate torsion bars from the VW parts catalogue, different anti-sway bars (or the Formula Vee trick of uncoupling the upper torsion bar peg so that it acts like an anti-sway bar), and a wide range of shock absorbers and handling equipment from outside suppliers, like Ted Trevor - he of the Pikes Peak assault - and his Crown Manufacturing Company (651 W. 17 St., Costa Mesa, Calif.). Trevor, working in close conjunction with Meyers, developed the dual rear handbrake and many special suspension pieces, as well as the Corvair conversion kits.

One item sorely missed on Bruce's car was the rear bumper. It's a fairly sturdy one, available as an option and strongly recommended, but was off the test car for chroming. The Manx's only practical drawback is the fact that it's so open. The engine hanging under the tail might be a temptation if you left it parked in a bad neighbourhood, but few cars have locking engine compartments anyway. You could mount a lock on the front decklid to keep your valuables safe, but otherwise you'll have to take them with you.

So that's Bruce F. Meyers and his Manx. You could duplicate the one shown here for less than \$2500. You could build a considerably less interesting one for as little as \$800, or an all-out model for as much as \$4000. No matter how you slice the cheese, if ever there was a better mousetrap, this has got to be it. A little scout car with the performance of a sports car. A dune duster that's as practical as any street roadster ever built. An off-the-road vehicle that handles on pavement like a racing car. A pushrod Porsche-powered bug with the acceleration of a 911. A VW-based kit with quality and workmanship to match the Beetle itself. A do-it-yourself project that you can get serviced anywhere. Transportation that's both practical and fun. If Rommel had had these things in the North African campaign, it might have been Monty who was pinned to the desert floor at El Alamein.

Do yourself a favour. This spring, build a Meyers and put a little Manx in your life.

Article submitted by Simon Matthews





Don't believe the hype.

As we check the internet classifieds, it's easy to get excited as the value of our old VWs seem to rise in price.

A lot of people are thinking of collecting a few more.

Remember though, you can ask whatever you want when you are selling a car, it doesn't mean that's what it's worth.

Just because someone is asking \$70,000 for a '66 beetle, it doesn't mean '66 beetles are worth that much (maybe one day in the future?)

I suppose there has to be pioneers.

Granted, some classic Volkswagens do sell for big money, but many sit unsold on websites for years and years.

Do you really think that there are that many people with over \$100,000 to spend on a split window deluxe Kombi? I don't think so.

When you go to sell a classic, you can guarantee everyone is going to haggle you to the bone.

There is a big difference between your asking price and the final haggled out price.

People are very shrewd when buying classic Volkswagens and nobody ever pays you your asking price.

My message is, margins and profits can be tight so just be careful.

I always like the cheap Volkswagens and I tend to avoid the expensive ones.

That's not what driving a Volkswagen is about.

I don't get excited about rising prices or what something might be worth, I'll believe it when I see it.



It's all just chest beating to me and really you can have fun with any Volkswagen, regardless of its model or price.

If you like it, that's all that matters to me.

I think too many greedy older people are making it impossible for younger or new people to experience what we might have, as they are priced out of the classic Volkswagen market.

There's not many young people that can afford an air cooled Volkswagen these days. That's actually sad and definitely not worth celebrating.

Without interest from the next generation of kids, it's all over for our club in the long term, at least on the air-cooled side of things. The younger generation seem to prefer their modern hot Polos and Golf GTIs anyway.

Greed may destroy what we all enjoy.

Ashley Day.

The sweet spot.

Whilst everyone is busy worrying about oval window Beetles and split window Kombis, the real winners in 2022, for me, would be almost any Volkswagen from 1995.

Why?



It all comes down to NSW vintage registration rules and the fact that Historic cars have to be 30 years old.

At about 22-23 years, most cars are needing a little work and their days of reliable transportation are over.

This is where most cars are recycled, or if lucky they move into the hands of enthusiasts.



Most people haven't got the space to store cars for 7 or 8 years until they become old enough for vintage rego.

This is a shame because, as they reach 30 years old they instantly double in value and become relevant again.

Seven years is a long time to wait to double your



money though, so this is why 3 years is better, leaving 1995 as the sweet spot for 2022.

Everybody knows three years go by in a flash, so it also gives you the perfect amount of time make it reliable and shiny again.

Not only that, 1995 Volkswagens were built well, much more common than 1990-94 cars as the importers TKM-Inchcape were getting their act together, and they are actually pretty good cars.

In those days you could choose from a Golf 3 GL, Cabrio or the luxury VR6; Vento (Jetta), Passat B4 GL or VR6, and T4 Transporter or Caravelle.

I'd 'mostly' rather drive one instead of an oval Beetle or an old Kombi these days anyway.

Ashley Day.

Everyone can get lost.

Have you been in a situation where your Google Maps or Google Earth doesn't exactly know where you are, or how to get to where you're going?

It can have you going down four wheel drive tracks, or worse, in an attempt to get you where your supposed to be.

And if your phone or dash maps don't - do you still have a street directory or road atlas in your glove box?

It can be easy to get disoriented or even just plain lost sometimes.



This can be annoying and it's easy to get frustrated and lose your temper because normally you have to be somewhere at a certain time.

Running late is unprofessional, as far as I'm concerned.

But let me tell you, that I have found some pretty groovy Volkswagens and Porsches whilst being lost and angry over the years.

Obviously, you are going down roads and going to places you wouldn't normally go or see or have never been to before.

Nowadays, I don't mind getting lost, especially if I have a little time up my sleeve.

I encourage everyone to get lost, at some stage or another and to keep an eye out for unexpected bargains lying around.

Ashley Day.

From our website 32.

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

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

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



17/9/19 Do ya'll have a club window sticker for purchase. I am collecting for my 66 type 2 camper Thanks Chris (Arizona USA)

24/9/19 I have a 1974 VW Kombi Camper for sale. Could I please list it on your site. Greg

24/9/19 Hi how do I sign ups as a member for the ACT Chapter. Thanks Greg

1/10/19 Hi there, I've been a member since jan. I've got a beach buggy - it was the green one that won a trophy at the nationals. I'm planning to do some work to properly assess and tidy up the engine. It's a rod penrose 2276 with a bit of a lumpy cam. The carbies are Chinese clones so I need to do something about that. I've wasted some money trying to get them tuned but still runs too rich. but before I go any further I want to check out the engine properly as I'm not sure about it. I will probably end up rebuilding it or parts of it at some point. I'm pretty mechanically minded having worked on cars as a kid with my dad but I'm not up to snuff on doing a rebuild of an engine without doing it a couple of times :-) I would like to learn how to do it properly first time, getting help from someone who can guide me , teach me and get any tricky parts done . Think of it as a mechanic mentor. Do you know anyone that might fit the bill? I'm thinking I pay them hourly rates but work on it with them. The aim isn't to save money but to build skills so I can do the next engine myself. Do you think anyone would be interested in that? Peter

9/10/19 Just checking this year that I simply post my Historic application to the PO Box at the Mortdale address? Michael

21/10/19 We have completely re-built a 1974 VW sedan and plan to auction it on the Sunshine Coast. We are seeking a bit of publicity regarding the auction. Mick

21/10/19 Hi,I own a 'sort of' VeeDub. It's a 1974 VW motor in a 3 wheel Trike. It's been completely rebuilt and runs beautifully. I want to keep it that way. Problem is, I'm less mechanical than my grannie. Would you, or any of your members, know of a good VW mechanic in the Newcastle or lower Hunter Valley area? I would love to hear if U or they do. Thanks Heaps Noel

22/10/19 Hello, I am an avid air-cooled VW enthusiast. I have owned a 1959 Beetle as my first car and I have owned a 1961 and half beetle for 15 years. This has been off the road for about 3 years. Prveiously it was registered as a daily driver. I have been a member of Club Vee Dub before (more than 10 years ago), but due to working shift work and living on the Central Coast I let that lapse. My specific question is: I am about to purchase a 1954 Beetle and I have only just joined about 5 weeks ago. I believe that you have a condition that you must be a member for at least 12 months before you can apply for Club Plates. Is this Correct? Tyrone

22/10/19 Hi , I am considering joining the club, to enable me to club rego my vw , I am living in Forbes NSW and would find it hard to attend 3 events a year in accordance with club rego regulation , is there another option available to me , I would most likely be able to attend 1 per year in Canberra or maybe out of the Metro area given my remote location . thanks for considering my request ...Regards Garry

24/10/19 Good Morning,Are you holding a Nationals event in 2020? If so, what are the dates. My son is 14 and has been a VW beetle fan since 4years old. I think he would love going to such a large event. Regards Jessie

26/10/19 Excellent info on VIN codes - thanks for making it public even for non-members Gareth

30/10/19 Hello there. Could you please tell me this is a real swallowtail? Fahrgest.-Nr 1753414750 Selcuk

31/10/19 Hi Club VW, No doubt you receive these email requests from time to time, so, here's another one. Casting a wider net,I'm hoping to track down my dads old VW, it was black, original number plates were JOC 266 (vic). The original engine was a 1300, although he tweaked it to a 1600 in his youth. That's all I have on it at this stage, should you require more info, I could ask my dad, but I'm hoping to surprise him and find that needle in a haystack. He continually goes to VW shows in a hope of stumbling upon it. Thank you in advance. Stuart

4/11/19 Hi there, I am a member (through ACT chapter) but I think my membership payment is overdue. How do I check? How do I pay? Thanks Mark

8/11/19 Thank you for assisting me in historic registration for my Beetle. I now have the problem that the plates are too small to fit the car. I notice in the photo showing plates on another club members bug has an adapter plate. Is this

something I can buy or do I have to make it? Tyrone

13/11/19 Hi my dad has a vw trakka about 2000 model long wheel base with wheel chair access - the gear box has gone on it (only about 150K on engine and we are intending to wreck it. I thought instead of doing this as the body is pretty good and has trakka features that someone from your club would find some value with it or wreck it via a club member thanks Mark

15/11/19 i have a 95 VW Cabriolet and am in Western Victoria. Does the club know of good installers of the roof kit in Ballarat or Geelong? I have the replacement roof. Any help would be appreciated. Thanks Jim

25/11/19 G'day,I'm looking at trying to remove the hinge pins in my '66 Type 1 so I can install side mirrors. I believe there is a special tool by Samba... would anyone have one that I could borrow? Thanks, Simon

29/11/19 Hi sorry to waste your time i just bought my first vw a 1973 vw 1303 super L bug my question is can you use silicone brake fluid in them i am finding it hard to get an answer .thank you for your time. regards Ian

6/12/19 Who would you recommend for Classic car insurance for my 1977 Kombi in very good condition? Has full registration. I need unresstricted insurance not insurance which limits what I can do with the vehicle. Thanks John

16/12/19 Could you tell me where I can purchase tyres for an old beetle and what size they might be as this one has mags and I want restore to original thanks Greg

20/12/19 Hi VW club members,I was wondering if you would have someone in your ranks that has good knowledge about T5 multivans. I'm in the process of buying one, but local mechanics telling me not to touch ,em as they have to many problems above the 150k km mark. Is that true?Any help is much appreciated!! Kind Regards Steffen

30/12/19 To whom it may concern, I am currently rebuilding 1973 converted superbug. Having just had the chassis and shell blasted, extensive rust repairs required. Would appreciate contacts for replacement parts, verses purchase better shell and chassis or persons recommended to assess repairs. Regards Paul

1/1/20 Dear Team , Please can you check and help me this car chassis number : wvrv1167cm063708how many MOTOR CC (1400 OR 1600 OR 2000) ?? CC Reagrds, Ahmed.

15/1/20 Hi,I have an Australian 1965 VW Beetle, I was wondering what the original fuel tank colour(s) were, is there a colour code. Any help would be much appreciated, thanks Brett

20/1/20 Hi I have a Beetle on D plates the club I was with no longer exists rego was due 2/1/2020 so i need another club so I can get it registered and back on the road can you help Kind regards Steve

27/1/20 Hi, I'm looking for someone that owns a vw beetle and that is willing to drive it as a wedding car, not sure if this is the correct forum? could you pls possibly let me know who to contact. Many Thanks Matt

29/1/20 Hello! My dream car is a Karmann Ghia and I'm getting married in the ACT area in April 2020. I'm wondering if you know of anyone that has one that I could hire for a few hours on my wedding day. Thanks in advance. Nick.

10/2/20 Hello I'm wondering if you can recommend a VW specialist in Sydney who can fix an Eos roof. Thanks Charles

16/2/20 Wanted to buy 1971 Squareback dash pad. Any information as to where i could source one would be appreciated. Michael

18/2/20 Hello My wife wants 2 sell her 1960 vw beetle Has not turned a wheel for 7 years just sitting under a cover in the garage Original numbered car 6 volt Was repainted original cream colour 15 years ago Just wondering what it's worth and could u help find her a good home Thanks in advance for your help if u can Richard

19/2/20 Hopefully you can help. I have a 15millionth commemorative vw 1972 badge. I am wondering what it is metal this would be made of, as it appears very discoloured, so I would like to clean it - or if cleaning it is a problem, I'd appreciate if you could let me know. Michelle

22/2/20 Looking at a 1963 kombi van 2 seater in original condition, manual transmission, complete, minor rust, straight body. Could someone give me an idea of current value please. Regards, Craig

22/2/20 Hi, I'm enquiring about new membership and ultimately about historic registration for my '72 Superbug, which we've owned for nearly 30 years.I've just read the information on your website regarding this and I wish to proceed. Andre

23/2/20 I would like to know how i can become a member of your club a number of my friends are members I have been to a few of your events as I purchased my car in September 2019 being a 1959 Beetle kind regards Mark

29/2/20 Hi there, I own a 1967 VW Beetle 1300. I have had it for about 15 years and have had it in storage the whole time. I am considering selling it, but have no idea where to start with valuation. I'm not interested in making a lot of money (I'm not even sure it's worth much now) but also don't want to rip myself off! The previous owner made a lot of modifications so it's no longer original, but I'm wondering if there's anyone I could contact that may be able to help? I'm located in the nsw south coast. Any information you could provide is greatly appreciated! Thanks, Emma

6/3/20 Have just got my father's type 3 fastback 1967 on the road again when my brakes failed and I went up the back of someone's towbar. I would like to repair the damage. Could I send you a pic to see if you think it is possible. Rita

Jeff's Facebook finds.



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In conjunction with its New South Wales Constituent member
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RES 50.93.127

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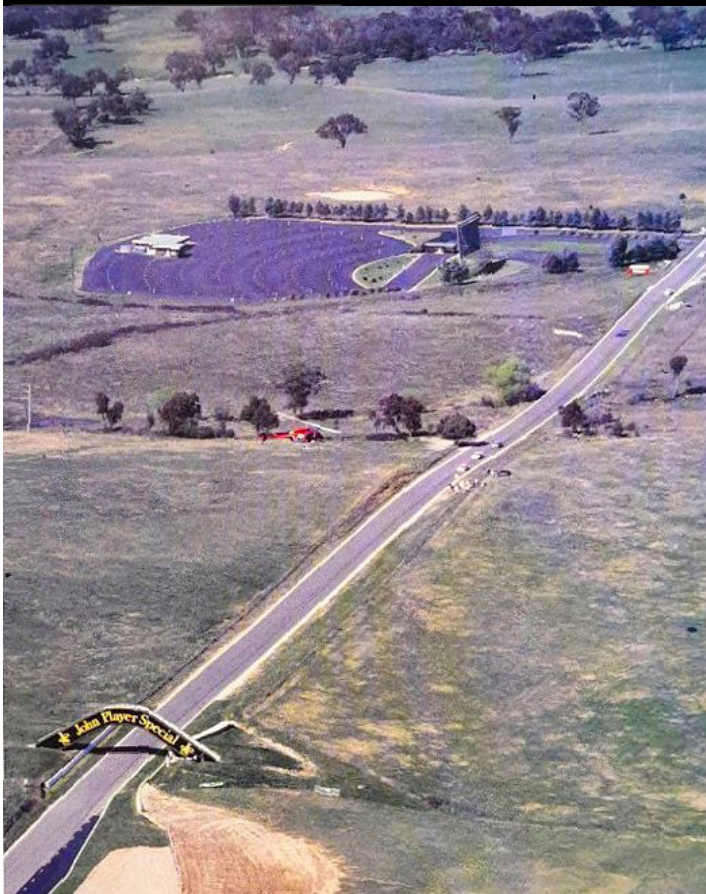
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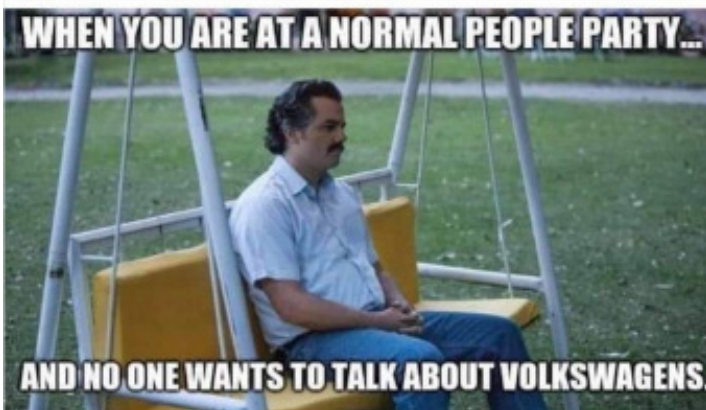
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REMEMBER WHEN BATHURST HAD THE WESTERN DRIVE-IN CINEMA, JUST OFF CONROD STRAIGHT? OPENED 1972, CLOSED 1987. DEMOLISHED 2000s



Vintage Volkswagen Rescue And Restoration
September 18, 2019



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2023

HAPPY NEW YEAR!



The late news.

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

There were several mergers announced on the stock exchange today. Pye Electronics merged with Apple Computers to create Apple Pye; Emirates Airlines merged with Cambergs to create flying carpets; and Primo Crispy Bacon merged with Rolls Royce to make bacon rolls and Royce crispies.

Following a state funeral today, a new headstone was erected on the grave in Waverley cemetery. It reads: 'Here lies the body of a great politician, an honest man and the Member for Wentworth.' It was most unusual because it is not often they bury three men in one grave.

A female Russian spy was arrested by Customs officials at Sydney Airport yesterday, after discovering she had two secret radio transmitters hidden in the cups of her bra. Officials were tipped off after hearing faint strains of Julie Andrews singing 'The hills are alive with the sound of music.'

Chris Hemsworth's son Tristan rushed home from school yesterday, excitedly telling his father that he had the biggest weewee in Third Grade. "Well son I'm not surprised," Hemsworth told his son. "You'll be turning 15 next month."

A new report was released today on why husbands get out of bed during the night. It seems that 5% get up to get a snack; 10% get up to get a glass of water; 20% get up to go to the toilet, and 65% get up to go home.

There was a service for the homeless last night at the Wayside Chapel at Kings Cross. It was deemed a success, because as soon as the reverend gave his address, twenty homeless people moved into it.

With winter only a few months away, the Electrical Safety Board have issued a timely warning for housewives with faulty electric blankets. Do not try to fix it yourself. Simply switch it off at once, and get a man in.

In Central Court today an unemployed man was found guilty of running up and down Macquarie St in the early hours of the morning, yelling out 'All the Government ministers are bastards.' He was given a \$20 fine for being drunk and disorderly, and a 10-year sentence for revealing a state secret.

Doctors in London have reported on identifying the first English nymphomaniac. She just has to have sex at least once every six months.

Thieves broke into the Melbourne Art Gallery last night, and immediately the security section and the local police sealed off all the exits. The thieves escaped through all the entrances.

A man described as an extreme puritan was divorced by his wife today. She told the divorce court that her husband had refused to sleep with her, because she was a married woman.

It was an anti-climax when thousands of protesting trade unionists descended on Canberra today, the day opposition leader Peter Dutton was due to give a speech on industrial reform. Mr Dutton gave his speech in Sydney.

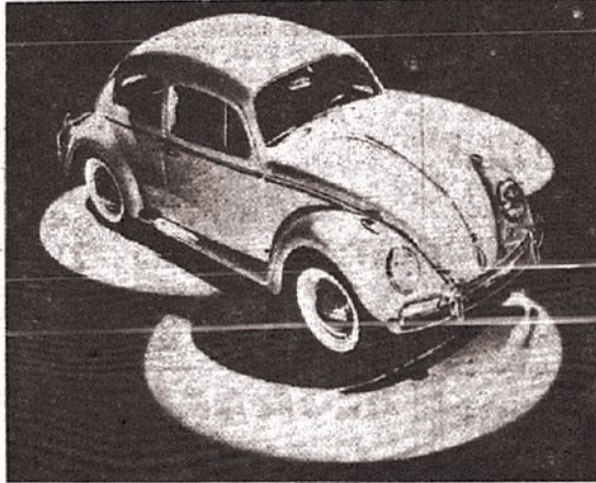
Strippers, pole dancers and other female industry workers in Kings Cross who have been on strike recently, accepted a motion to return to work today after a show of hands, knees and booms-a-daisy.

Telstra were finally able to fix the telephone problem between Bourke and Cobar today, when they removed a large pig that had been stuck in the telephone exchange. It had been causing crackling on the line.

Sport. There was an animal swimming race across the English Channel today, between an English dog named One-Two-Three, and a French cat named Un-Deux-Trois. The winner was the English dog, as the Un-Deux-Trois cat sank.

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

XMAS TRADE-IN TIME

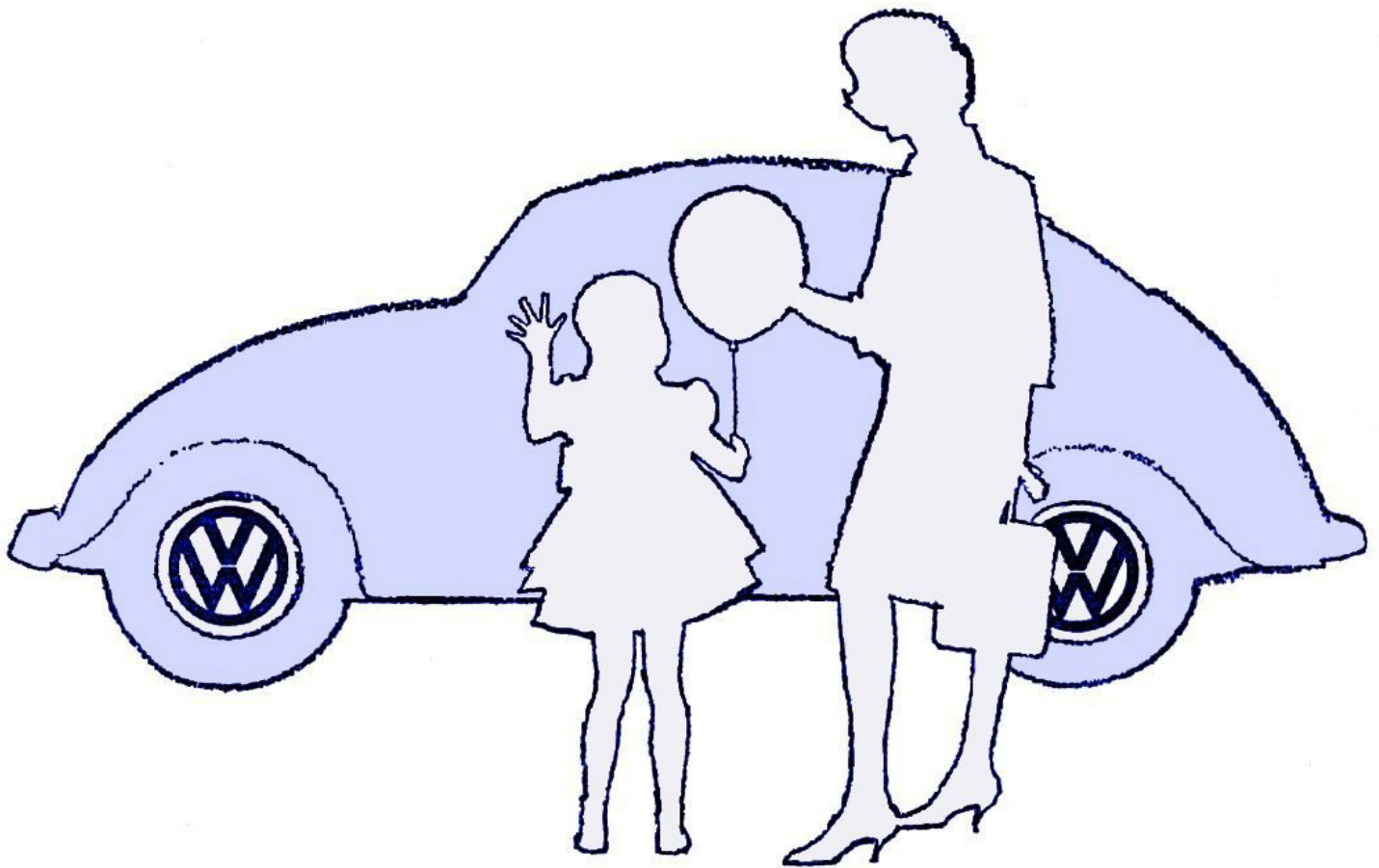


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