

Zeitschrift



Ask the Leyland Brothers - part 2.

January 2023

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Peppa Pig goes camping

Plus lots more...



The Legend Never Dies

Club VeeDub Sydney.

www.clubvw.org.au

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



Club VeeDub Sydney Committee 2022-23.

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

Club VeeDub membership.

Membership of Club VeeDub Sydney is open to all Volkswagen owners. The cost is \$50 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/groups/ClubVeeDubACTPublic/



Our magazine.

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

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

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

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

We thank our VW Nationals sponsors:

34 years.

Andrew Dodd Automotive	Vintage Vee Dub Supplies
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All Metal Bumpers	Canberra VW Centre
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10 years and over.

German Performance Garage	VW Spectacular
Just Kampers	Volkscare
Mountain Mechanics	

See the back page for all 2021 VW Nationals sponsors.

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

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

PRESENTS:

THE AUSTRALIA DAY CLUB CAR SHOW

THURSDAY 26TH JANUARY 2023, 8AM - 2PM



**VENUE: PANTHERS
BOWLING CLUB
GLENBROOK
CNR GREAT
WESTERN HIGHWAY
AND HARE ST,
GLENBROOK**

**QUESTIONS? CONTACT
CARL ON 0417 471 137**

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CONVOY!
MEET AT THE
MCDONALDS (M4
WESTBOUND)
EASTERN CREEK
FROM 7.15AM FOR A
7.45AM DEPARTURE
FOR GLENBROOK
(28 KM)**



Mercedes-Benz Club of NSW Presents:

SYDNEY GERMAN AUTOFEST 202~~2~~3

Car Show & Family Picnic

SUNDAY 12th FEBRUARY 2023

Gough Whitlam Park, Bayview Ave, Earlwood

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

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

www.sydneygermanauto-fest.com.au

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18th February 2023

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COFFEE & FOOD VAN ON SITE

Check out the Auction vehicles on display and catch up with our Shannons team on the ground for all things Insurance, Events & Auctions



Lions Club of Gerringong Motor Fest / Car Show Saturday 18th February 2023



Michael Cronin Oval Blackwood Street Gerringong

\$5 entry fee per person. Variety of food and drinks on site. Lots of cafe, coffee shops and local markets nearby.

**All proceeds to Lions Childhood Cancer Research
Foundation**

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.

Frohes neues Jahr! (Happy New Year),

Well here we are in 2023... I don't know about you but 2022 seemed to fly by, one minute it was 2021 now its 2023!

We had a great show at our Christmas party and the Strathfield Golf Club catered beautiful snacks for us to enjoy with our drinks! I hope everyone enjoyed the night and their presents from Santa.

Club VeeDub Sydney will be holding our 16th Annual Summer Cruise from Liverpool to Stanwell Park on the 22 January 2023. Join the cruise from Uncle Leo's. Bring your picnic blanket and enjoy a day by the beach with sausage sangas and cold drinks available for a gold coin donation. More information is in the event section of this issue.

We will also be holding an Australia Day VW Display at Glenbrook Bowling Club. Join the convoy from Maccas Eastern Creek M4 Westbound to Glenbrook (28 km). Park in the club carpark and display your shiny VW. Display is limited to 30 cars. For more info contact Carl on 0417 471137.

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!

We have now dipped our toes into the 21st century and our monthly meetings will also be streamed live via Zoom starting with our first meeting of 2023. Norm will be getting an email out with the meeting link. We are currently using the basic plan while we trial Zoom as our platform, which means we have a 40 min limit on our meeting, however when we have our half way break we will end a restart the Zoom using the same link. There may be a few technical errs while we get set up, so please be patient!

Topic: Club Vee Dub Sydney Monthly General Meeting

Time: Jan 19, 2023 08:00 PM

<https://us05web.zoom.us/j/8322730907?pwd=S3d3aTlGVXdTclFSbEVnTUx5YTlVQT09>

Meeting ID: 832 273 0907

Passcode: 0UGL2G

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 increased on the 1st of January 2023, renewals after this date will be at the new cost.

* We are looking for suggestions for Raffle prizes at the 2023 VW nationals, please get in touch if you have ideas!

Möge das neue Jahr Sie mit Gesundheit, Wohlstand und Glück segnen!

(May the New Year bless you with health, wealth, and happiness!)

Lee Woods



Kanberra Kapitel report.

Greetings from the (grey and overcast) Capital!

I hope everyone had a safe and happy Christmas and New Year! Was Santa being nice to everyone? I came back to work on Wednesday to get some rest after a busy couple of weeks with family events over the break.

The Canberra Chapter had a couple of small events in the lead up to the silly season break. Keeping it fairly low key due to availability of members during this time. See Willy's reports and photos in this issue.

The planning committee will be in full swing soon looking at several events for the coming months, including German Auto Day (GAD) 2023. GAD will be back in the Canberra region in mid to late September 2023, pending confirmation. Keep an eye out for more information on events as it becomes available on our Facebook page and our club emails.

During the break I made a heartbreaking decision to sell my Scirocco R. There have been tears, a lot of tears. After 7 years, I will be saying goodbye to my little Monster. I have met and made some wonderful friends since I purchased her. Friends that have made an impression on my life and mean the world to me. I now cannot imagine what life would be like without them in it, all because we share a passion for cars.

Unfortunately, I no longer have a secure space to store her and not as much time to take care of her. I am also paranoid that one of the potholes here in Canberra will be her undoing. I am hoping she will find a new home with someone who will love her and that she will bring them as much joy as she did for me. Sounds like I am talking about my pet or my first born... If anyone is interested, please contact the Canberra Chapter for more information.

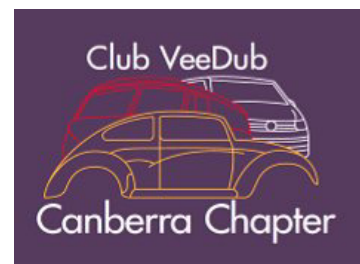
Remember to keep an eye out for upcoming Canberra events and come along to say hello!

On that note, I hope everyone has a great start to 2023 and manages to get in sometime to work on their pride and joy and take them for a drive.

Stay safe.

Cheers

Dot



Klub Kalender.

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

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

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.

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 out 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.**

Saturday 18th: Shannons Auto Caffeine and auction preview at Shannons Auctions, 22 Lambs Rd Artarmon, 8am to 12 midday. Coffee and food van on site, check out the coming auction vehicles and chat all things insurance with Shannons, our VW Nationals sponsor.

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.

April.

Tuesday 4th:- Canberra General Meeting at the Spanish Australian Club, 5 Narupai St Narrabundah, from 7:30pm.

Thursday 6th:- Magazine Cut-off Date for articles, letters and For-Sales.

Thursday 13th:- Committee Meeting and magazine pack at the Strathfield Golf Club, 52 Weeroona Rd Strathfield, from 7:30pm.

Thursday 20th:- CLUB VW MONTHLY MEETING at the Strathfield Golf Club, 52 Weeroona Rd Strathfield. Get the latest VW news and views, plus VW socialising, drinks, raffles, trivia and plenty of prizes. Enjoy the Club's bistro and sports bar too. Lots of fun, all welcome. 8:00pm start.

May.

Tuesday 2nd:- Canberra General Meeting at the Spanish Australian Club, 5 Narupai St Narrabundah, from 7:30pm.

Thursday 4th:- Magazine Cut-off Date for articles, letters and For-Sales.

Thursday 11th:- Committee Meeting and magazine pack at the Strathfield Golf Club, 52 Weeroona Rd Strathfield, from 7:30pm.

Thursday 18th:- CLUB VW MONTHLY MEETING at the Strathfield Golf Club, 52 Weeroona Rd Strathfield. Get the latest VW news and views, plus VW socialising, drinks, raffles, trivia and plenty of prizes. Enjoy the Club's bistro and sports bar too. Lots of fun, all welcome. 8:00pm start.

Saturday 27th:- VW Nationals Track Day at Luddenham Raceway and/or VW Cruise Day (to be confirmed)

Sunday 28th:- VW NATIONALS 2023 at Fairfield Showgrounds, Smithfield Rd Prarieewood. Our biggest VW show of the year is on again! 44-peer-judged categories, plus special judged Concours and perpetual trophy categories. VW trader and market stands, new car display, swap meet, kids' rides, music and entertainment, great food and drink, VW fun all day. Gates open 7:30am.

Marktplatz.

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

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

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

New ads.

For Sale:- 1972 VW Superbug. It is in showroom condition with a fully recondition motor sand blast and new paint with



new upholstery. It has won peoples' choice award at a kiama show and shine 10 months ago BTL072 number plates 24824 klms My Beetle has been a great passion but it's time to move on hoping it goes to another enthusiast who appreciates the fun of driving a classic car and getting the comments I have had over the years. I am asking \$35,000 o.n.o. Contact Stephen on 0401 102794 or email stephenrussell1@aapt.net.au

For Sale: Four (4) 14 inch x 7 inch wheel rims. I'm selling them because I wanted to revert back to the original standard 15 inch rims, and as I needed new tyres this was an opportune time to do that I have \$200.00 on the set. I can be contacted on (02) 42713467 or mob. 0428151135 or email: brianmannix75@gmail.com

For Sale:- I am selling a pair of Black and White QLD PPQ Number Plates 'OUR BUG.' I would like to give your club members the opportunity to own these before I advertise them publicly. I can be contacted on 0427 884714 or email gordonmob01@bigpond.com if any of your club members are prepared to make an expression of interest. Kind Regards, Jason Gordon

For Sale:- I own two early Australian VW's, both stored near Bindoon in WA. Due to terminal illness, these vehicles are now available for sale. The **Beetle is a 1954**, # 1-0595235 and the **T34 Karmann Ghia** is a 1965, # 345 1 63245 Both require restoration, although the Beetle is all original and could be recommissioned with relative ease, given an appetite for patina or more finished appearance. It was my daily driver in the mid-80's, since when it has been stored, last 10+ years in perfect dry container conditions. The T34 was not running when I acquired it, its disassembled, but all parts that were with it, are well stored. It will be more of a challenge to restore, due to some missing parts, but the shell is decent, but





not rust free, in particular the rocker panels. I have casually socialized the availability of these cars in the WA scene, but had no interest. It would be a shame to send these cars to scrap, but that is one of the possibilities if they have no sensible value to the Australian VW enthusiasts. You can email me at burvoid38@gmail.com I'm only in Australia for another week, then my number USA based, so email is the best, or Whatsapp to my email or +1 650 3468655. Regards, Hayden Burvill

2nd Month 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

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

Bruce and Evie say thanks!

Hey its 2023 already, this is crazy.

Thank you, we got the December issue yesterday and you certainly made the day for my granddaughter Evie (she was on the cover photo - Ed.) She opened her mail yesterday and saw 'her book', and was very excited. Whilst we are trying to avoid reading the book to her before bed (how long would that take?), she is over the moon about the cover.

Wishing you a Happy New Year!

Bruce



Trades and services directory.

Trades and services directory.

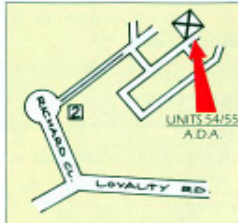
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Australian VW Performance Centre is located in Croydon South, about 30 minutes east from the Melbourne CBD, close to Ringwood end of Eastlink. If you find yourself unable to contact us during business hours, please do not hesitate to email us with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

www.vwperformance.com.au

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

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Email: avwpc@vwperformance.com.au



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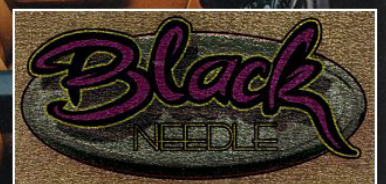
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You will receive 12 issues.



A big fall for Volkswagen.

Volkswagen sales have slumped in Australia, with sales for 2022 falling by -24.8% - almost a quarter - over 2021, according to official VFACTS sales figures released this week.

Volkswagen recorded just **30,946** sales in Australia in 2022, a fall of 9,824 sales on the 40,770 recorded in 2021. It was VW's lowest figure in Australia since 2009 when just 30,087 were sold. The fall was greater than the -21.4% drop two years ago, and the biggest fall in sales since the -56.2% recorded in 1992 under previous importers TKM.

VW's fall in 2022 was the second-largest drop of all the major brands, only exceeded by Nissan's larger fall. Since achieving a record 60,225 sales in 2015, VW has recorded five years of falling sales over the last seven, and sales have almost halved in that time.

Volkswagen was out-sold by MG for the first time ever, going right back to VW's first year in Australia in 1954. VW was also passed by Isuzu Ute for the first time since 1992, and by Subaru for the first time since 2006. And sadly, Volkswagen was also out-sold by Mercedes-Benz (Cars and Vans), for the first time since 2004, thus losing the 'best-selling European brand in Australia' title after 17 years.

Volkswagen had been in the top-ten list of sales brands in Australia since 2006 (and 1955-76 before that), but has now fallen out of the top ten to 11th place. Chinese brands GWM and LDV, along with a resurgent Suzuki, are not very far behind VW and it is not impossible for them to also pass Volkswagen in 2023 unless things are turned around.

VW's upmarket sister brand Audi is in a similar position, with sales falling -7.9% to 14,732. This is a long way down from the record 24,258 sold in 2016. Audi has recorded five years of falling sales in the last six and went down one position from 17th in 2021 to 18th in 2022 - Honda dropped further but Audi was passed by both Tesla and LDV.

VW's other sister brand Skoda also had a large drop, with sales falling -29.2% from the record 9,185 in 2021 to 6,502 in 2022. Volkswagen has sold its subsidiary Skoda models in Australia since 2007.

New brand Cupra - a spin-off from VW's Spanish subsidiary SEAT - sold 1,111 vehicles in its first year in Australia. Just 3,561 SEAT models were sold here under previous importer TKM/Inchcape from 1994-99.

Volkswagen again had no vehicles in the top 20 most popular in 2022, nor any cars or SUVs in the most popular categories. Only the Caddy finished top of the Light Van category, out-selling its competitors Renault Kangoo and Citroen Partner.

Overall the Volkswagen Group is struggling in Australia with outdated models, lack of stock, slow new releases and corporate upheaval. VW no longer has its own head office (now shared with Audi at Zetland) and their new MD has just quit (see next story). It will be interesting to see whether the new Amarok and perhaps the ID electric range can turn things around in 2023.

Australia-wide, new vehicle sales grew 3.0 per cent in 2022 despite widely publicised supply issues, just topping a million units sold for the 2022 calendar year.

Annual sales data (VFACTS) shows that 1,081,429 new cars, SUVs and commercial vehicles were delivered in 2022, making it the best result since 2018 when 1,153,111 vehicles were sold.

Industry-wide sales for December 2022 jumped 12.1 per cent, giving the market some momentum heading into the new calendar year.

Toyota finished on top of the annual charts for the 20th year in a row and recorded its best result in 14 years, showing its wait-list issues are more about demand than supply. Mazda again took second place, ahead of Kia with its best-ever result for a third-place finish.

Battery electric vehicles accounted for 3.1 per cent of sales, and show all the signs of spiking in 2023 as a wave of more affordable models from China come on stream.

Federal Chamber of Automotive Industries chief executive Tony Weber said the path through COVID recovery, chip shortages, and bottlenecks due to global shipping snags had created "great challenges for car makers and their dealer networks in 2022.

"While 2022 has been a year of resilience and recovery, 2023 is shaping up as one of the most significant in recent history, particularly in terms of the development of policies that set the direction for the future decarbonisation of the light vehicle fleet," he said.

Toyota was dominant. The Japanese carmaker sold a total of 231,050 cars, SUVs and commercial vehicles locally during 2022, lifting sales by 3.3 per cent. One in five new vehicles delivered last year was a Toyota.

Toyotas were the best-selling models in nine market segments last year.

The brand achieved a new record for hybrid vehicles too, selling a total of 72,815 petrol-electric models. This is 31.5 per cent of all Toyota vehicles delivered in 2022. If 'Toyota Hybrid' was a separate franchise, it would rank sixth in the market.

Second place finisher was Mazda despite a 5.3 per cent drop in deliveries, ahead of an impressive Kia in third spot (up 15.3 per cent), which outsold its stablemate Hyundai for the first time.

The Korean brand edged out Mitsubishi which itself had nearly 14 per cent annual growth, and banished its sibling brand Hyundai into fifth spot. Hyundai grew by less than 1 per cent.

Ford dropped two places to sixth, with sales dropping almost 7 per cent. This was blamed on stalling sales of the Ranger ute during the new model changeover.

Chinese brand MG finished in seventh place in 2022, climbing the charts from ninth spot in 2021.

MG has grown faster than any other car brand in Australia in memory, with a meteoric rise from 3000 sales in 2018, in its first full year on sale locally under Chinese ownership, to 49,582 in just 4 years.

Subaru had a drop of 2.6 per cent but managed to climb to eighth of the table. Isuzu Ute also recorded a small fall of just 1.2 % but also rose to finish in the top 10 in ninth place.

In tenth place and rounding out the top ten was Mercedes-Benz (combining Cars and Vans), outselling Volkswagen for the first time since 2004 and reclaiming its title of Australia's best-selling European brand.

The Volkswagen Group had a disappointing year with supply issues across the board, which affected sales thus: Volkswagen (down 24.1 per cent), Audi (down 7.9 per cent), and Skoda (down 29.2 per cent). New brand Cupra did ok though, managing 1111 deliveries.

Smaller-volume brands that spiked in percentage terms included Ram (up 52.8 per cent), GWM/Haval (up 36.2 per cent and finishing 13th overall), SsangYong (up 32.4 per cent), Porsche (up 26.6 per cent), Renault (up 24.7 per cent), Suzuki (up 23.5 per cent), Chevrolet (up 23.4 per cent), and Volvo (up 18.7 per cent).

A few brands that went backwards in terms of throughput included Nissan (down 35.8 per cent as it was bereft of SUV supply, finishing a disappointing 12th overall), Land Rover (down 32.7 per cent), Peugeot (down 25.6 per cent), Lexus (down 23.7 per cent), Honda (down 19.1 per cent), and Jeep (down 14.2 per cent).

EV-focused brands that lack 2021 sales data to compare with include Tesla (19,594 sales, finishing 16th overall), new entrant BYD (2113 sales late in the year following launch), and Polestar (1524 deliveries across the year).

Australia's top-selling brands for 2022:

1. Toyota	231,050	+3.3%
2. Mazda	95,718	-5.3%
3. Kia	78,330	+15.3%
4. Mitsubishi	76,991	+13.7%
5. Hyundai	73,345	+0.6%
6. Ford	66,628	-6.7%
7. MG	49,582	+27.1%
8. Subaru	36,036	-2.6%
9. Isuzu Ute	35,323	-1.2%
10. Mercedes-Benz	31,281	-5.3%
11. Volkswagen	30,946	-24.1%
12. Nissan	26,491	-35.8%
13. GWM	25,042	+36.2%
14. BMW	22,696	-8.8%
15. Suzuki	21,578	+23.5%
16. Tesla	19,594	
17. LDV	16,269	+7.1%
18. Audi	14,732	-7.9%
19. Honda	14,215	-19.1%
20. Volvo Car	10,715	+18.7%

Paul Sansom leaves.

The CEO at the Volkswagen and Audi group of car brands in Australia, Paul Sansom, has stepped down from his



position after less than a year in the top job amid a sharp decline in sales, as the rest of the automotive industry has shown signs of a recovery.

Mr Sansom, 52, was appointed as the boss of Audi Australia in 2017 before he was promoted to also oversee associated brands Volkswagen, Skoda and Cupra in January 2022. He announced his departure from the company to staff in December, after a period of leave.

The British-born executive, a 20-year veteran of the Volkswagen and Audi group of companies, has previously held international postings in the UK and South Africa.

Volkswagen and Audi historically appoint executives to top positions for three to five years. However Mr Sansom's time as managing director of Volkswagen Group Australia (which manages the Volkswagen, Audi, Skoda and Cupra brands) has come to an end in less than 12 months.

A media statement from Volkswagen Group Australia said Mr Sansom has "stepped down to take a well-earned break before beginning the next exciting chapter of his career.

"Volkswagen Group Australia (VGA) Managing Director Paul Sansom has resigned after two decades with the VW Group here and abroad," the media statement said.

"He had led Audi in this country since 2017 having previously been managing director of Audi in South Africa. He joined the Volkswagen Group in his native UK in 2003."

Official new-car sales figures from the Federal Chamber of Automotive Industries show a downturn across three of the four established brands, and a slow start for the recently-arrived Spanish off-shoot Cupra.

So far this year, to the end of November, Volkswagen sales are down by 27 per cent, Audi sales are down by 11 per cent, and Skoda sales are down by 32 per cent - in a market that is up by 2.3 per cent over the same period.

Cupra has reported 914 cars as sold in its first four months in Australia.

The sharp sales slowdown is likely to have been the result of severe stock shortages caused by production interruptions and shipping bottlenecks that have affected most major automotive companies. Local Volkswagen promotion has also dried up in recent months, with print, radio and TV advertisements not seen for a while. Other brands are more front-and-centre in buyers' minds.

Mr Sansom did not connect with the VW enthusiast community during his short time in charge. He did not attend the VW Nationals or any other VW shows and made no contact with our club, despite receiving a free copy of Zeitschrift every month.

The company said current Volkswagen Group Australia financial director Gabriele de Neidels has been

appointed as the interim successor to Mr Sansom.

2023 Multivan Edition.

The limited 2023 Volkswagen Multivan Edition will soon arrive in Australia, offering a number of additional features and styling upgrades over the standard people-mover.

With just 250 available, the Multivan Edition asks a \$7500 premium over the short-wheelbase Multivan Comfortline Premium TDI340 automatic it's based on, with Volkswagen helping to distinguish the Edition by adding a black roof and B-pillar (behind the front doors), black mirrors and exterior highlights, special decals, and 17-inch Aracaju black/diamond-cut alloy wheels.



Inside, the Multivan Edition features a multifunction adjustable table for rear passengers, an integrated booster seat with the rear captain's chairs, a faux wood floor in the rear, an 8.0-inch media screen with navigation, and a digital instrument cluster.

Passengers also benefit from wireless Apple CarPlay and Android Auto, voice control, twin USB-C ports, heated driver and front passenger swivel seats, LED interior lighting, window tinting, and an illuminated 'Edition' side step.

The Multivan Edition is powered by a Euro 6-compliant 2.0-litre turbo-diesel four-cylinder engine sending 110 kW and 340 Nm to the front wheels through a seven-speed dual-clutch 'DSG' automatic transmission.

Fuel consumption is expected to match the Multivan Comfortline Premium TDI340 at a combined 6.6 litres per 100 kilometres, with a combined CO2 output of 175 g/km.

Standard features also include autonomous emergency braking, radar cruise control, blind-spot monitoring, rear cross-traffic alert, rear parking sensors, a rear-view camera, LED daytime-running lights, automatic LED headlights, tinted tail-lights, and fog-lights with cornering function.

The only option available on the special edition is the colour. Metallic paint costs an additional \$1780.

The 2023 Volkswagen Multivan Edition is available to be ordered, priced from \$76,990 before on-road costs.

Golf R 20 Years delayed.

The 2023 Volkswagen Golf R 20 Years special edition - and a power boost for the core Golf R range - are not due in

Australia until the first half of the year, as VW Australia works through existing orders and wait times of up to 12 months.

Revealed in May last year, the Golf R 20 Years special edition celebrates two decades since Volkswagen's original Golf R32 launched in 2002, with unique colour combinations, special badging, carbon-fibre interior trim, and more.

The 20 Years debuts a higher-output version of the familiar 2.0-litre turbocharged four-cylinder engine, up 10 kW to 245 kW and 420 Nm - which will be made available across the standard Golf R range at a similar time.

The limited edition was initially due to arrive in Australian showrooms in the third quarter of 2022 (July to September), roughly alongside the power boost for the standard model.

However high demand and a backlog of orders for the standard Golf R have led to 12-month wait times on new orders, pushing both launches to the first half of this year, pending no further delays.

The delay may cut the number of Golf R 20 Years editions made available in Australia, as the model is currently planned for global markets for "approximately" 12 months - ending after June 2023 (or thereabouts, having started in June last year).

"Golf R demand has exceeded even the highest expectations and we are currently seeing wait times of approximately 12 months," a Volkswagen Australia spokesperson said.

"Please note this is variable and we are working closely with the factory to improve supply. We thank customers for their patience and understanding."

Both Golf R hatch and wagon body styles are expected to receive the higher-output tune, however full details of the roll-out is yet to be confirmed. The hatch can do 0-100 km/h in a claimed 4.6 seconds, two tenths quicker than the current 235 kW/400 Nm version in Australia.

The 245 kW tune appears likely to feature a petrol particulate filter in Australia, as it does in Europe - given it offers the full 420 Nm torque output.

Prices for the power-boosted Volkswagen Golf R are yet to be confirmed, however the return of the particulate filter may result in a \$1000 price rise - the amount cut off the 2022 Golf R hatchback's price when the filter was removed before its launch in Australia earlier this year.

Meanwhile, prices for the Golf R 20 Years are also still to be confirmed.

In Europe, with the same features fitted and option boxes ticked, the special edition is priced similarly to a



standard model. However, to justify its extras and limited-edition status, it could command a premium of a few thousand dollars.

For the extra spend, 20 Years buyers get the power boost, an Akrapovic sports exhaust (at least in Europe), an 'Emotional Start' mode (which revs the car to 2500 rpm on start-up), and blue or black/blue 19-inch 'Estoril' wheels, depending on the body colour selected.

Other additions include blue R exterior badges and mirror caps on white-painted cars (or black, if the car is blue), '20' badging on the window pillars, '20 R' branded puddle light projection (from the mirrors), a blue R logo on the steering wheel, and Volkswagen-first genuine carbon-fibre dashboard inlays.

Semiconductor shortage to ease.

Volkswagen says the worst of the ongoing semiconductor shortage - and associated stock shortages - will continue until the middle of this year, just in time for the arrival of its first electric car in Australia.

Volkswagen Australia told the press at the static preview of the yet-to-be released ID.4 - its first electric vehicle for Australia - that its research indicates the semiconductor shortage currently crippling the auto industry will ease around the middle of 2023.

If that prediction is accurate, the timing works neatly for the German manufacturer, as it plans to put the ID.4 into production for Australia in the second half of 2023 - ensuring better supply for one of its most anticipated new models.

Semiconductors are small but crucial pieces of electronic technology fitted within many systems in all new vehicles - with between 300 and 3000 used in each new car, depending on its size and features.

Global supply issues after the early days of the COVID-19 pandemic have wreaked havoc for manufacturers, who scaled back their orders for semiconductors during the pandemic, as demand for new vehicles fell - and lost out on production priority once car sales ramped up, as semiconductor manufacturers looked to the tech sector to fulfil capacity.

Many manufacturers - including Volkswagen and its sister brand Skoda - have dropped technology in various popular models to reduce the number of semiconductors required, and allow supply to better meet demand.

Volkswagen Australia Passenger Vehicles Director Michal Szaniecki said the outlook was starting to look more

positive for 2023.

"The status of our knowledge and facts today are that the semiconductor issue will impact us for another eight or nine months, probably," Szaniecki said.

"And, after this period we are actually going into the production of the ID.4, which is theoretically beneficial in terms of the volume we want to get here for Australia. So for now, it [the ID.4] shouldn't be impacted by that level of problems like we're experiencing today."

Volkswagen Australia says it is working to begin production of the ID.4 - and its sportier ID.5 sibling - in mid 2023, rather than late 2023, so the first cars can reach local showrooms before the end of this year.

Golf Wagon could end.

Volkswagen Australia's planned roll-out of electric cars - and Australia's thirst for SUVs - could eventually spell the end of less popular models such as the Golf Wagon, the boss of the company's passenger cars has said.

Three electric models under Volkswagen's ID brand are expected to arrive in Australia from late 2023 or early 2024 - but their arrival could force out slower-selling petrol-powered models, including the Golf wagon to reduce complexity in showrooms.



While the Golf is the only model in the small-car class with the option of a wagon body style - in an increasingly SUV-dominated market - only 10 per cent of sales are the wagon, a share that has held steady in recent years.

Volkswagen Australia Passenger Vehicles Director Michal Szaniecki said the brand will be directed by what the market wants, not what it would like to sell.

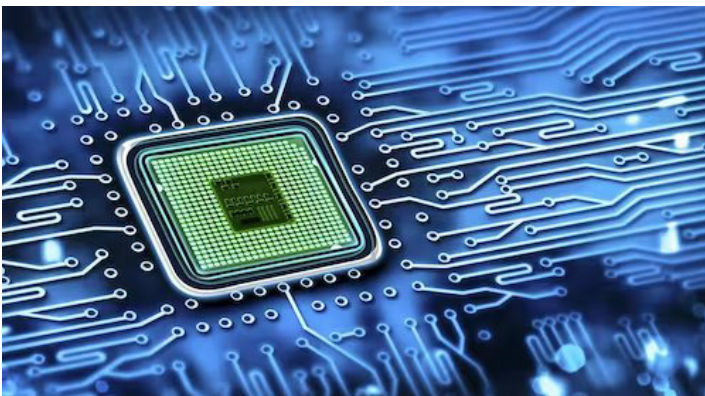
"It's not possible for us to proliferate the portfolio to infinity," he said, explaining why there had to be a limit to what is available across the model range.

"That might mean the Golf Wagon will not be available anymore. Like we said goodbye to the Up!, Scirocco and New Beetle a while back, this can happen with Golf as well. We will respond to the demand, not to what we want to sell.

"So of course, with ID.4, 5, 3, 2 and all [the] other [electric cars] coming in, of course, we will make sure that the portfolio is being optimised and calibrated," Szaniecki said.

As other brands move away from wagons, Volkswagen is an increasingly rare hold-out, offering long-roof variants of the Golf small car, and Passat and Arteon medium cars.

In fact, prior to the discontinuation of the sedan, the wagon accounted for up to 80 per cent of Passat sales, many of which were performance-oriented 206TSI R-Line cars.



The Golf Wagon was first produced in 1993 with the Mk3 Variant, but was only available in Europe. The Mk4 Variant followed in 1999, and was sold in some markets such as the USA as the 'Jetta Wagon.' The Mk5 Golf Variant appeared in 2007 and was the first Golf wagon to be sold in Australia. It was also called the Jetta SportWagon and Bora Wagon in some markets. It was produced in VW's Puebla, Mexico, plant.

Sister brand Skoda can quote similar percentages for its Octavia and Superb wagons - while other brands that remain in the small to mid-size wagon market include Audi, Mazda, Peugeot and Subaru (albeit with the lifted Outback).

VW to bring back buttons.

Volkswagen will join a growing number of car companies to backtrack on the roll-out of touch-sensing controls, and bring back physical buttons to future models.

In a post on social media forum LinkedIn, the global boss of Volkswagen, Thomas Schäfer said: "We are bringing back the push-button steering wheel."

Launched in 2019, the touch-sensing steering wheel controls (also known as haptic or capacitive touch buttons) allowed drivers to adjust functions such as the sound system volume, digital dash mode and cruise control speed/distance - by using touch.

However, Volkswagen's touch-sensing steering wheel controls were criticised for being hard to operate when the driver's attention is on the road, with the touch areas either too sensitive or not quick enough to respond.

Volkswagen Australia introduced the touch-sensing steering wheel controls in 2020 when the Touareg R arrived in local showrooms, with the technology now appearing on the Golf R-Line/GTI/R, Arteon, Tiguan R-Line/R, T-Roc R-Line/R, and Polo GTI.

Volkswagen is yet to confirm when physical steering wheel buttons will return on models currently lacking this convenience.

However, the new Amarok ute - developed with Ford - will cut straight to the chase and launch with physical buttons.

A test mule for the eight-generation Volkswagen Golf's mid-life update has been caught on camera in Germany, with its steering wheel showing physical buttons - carried over from the current hatchback's base and Life variants.

While steering wheel controls will become physical buttons it is unclear when the same common-sense decision will apply to the touch-sensitive climate system controls.



In August 2022, reports out of Germany suggested the updated Golf will gain larger digital instrument and infotainment screens, growing from their current 25.5 cm sizes to 26.4 and 32.8 cm respectively.

VW to axe petrol and diesel by 2033.

German car giant Volkswagen will exclusively produce electric cars in Europe by 2033, ceasing production of petrol and diesel-powered cars on the continent two years ahead of schedule.

In June 2021, Volkswagen's passenger cars sales boss Klaus Zellmer said the German car-maker would end production of petrol and diesel cars in Europe between 2033 and 2035.

Now recently-appointed Volkswagen passenger cars CEO Thomas Schäfer has confirmed the car-maker will only sell electric cars in Europe by 2033 - two years before the European Union plans to ban the sale of new petrol and diesel vehicles.

It is understood Volkswagen will continue to produce petrol and diesel-powered cars for major markets such as the US and China - as well as Australia - beyond 2033.

The 2033 end-date for petrol and diesel car sales in Europe is shared with fellow Volkswagen Group brand Audi, which announced its plans to go electric-only in all markets (excluding China) last year.

As previously reported, a lack of local emissions targets (plus our vast distances) has ensured Australia will be one of the last markets to ban the sale of new petrol and diesel cars, Volkswagen's local division says.

A combination of limited supply and high demand for Volkswagen's electric cars in Europe has delayed the introduction of its battery-powered models in Australia.

As of October 2022, Audi and Porsche are the only Volkswagen Group brands with electric cars in Australian showrooms, though new ID. electric models from VW, Skoda and Cupra are on the way.

From 2026, the Volkswagen Group will introduce its new Scalable Systems Platform (SSP) electric-car architecture - allowing the car-maker to introduce a wider variety of models with common shared parts, reducing production and development costs.

Last month overseas publications reported the high-performance Volkswagen R brand would end production of petrol-powered cars by 2030, with the company confirming it has "several electric R models in the planning stages".

At present, a majority of Volkswagen's petrol and diesel cars sold in Australia are produced in Europe across the company's factories in Germany, Czech Republic, Poland, Slovakia and Portugal.

Cars sold by Volkswagen Australia which are built outside Europe include the first-generation Amarok (Argentina), upcoming second-generation Amarok (South Africa), Polo (South Africa) and Golf Wagon and Tiguan Allspace (Mexico).

No Chinese-made VWs are currently sold in Australia, but this might change in the years to come.

A four year plan.

We've probably all seen an elderly person with some old dream car, not being used and almost abandoned.

Sometimes they are stashed away in garages, sheds and sometimes they are outside or buried in the bushes.

At first, you start getting excited. But when you make inquiries they soon tell you that it's not for sale.

Not only that, they say, it's never for sale. He's going to restore it 'one day.'

You offer all sorts of money, but it's a no go.

What should you do?

What you have to understand is, nobody likes a stranger that wants, wants, wants.

So, understand these deals are going to take some time.

Believe it or not, this can be a good situation because you know they are not going to just sell it to anyone else.

Every three months, why not pop around for a pre arranged visit?

I'll leave it up to you how you go about it, but small gifts like, spare parts, books, magazines, coffee and donuts can go a long way.

It might cost you a couple of hundred dollars over the years, but is that such a big deal?

Talk about all sorts of things, not just 'can you sell me your car.' I'd be talking about the next Volkswagen car show or Nambucca.



Before too long, you're not a stranger anymore that only wants.

I can't tell you how important it is to make sure you win over his wife.

They are the boss and they are always interested in selling, especially if you're a nice person.

Given that situations change, when it comes time to sell, I guarantee, you will be the first person they ring.

These type of deals normally take about 4 years, for some reason.

I've done it several times and I've made some good friends over the years also.

Long after cars have come and gone, those friendships can still exist.

That's definitely something you never thought about, at the start when you were told, 'it's not for sale'.

Ashley Day.

It's just business.

Volkswagen Australia couldn't care less about their local history, their cars or the people that buy them.

VW enthusiasts and VW clubs care about classic Volkswagens, and Australian Volkswagen history and heritage.

So it's easy to imagine that Volkswagen Australia is some sort of special company that cares about their old cars and the people that drive them.

But...

Volkswagen Australia is a business and obviously it's mainly only interested in selling and servicing brand new cars and making money.

Apparently nobody does anything for free these days and that's just business.

Sure they try to pretend that they care, but try buying parts for a 15 year old Volkswagen - say a 2007 Polo - from your dealership.

They do sponsor the VW Nationals every year, for which we are grateful, but the amount (\$5,000) hasn't changed since 1988. They're not interested in having an official VW display or being more involved in the show.

Just like Audi, they are not really interested in cars that are over 3 years old.



The old cars they display at head office have really nothing to do with Australia's history and Volkswagen.

They seem to only be interested in Volkswagen Germany's history.

I have spoken to Lyndon Baines at head office about displaying some significant Australian cars but it all fell on deaf ears.

I've given up trying, even though everyone knows Volkswagen's public image is in the toilet at the moment after the US diesel emissions scandal. Previous VW execs such as Michael Bartsch, Karl Gehling and Kurt McGuinness have all since left.

VW's latest local boss used to be the boss of Audi Australia, and local VW operations have been 'taken over' by Audi. VW has moved out of their Chullora head office, only opened in 2012, to share Audi's offices at Zetland.



They did have a small collection of Australian memorabilia in a glass case at Chullora, such as the Wheels Car of the Year trophies won in 1974 and 1976 for the Passat and Golf. I would not like to bet that these will be on display at Zetland.

So just realise that Volkswagen Australia isn't some magical groovy company. It has no connection with the historic manufacturing company that was based at Clayton in Melbourne in the 1950s, 1960s and 1970s.

It only exists today to sell and service new cars and make money for their shareholders, end of story.

It's obvious when you think about it. So don't get caught up in some romantic visions about it.

Don't worry though, enthusiasts like you and me are keeping Australia's VW history alive and mostly doing Volkswagen Australia's job for them for free.

Good effort everyone.

Ashley Day.

The world's largest selling car?

We've all seen them lying around in back yards now for many years.

Maybe you had one as a youngster, or maybe as an adult you tried fitting yourself into one to amuse the kids at a party, I know I have.

It's the little tikes Cozy Coupe, designed by Jim Mariol, a ex Chrysler designer. The car was described as "a cross between a Volkswagen Beetle and Fred Flintstone's car."

It doesn't even come with an engine, gearbox, radio or anything but there have been a lot of claims on the internet lately, that this is in fact the world's largest selling car.



Most of these news items claim that the Cozy Coupe, first sold in the USA in 1979, was called in 1998 the "world's best-selling car for much of this decade," outselling the Honda Accord and Ford Taurus in the USA. By 1991, the Cozy Coupe was selling 500,000 units per year, making it the top-selling 'car' in the United States, outselling the 399,000 Accords and 299,000 Taurus vehicles sold that year. By 1997, its sales of 313,000 units in the U.S. and another 100,000 sold in the United Kingdom in 1997 would have made it the fifth-best-selling car in the U.S. among real vehicles.

Of course USA sales is not the 'world,' as Americans would like to think. However the claim is that 10 million Cozy Coupes have been sold world-wide since 1979.

Naturally, this is far short of figures for the top selling designs - the Ford Model T (15 million) and Volkswagen Beetle (21 million), let alone the numerous 'nameplates' that have been redesigned many times over the years such as the Honda Civic (27 million) VW Golf (35 million), Ford F-150 (40 million) and Toyota Corolla (50 million).

In fact the Ford F-150 has been the biggest-selling vehicle in the USA since 1981. Ford has sold 12.4 million F-150s in the USA from 2005 to 2021 inclusive, which is an average of 732,850 a year for the last 17 years. Since its debut in 1948, Ford has sold over 40 million F-150 units over 14 generations.

Nevertheless, it's still a remarkable achievement for the Cozy Coupe if you think about it.

Who really would have thought that, a car for children with a Flintstone style drivetrain would rule the world, obviously little tikes did.

Ashley Day.



Canberra Twilight Cruise and Burgers.

On a warm summer's evening, cool wind in our hair...

The Canberra Crew conducted a Thursday evening twilight cruise followed by burgers at the popular Brodburger restaurant in Kingston.

After meeting at OPH and discussing our options for a short cruise, our convoy headed off, making our way through the grounds of The Royal Military College, Duntroon and ascended Mt Pleasant, overlooking the college and surrounding area. From our vantage point we took in the vista, including watching a C-17 military aircraft taking off from the Canberra Airport.

It was good to be able to point out many parts of RMC and ADFA, two of my previous posting in the military (3 times to RMC) and detailing many of the points of interest and historic buildings within the grounds. Although Mt Pleasant is a public lookout, most of the crew on this cruise



had never visited this point before. Most thought it was closed land belonging to the ADF, when in fact is open to the public, except when military parades or training are being held.

After taking in the view and watching the sun going down, we headed off for Kingston on the south-eastern foreshore of Lake Burley Griffin and ordered our burgers from the well-known burger joint, Brodburger. Much chatter, great food and a couple of cold beverages were had and before we knew it, time had passed by and we found ourselves bidding our farewells and Christmas wishes to each other, before battling the darkness to our homes; some with only 6volt candle power.



Another great little event shared with some great people. No matter how many turn up for these events, those that make the effort always enjoy themselves and cement our friendships, made possible by our shared love of these great cars.

Willie.

Canberra Cruise to the Carols in the Park.

After an absence of two years, thanks to the dreaded COVID19, The Harrison Carols in the Park event was bought back to life by a local church group at Mullion Park, Harrison.

Having supported the event previously by displaying our cars whilst the event was in progress, the Canberra Crew decided we would once again offer our support to the organisers by providing our marquee as shelter for the band (in case of inclement weather) and providing a display of a few classic cars.





After meeting at OPH once again, the route was set by cruise organiser, Cookie and we set off to the northern suburb of Harrison. The cruise was a straightforward affair, with a route chosen in an attempt to minimise the number of traffic lights and for good traffic flow. We managed to keep most of us together; however we did 'lose' a Kombi en-route, who was never seen again.....

Once we arrived at the park, the display cars took up position behind the band to complement the display. Once again, the Volksrod of Steve Penrose on loan to Cookie for the summer was a huge draw card, with many kids getting their photo taken behind the wheel.



The Volksrod was also used to deliver the event's VIP, the fat man in the red suite, arriving in style to screams of excitement from the kids. While Santa is always the favourite, seeing him turn up in a modified VeeDub complete with flame paint job, really increased his street cred this year.

The event went on for a few hours, with a free sausage sizzle and soft drinks available and, when performed by a quality band and singers, enjoyable carols to sing along to. I never seem to get the same response when I start singing carols, especially around 5pm on Christmas day after a few egg-nogs.....

Willie.

**“I’m not biased
about buying
a new car—but...**

The best financial deal is all-important.”



What she's trying to say is that she'll jump at the biggest trade-in.

Our bright girl must appreciate that economies must be made to cope with the huge trade-in given and in most cases, it's in third-grade service.

Save money the intelligent way such as our customers do with their Freshwater VWs. They've had a generous trade-in, sure—but it's the extraordinary high standard of service that's paid them dividends. They've saved M-O-N-E-Y on repairs, on the prolonged life of their VW and a continual high performance.

Because they're biased, we've a steady stream of customers who firmly believe that only Freshwater service is of the standard to back up their claims.

We can do the same for you . . . bring your car in for a valuation.

**FRESHWATER
MOTORS**

Cnr. Pittwater & Belgovish Roads, Manly.

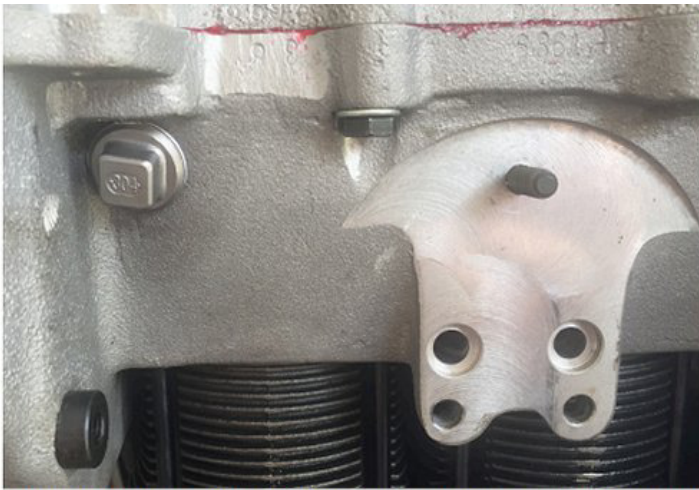
Phone 97-3255 97-3340



The Project of my Life - Progress 8.

I'm staying at the house of Mr. Hafeez near KL, where the build of my 2074 cm³ engine is under way. The local engine balancer has had a go at trimming bits off the pistons, rods and the rotating assembly. He reports that the forged crank needed chunks carved off rather than slivers shaved off it, so it's a good thing we carried out this step.

As previously outlined in 'Progress,' I'm enhancing the crankcase ventilation of this engine by treating the crankcase as two zones of alternating high and low pressure. VW has already provided venting at the rear, through the alternator stand, so it now needs an outlet at the front. I've found a spot on the left-side case half and had a hole drilled and tapped for a fitting, ready for later attachment to the plastic oil filler of a Wasserboxer engine, then up to a breather box to separate any oil which may have made it that far.



The thread on this hole is 3/4 BSP, ensuring lots of cross section in the hose for low-velocity flow, helping any oil to drop out of suspension.

I'm using Total Seal® rings and had bought a full set, rather than just the second ring, but it turns out that only the second ring utilises the gapless principle, the top ring and oil-control ring being of conventional design. At least I can be sure that they're high-quality items. The original rod bolts were also swapped for ARP fasteners.



The second ring has a very thin, additional ring which sits inside the main ring. Each of its gaps is set at 180° from its counterpart, ensuring minimal compression leakage.

One long-anticipated outcome was how the deck height would turn out. When I ordered my aluminium crankcase, I specified it as having a raised deck, suitable for a long-stroke crank. The cylinders are also longer, to go with the longer stroke. With these variables, how would the deck height, i.e. the distance between the top of the pistons and the cylinders, turn out? My research on the topic indicates an ideal deck

height of 1.25 mm (0.05 in.), in order to maintain effective squish and quench area, but a sufficient margin of safety for the pistons to not hit the heads at high RPM, after a bit of bearing wear. Would the deck height be more than that, indicating a need to machine the case (after undoing all the assembly work so far) or less, requiring spacers?

The deck height turned out to be 0.25 mm on one side and 0.4 mm on the other. Such a discrepancy is not ideal and has to be dealt with, so bear this in mind if you use an aluminium case. The ultimate solution would be to disassemble everything, mill one side of the case down so it matches the other, then fit 1-mm cylinder spacers. Trouble is, only thickish spacers are available. Plan B: use copper rings between the barrels and the heads; these are available, but would take ages to bring in from the US. Plan BB: what about making them? Copper sheet of different thicknesses is available and Mr. H. knows everyone worth knowing in the motor and engineering trades in KL, so after some sketching, we visited his colleague to have copper rings cut out. The result: some new knowledge for everyone involved.

Copper can't be laser-cut, as it reflects too much heat before the beam has a chance to melt it. Plan BC: have it machined. Mr. Lee, who had also drilled and tapped the case and made a new pickup extension for the deep sump, did a great job cutting them out, which can't have been easy with such thin material.



copper rings in place

An adjustable pushrod was made out of a stock aluminium one, drilled and tapped. This enabled us to work out the correct shims to use under the rocker shafts, after fitting the hardened lash caps, setting up one valve at half lift and eyeballing the relationship of the pushrod to the adjuster, which, on the Scat® rockers, are on the bottom. A slight complication is that the hydraulic lifter needs to be compressed by 1½ turns. The hydraulics and the rockers both contribute to shorter pushrods, whereas the longer stroke of 78 mm results in a greater length. Once the ideal pushrod length was established, the measurement was transferred to



pushrod tube flared at one end to provide extra clearance for a double-tapered chrome-moly Manton® pushrod



Scat® 1.25 ratio rockers

the actual dual-tapered Cr-Mo pushrods, which were cut evenly at both ends.

On the fuel tank, the fitting for the return line was positioned on the left side, low down and pointing away from the fuel outlet in the bottom of the brand-new tank, to impart a swirling motion to the returning, heated fuel, ensuring good mixing with the existing, cooler liquid. I sourced the fitting from a mail-ordered filter used on a local Perodua car, knowing that the filter was made of steel. Easier than having one turned up in the machine shop. This fitting, including the disc at the end from the filter, was soft-soldered onto the side of the tank, ensuring plenty of surface area and no degradation of the tank's protective inner lining due to heat. This technique could also be performed on a tank which has previously contained petrol.



Neat job, Mr. H.

I picked up my wheels, which are a factory option, steel Lemmerz Weltmeisters. They have been widened to six inches and resprayed silver, gold and black. Because they're factory wheels, factory caps clip right on. I got a set of 111 601 171 A and found that there was no VW logo moulded into their face, so I went looking for a badge which would fit, 65 mm diameter being the space available. What came back from Malaysian mail order was genuine Golf 4 wheel hub caps, 1J0 601 171. After the centres were cut out with a 51-mm hole saw, the Golf parts clipped right into the Beetle parts and you can't tell that they're not one piece. Even the VW part numerology declares that these pieces should be married.



crowning glory

I've long thought that the rubber cover over the handbrake lever on a Beetle was somewhat old fashioned. It has an odd shape and, especially after the cables have stretched a bit, holes get poked through the top. I have always admired the modern allure of the handbrake cover on the Golf 1, even from the beginning. Golf 1 received three different plastic covers. The first handbrake fitted to a Golf was straight out of a Beetle. The plastic cover clips over the lever and into the pivot pin, which, unlike the pin on a Beetle, has holes in either end: a minor machining job took care of that for me. The second cover is flatter, as the handbrake lever was modified by moving the cable anchor point to underneath, but this lever still fits a Beetle. The third plastic cover is even more elegant, shown below. Can one of these levers with the really nice cover be retro-fitted to a Beetle? Yes, but not so fast, you have to be prepared to do what I'm doing.

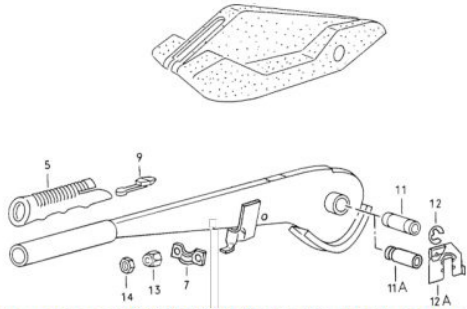
I live in a country where you don't need a heater. I'm eliminating virtually all vestiges of heating from my project car. The bracket on which the handbrake pivots extends



Which would you prefer to cover your handbrake with: this condom thing ...



or this elegant piece of sculpture?



The handbrake used on a 1981 Golf. Notice the flat plastic cover, the cable pivot moved underneath and the Type 3 hand grip. I would like to know the difference between 11 and 11A, and why 12A was developed. Quicker factory installation?

forward in a dog-leg shape to include pivots for the levers which actuate the heat exchangers and the flaps under the back seat. I don't mind cutting all that away; you probably would. New patch pieces need to be welded back in after the excision to restore the original strength.

I've always thought that the little wire circlips were fiddly, so I decided to use 13-mm e-clips. I didn't know it at the time, but VW came to the same conclusion and used two different types of circlip to hold the pin in place.

While in the big smoke of Kuala Lumpur for the engine build, I've taken advantage of the much larger marketplace for modified vehicles by hunting down some Recaro seats.

The trouble is, when you go looking online, you're likely to find alleged Recaros which turn out to be made in Thailand or China. As far as I can tell, Recaro the company makes their car seats in Germany and I'm not parking my rear end on possibly dangerous knockoffs. Recaro offers their range of aftermarket seats for purchase to the public (unfortunately not in Malaysia) but has also supplied car companies with seats for special-edition models. That's where I went looking. There's quite a trade here in half cuts being imported from Japan and the performance parts contained in them being sold off. This is how I found some seats which



I love this photo taken off Recaro's web site. I'm even using the same steering wheel.

came out of a Suzuki Swift Sport. It's easy to verify that Recaro did indeed provide the seats for this model. Suzuki would have had a hand in their styling, which is not to my taste, and the plastics which fit around the base. Said base is quite a bit narrower than off-the-shelf Recaros, a good thing when they have to be squeezed into the narrow confines of a Beetle floorpan. The driver's side has a height adjuster, which is quite nice, as I intend for the seats to be slotted in quite low. The rails are very straightforward, which will make adaptation to the Beetle fairly easy. Photos will come only after the seats have come back from the motor trimmer's shop.

Rod Young
rod.young2@icloud.com

Rod, looking good.
Personally, I like to build engines that are stock width. It's relatively easy to do with 82 mm stroke crankshafts and piston with the B piston pin height. You can also go with longer rods, and use a piston with a higher pin height. The best way to go is just buy cylinders and do custom pistons from JE pistons. They'll make them with the piston pin height that gives you the deck height you want, based on stroke, rod length, and distance from deck to centreline of the crankcase.

My last engine build did that, and I wanted my deck height to be 1.52 mm (.06 in), and it came out perfect. No changes to anything, and I then ended up with standard length pushrods, which was nice. I had purchased cut to length ones, but that turned out to be unnecessary once I figured I dialed in the rocker arm geometry, with an adjustable length pushrod of course. It just turned out the pushrods ended up being stock length.

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

Sleek Scirocco - the ultimate Volks.

The Sydney Morning Herald, Thursday 19 August 1976

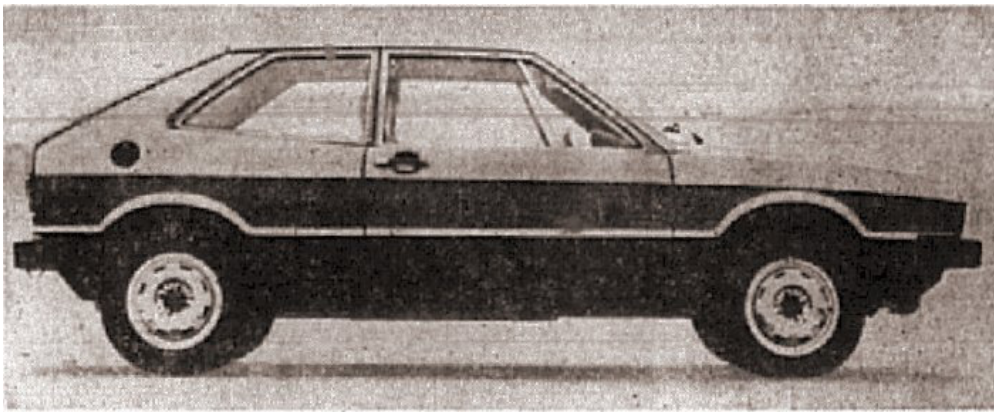
Make a point of seeing the \$8,000 Volkswagen Scirocco at this year's Sydney Motor Show.

It may be your only chance to see this ultimate VW in Australia.

The VW Scirocco - the smart, racy coupe that is one of the best-selling cars in Europe - will be the highlight on VW's show stand.

Volkswagen Australia has brought just six of these sporty coupes into the country to test market potential. With the VW Golf already established as a top-selling 'new generation' model, the Scirocco is sure to stir the interest of many prospective buyers.

The Scirocco is named after a scorching desert wind which blows from North Africa towards Europe.



Scirocco . . . named after a scorching wind.

The coupe's sales future here depends on the fluky subject of import quotas. As the feeling among car importers is pessimistic for 1977, the VW Scirocco's chances of reaching Australia are about as strong as the African wind's hopes of wafting this way.

Still, you never know. The one constant factor about Australian Government policy towards the motor industry has been its uncertainty.

The Scirocco has been on sale in Europe since 1974.

It is made by the German coach-building firm Karmann of Osnabruck - known for, among other cars, the Beetle Cabriolet, the VW-Porsche 914, and the Karmann Ghia, which the Scirocco supercedes. Styling is by the brilliant Italian designer, Giorgio Guigiaro, who also moulded the smaller and cheaper (but sensationally successful) Golf for VW.



The Scirocco was the first of the 'new generation' front-wheel-drive Volkswagens to have a transverse water-cooled engine, shared with the Golf. The Passat was released first, in 1973 in Germany, but it has a conventional 'north-south' engine layout.

As with the Golf, Passat and Audi Fox models, it requires a major service only at 15,000 km intervals, and lubrication every 7,500 km.

It is essentially a two plus two with a high-lifting one-piece hatchback, with the modish chopped tail treatment. A sort of sports station wagon.

When you lift the hatchback the luggage compartment cover automatically opens. With seating in its normal position you have 10.5 cubic feet (300 litres) of luggage space, which increases to 17.5 cubic feet (495 litres) when you fold

the rear seat flat.

The car's clean, simple lines were fashioned by Guigiaro after extensive testing in VW's wind tunnel in Wolfsburg.

The shape is designed to give the coupe extraordinary stability at high speed. Vestigial spoilers front and rear reduce aerodynamic lift and wind resistance, and contribute to increasing the car's fuel economy.

Safety is inherent in the design of the car. It has the same self-stabilising steering system and diagonal-split servo-assisted braking system as its

Passat and Golf sisters.

The interior reflects its sporty image with a sports instrument cluster with see-at-a-glance speedometer and rev counter.



There is full carpeting, fully reclining hip-hugging bucket seats and an attractive three-spoke polished sports steering wheel.

The Scirocco is fitted with the 1.6-litre single overhead camshaft four-cylinder engine used in the Golf and Passat. The 1.6-litre engine develops 63 kW (81 bhp) at 5,600 rpm. Maximum torque is 125 Nm at 3,800 rpm.

Reaction at the show will determine whether it reaches the Australian market. If it does it won't be a volume seller and you can expect a price tag of about \$8,000.





Ask The Leyland Brothers - Part 2.

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

To launch Ask the Leyland Brothers we made a pilot episode. This consisted of several short subjects. Nine agreed to air the pilot show in its anticipated timeslot. In it, we asked our viewers to write to us with any ideas for inclusion in the series. We also took out a full-page advertisement in TV Week, in which Mike and I made a request for ideas.

The pilot went to air and a week later we turned up at the post office to see if we had any mail. Nothing! The steel box was empty.

Almost. Lying on the bottom was a small handwritten note: 'Please go to the front counter of the post office.'

Mike and I discovered that, far from having no mail, we had masses of it! We were handed three huge canvas post bags brimming with thousands of letters.

"We couldn't fit them in the box, fellers," the bloke behind the counter told us.

So much for Len's predictions of doom. In fact, Ask the Leyland Brothers became the most successful show we ever made. We produced 230 episodes, the last of which went to air sixteen years after we got the go-ahead.

The Provost Brothers sang the catchy theme song which I recorded in our studio facility in Newcastle. Then we contacted one of the world's best exponents of the harmonica,



Horrie Dargie. He listened to the tune and wrote about an hour of musical snippets: all variations on the basic theme song, in different moods and with different tempos.

The music was recorded in Sydney using a bunch of professional studio musicians. Many of the moods were created by the different instruments: timpani for drama, strident brass for action, soft clarinet for rainforests, and of course harmonica for the deserts. It cost a lot of money but it was a cheaper option than paying royalties on pre-recorded music. We got the whole lot for less than half the cost of the score for Open Boat to Adventure, and we were still using it sixteen years later, so the amortised cost against each show was extremely small.

Mike and I had a big difference of opinion over the vehicles to use in the show. I felt that, since most folks didn't own expensive four-wheel drives, we should do our travelling in conventional cars. I reckoned our average viewer could relate more to a Ford or a Holden. In the end, we settled on VW Kombi vans, set up as fitted-out Campmobiles with the twin-carb engine. These had plenty of clearance, and room to sleep when needed for camping; they were low on fuel consumption and with good rear wheel traction and independent suspension could handle outback tracks no problem. We were able to secure sponsorship for the vehicles from Volkswagen Australia, through their dealership in Newcastle, R.H. Taylor. We got two of them, both in Riverina Orange - HPY-394 for me and HSD-342 for Mike.



We had them professionally sign-written in Newcastle with logos of the Leyland Brothers and the show, and we included a large map of Australia on the side sliding door. I thought this would make a great prop for the introduction of each week's show - we could point to the map as we explained where we would be visiting this week.

So I'd talked Mike into two ideas: two-wheel drives and 8mm film. When it came to the latter, in the first year of production alone we saved \$36,000 in film costs, compared with using 16mm film. In 1976, that was a hell of a lot of money.

Not only did we pioneer a cheap way of making TV, we also broke new ground by producing interactive contact with our audience. Our ratings grew rapidly. The show almost always won its timeslot.

Today I meet people who tell me they grew up watching our show every Sunday night. It was simple, honest and a family programme. What could be better?



After the hard grind of getting the show up, we now had to perform. The first trip Laraine and I took was to Victoria. We had letters asking for something to be filmed at every place we visited: Ballarat, Bendigo and parts of the Great Ocean Road.

Our day would start before dawn. Get ourselves and baby Carmen fed and on the road. Arrive at our anticipated story locations and film the segment. Return to a motel or camp in the Kombi, clean the cameras and pack up the exposed film to send to the lab. Write up all our notes on the day's work; use the phone to arrange the next day's travel and collapse into bed. Seven days a week with no time off. It was exciting and exhausting too.

Laraine and I were together, alone with our baby, and it was one of the most enjoyable memories I have. We chalked up thousands of kilometres and met some wonderful people. We had a privileged look at how artists worked and at all kinds of folks doing all kinds of things. It was the best mind-broadening experience one could hope for. We were welcomed wherever we went and no one ever made us feel like we were intruding, even though we often did to get the film we needed.

After six months of both teams filming all over the country, Laraine and I would work on how to assemble the episodes. We rated them as human interest, wildlife, action, adventure, sports, craft and weird. They also got a rating for their interest value: 'A' was the strongest; 'C' the weakest. To mix and match these stories we had a big whiteboard on the wall of my editing room.

Laraine tackled the job of juggling the stories so as to

create the best balance in the episodes. This was a tricky job for which she had a natural talent. We needed to estimate the length of each story, so that became another factor in the juggling act.

As you can probably imagine, Laraine and I had no life outside our work and child. We were either filming in the field or back home compiling programmes, and Laraine also kept working as a model. I had to edit the final cut of each story we'd filmed to the precise second; Mike carried out the same task for his stories.

There were about 800 stories in the series. Some were amusing, some were dangerous, some were exciting; but all were, at least to us, fascinating.



By the second year of production, Mike's family had expanded with the arrival of Dawn, his third daughter. The Kombis had to go. Too small. Instead, we used Ford F100 4WD trucks. Mike's had a canopy on the back tray that was set up with seats for the children. Mine carried a slide-on camper: Laraine and I loved the idea of having a self-contained comfortable unit like the Kombi, but bigger. Almost a motor home.

During those heady days of production we received thousands of letters. It was obvious from the comments that viewers related well to our families. They wanted to see as much of them as the places and things we filmed.

I encouraged Laraine to be in the films more. She'd walk into the shot and look at whatever we were filming; occasionally she made on-camera comments. On several shows I even talked her into narrating some of the stories. Mike and I were still the hosts, but our wives began to have a real presence. Our viewers liked this and fan mail poured in.

We broke the request letters down into regions. Simply



categorising them into the states and territories wasn't enough: we had ten regions, including New Zealand. Mike and I would work out where we were going next, and then set off with the entire file for that area.

The business end of our activities was getting bigger. We'd expanded the School Screening Service and now had eleven representatives showing our films all over the country. Life was hectic and, on top of everything else, I was lumped with the responsibility of running the business. I hated paperwork, but Mike hated it even more; he simply took no interest in it.

I needed help to get through all the work, so we decided to employ someone to create a third filming unit. We approached Phil Lloyd, a director working at NBN Channel 3. Laraine knew Phil pretty well through her work as a popular model in Newcastle. He accepted our offer to join the production team.

We gave him an identical set of filming equipment and a vehicle. He filmed the 'B' subjects that didn't involve our being there on camera, like how to make mead, produce wooden toys and turn banksia nuts into ornaments. He would film outside the location and show our vehicle pulling up.

The scene where Mike or I read the letter was filmed after Phil returned to Newcastle. He'd find a suitable background to match the wide shot of the vehicle and, in a medium shot, we would step from the car, read the introduction and walk out of the scene. The illusion that we were there was perfect because Phil was a perfectionist who matched backgrounds and lighting carefully.

Phil worked with his wife, Margo, as a husband-and-wife team, just like us. Their work relieved our load, while viewers were unaware of a third team: Mike and I presented Phil's stories as our own about 50 per cent each. It made a big difference to our lives.

Before the third season started, Laraine and I organised ten weeks off and took an around-the-world holiday with Carmen. My parents accompanied us as we planned to have six weeks in England: they hadn't been back since 1950, 27 years earlier.

We'd been trying for years to sell our shows in the United States and United Kingdom, but still with no success. I was determined to give it a good go.

We hired a car in Los Angeles and drove to several

potential buyers. We'd sent a beautiful rich red leather-bound presentation book to each of them, and this was to be an in-person follow up.

My highest hopes for selling *Off the Beaten Track* were with Screen Gems, the TV division of Columbia Pictures in Hollywood. At the appointed time, Laraine and I found ourselves seated in their programme buyer's office. He had our presentation book in front of him.

"I've looked at this," he said with a smile, "and I've also viewed two of the six films you sent me."

So far, so good. What now?

"I'm sorry to say this to you but . . . if only your films were as good as this beautiful book, we would buy them."

"What's wrong with the films?" I asked incredulously.

"You must understand that no one in this country gives a damn about Australia. Most don't even know where it is."

"If you had no intention of buying them, why did you agree to see us?" I asked, somewhat pissed off to be hearing the same crap we'd received five years earlier.



He explained that the book was an excellent presentation and he didn't want to shatter my ego too savagely. He felt a compliment would soften the blow. "In all my years in this job," he explained, "I've never come across anyone quite as determined and persuasive as you have been on all those phone calls. I just had to meet this brash young guy from Down Under."

Wonderful! So this interview had been nothing more than his chance to satisfy his curiosity. He went on to explain that he'd probably lose his job if he aired our shows, because they didn't feature Americans. Nothing had changed. Whether it was Hollywood or New York, self-centred Yanks hadn't yet matured enough to realise that there was a world outside their country.

We'd planned to fly to the Big Apple, then on to Toronto. However, disillusioned with the American attitude, and because there was the threat of a pilots' strike that would have left us stranded, we headed straight for Canada, where we could catch a flight to London on a 747.

In England we went back to Hitchin, where I had a chance to show off my 'bonzer Aussie sheila' to the relatives. Laraine and I went to London to do some business with potential film buyers, but spent most of the time being tourists. We drove up to Scotland and visited many places familiar to us from TV shows.

Once we got back, our first trip was a six-week run west through Broken Hill and up through the Strzelecki Track to Innamincka and Cooper Creek. Phil Lloyd came with us, making a tight squeeze in the slide-on camper. It was a training exercise for him: he needed to become familiar with the 8mm equipment and learn how we kept our travelling budget down to rock bottom.

By now the licence fee from Channel Nine had crept up a bit. Since we'd switched to 8mm film and the simpler editing gear, we'd moved our film post-production to our homes. Mike had a set-up at his place on Lake Macquarie, and Laraine and I used a spare bedroom.

Life was great. I finally had time for hobbies and bought a 1944 ex-army Jeep. I fully restored it and loved charging off into the bush. It was an escape from the daily routine of editing and office paperwork.

Laraine started up her own business, training young models. She developed an extensive course and conducted it from home. We used the double garage as a studio for still photography, and we filmed mock-up TV commercials. Working with Newcastle ad agencies, Laraine was getting plenty of work for herself and her models.

She had two diametrically opposed lives: the model and businesswoman, on one hand; the outdoors girl, travelling all over the countryside, on the other. She was good at both, but it took some juggling to fit it all in.

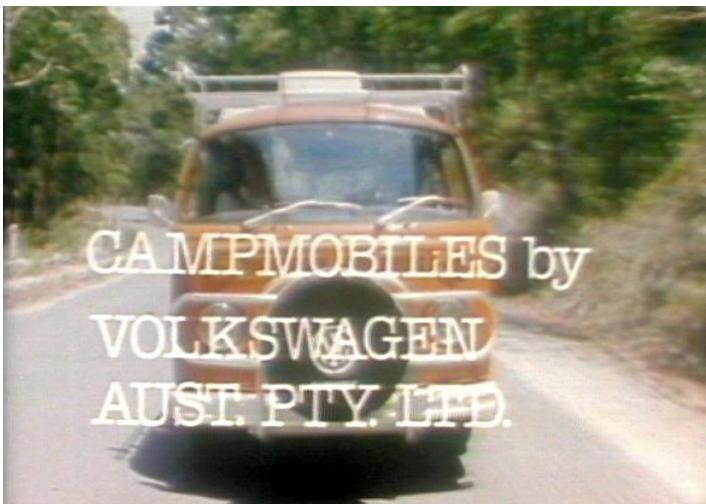
Laraine ended up buying and converting a commercial building. It had a front shop where she operated as a certified beautician; it also contained a well-equipped makeup room for up to sixteen students, plus a hall complete with stage, lighting, catwalk and seating for an audience of 60.

On top of all this, Laraine was a wonderful mother, and Carmen was a delight.

Mike and I took several trips each year to Channel 8 in Orange to convert our films to videotape. On one trip I complained that the image quality didn't look as good as usual, but I was assured the equipment was set up properly.

We put together eight episodes on that occasion and soon we were off again, filming more shows. While we were away, I got an urgent message to call Len.

"That last batch of shows was no good," he explained. "Our engineers rejected them. All the shadows are too dark or something."



"Oh! I thought it didn't look quite right. Don't worry, I'll contact Channel 8 and we'll redo it all as soon as possible."

"We know what's wrong!" he exploded. "Our engineer called their general manager and he said it wasn't anything to do with them, as you were using 8mm home movie film and we couldn't expect anything better."

Bugger! The cat was out of the bag, but still the quality shouldn't have changed. Something was definitely wrong.

"Well?" he demanded. "Is it true? Have you switched film?" I started to explain, but he quickly interrupted me. "Why the hell would you do that in the middle of such a successful run? This could spoil everything."



I had to explain everything. He could hardly believe it. In the end he tried to insist that we revert to 16mm equipment or there would be no more contracts.

I dug my heels in and refused. The cost would have blown the show out of the water, and anyhow, the ratings were what mattered. It was one of the highest-rating shows they had and won its timeslot every week. I added that to change to 16mm film would add a lot to their licence fee. Was he prepared to triple it? I knew they were getting a cheap, successful show, and he knew it too of course.

In the end we reprocessed the faulty episodes. The problem had resulted from someone interfering with the projector at Channel 8. Lots of apologies all round and everything was forgotten. Business as usual.

We produced hundreds of hours of TV using 8mm film and, as far as I know, it's a world record. I'm proud of our success with this experiment.

In the end Ask The Leyland Brothers ran for 5 seasons and 153 episodes, from 1976 to 1980 and in 1983. At its peak the show had 2.5 million viewers an episode, about 40% of the entire TV audience of the time. Many people fondly remember the show today, all these years later, and I still get asked about it regularly.

Only one in ten feature films make a profit, but we never made a show that we couldn't sell: we made a profit on all of them. Even our most expensive, Open Boat to Adventure (1970) did eventually break even, after we sold it to Nippon TV and German television.

Not bad for a couple of pommy imports.

Mal Leyland



WELL TRAVELLED - Ash Baweja with our story on Mal Leyland and, yes, that Kombi. Photo: John Piggott.

Mal's pride and joy.

The Senior magazine, 28 June 2018

The famous orange Kombi in which Mal Leyland and his family travelled all over the countryside in the 1970s has been rediscovered.

Alive and well on the Central Coast, the Kombi has been a treasured member of another family for decades - and has had a few adventures of its own.

The connection with the TV adventurers was only realised when Central Coast man Ash Baweja saw a photo of the van while reading an article about Mal in January's issue of *The Senior*. The retired 61-year-old engineer was immediately struck by the Kombi's similarity to the one his parents, Paul and Kamla, bought from a young couple (not the Leylands) in 1978.

"I thought that looks very familiar - the white edge on the roof and the roof bars were just the same," he said. "Then I happened to look at the registration number and there it was - it was the same vehicle!"

Kamla, now 85 and living with her daughter's family in southern Sydney, told *The Senior* she was so happy to learn the van belonged to the Leyland Brothers.

"My husband would have been thrilled - we really enjoyed the van."

Sadly, Paul never got to hear of the discovery, having died aged 88 in 2013.

Like the Leylands, the couple also toured Australia in the van. "The story of the Kombi is the story of my mother, Kamla," Ash said. "At the age of 29 with three children under six she relocated from India to Ghana, West Africa, with my father's work as an electrical engineer in 1959.

"My father, Paul, owned a succession of air-cooled VWs, beetles, station wagons, and like so many people of the era, grew fond of the reliability and characteristic sound of the old VW engine."

The family emigrated to Australia in the early 1970s and for them, like many others, a good holiday was a camping holiday, tent pegs and all.

"Not content with staying put in one place, the tent was ritually put up and down while travelling to Wilsons Promontory in Victoria as well as many locations in NSW," Ash said.

"The inspiration to explore Australia may well have come from watching the Leyland Brothers episodes.

"After the tent got wearisome, along came the VW Kombi with a familiar engine sound. "Many trips ensued - North Queensland, the Nullarbor, Uluru, Tassie, WA and, in 1996, the trip around Australia.

"Over many short trips the Kombi was gradually kitted out for ever longer journeys, taking two months to plan the longest trip of 73 days, which was the round-Australia adventure."

Kamla said it was a happy time for the couple. "My husband enjoyed travelling but also home meals, so we divided the work. He was the driver-mechanic and I was the cook." And what a cook she was,

conjuring up a daily fare of chapattis, dahl, yoghurt and spiced vegetables.

"The curried aroma of the Kombi attracted many curious campers, and often she would cook double portions to share with friendly campsite neighbours," Ash said.

"Every space in the Kombi had a function, with the yoghurt maker being placed in the driver's footwell during the overnight stops. The only time they ate out was at Point Samson (in WA) for the famous fish and chips and on the Indian-Pacific during the return journey home to Sydney."

An Indian-Australian couple exploring the outback in an orange Kombi was not a common sight in outback Australia, but Kamla always remembers the kindness of the people she and Paul met along the way.

"We got a lot of help," she said. "I always wore a sari and everyone would come round and talk to us. We made great friends. We would learn from them, they would learn from us. We felt welcome wherever we went. I enjoyed all the trips - it was less work in the van than in the house!"

The second orange VW Kombi was driven by brother Mike Leyland. Its whereabouts today are uncertain but was said to have been privately sold out of Ipswich in Queensland. Mike had tried to donate it to a good cause but had no takers. It was sometimes seen in Ipswich from time to time with that map on the side of it.

The long-wheelbase Land Rover the Leyland Brothers used on their 1966 West-East crossing of Australia has been donated to the National Motor Museum in Birdwood, Adelaide, where it can be seen today.



Mike and Mal Leyland opened Leyland Brothers World theme park near Port Stephens in 1990, featuring a large replica of Ayres Rock (Uluru). The brothers were bankrupted during that period of high interest rates and the park was sold in 1992. The brothers ended their business relationship and went their separate ways. The truck stop is still there today but the Ayres Rock burned down in 2018.

Mike separated from his wife Pat in 1983 and remarried. He continued to work in the media and TV production, making a series of documentaries for Channel 7's *The World Around Us* in the 1990s. He died from Parkinson's disease in 2009, aged 68. Mike is survived by his second wife Margie, his daughters Kerry, Sandy and Dawn, his stepdaughters Sarah and Alison, and seven grandchildren.

Mal and Laraine launched a bi-monthly travel magazine in 1997, *Leyland's Australia*. In 2000 Mal produced the television show *Leyland's Australia*, with Laraine, daughter Carmen and her husband Robert Scott, in which they travelled around Australia in an RV and a camping trailer. Mal and Laraine have also written travel stories for *ROAM* magazine, and a number of novels and cookbooks. Laraine died on 22 November 2018 in Tasmania aged 75. As of 2022 Mal still contributes to *The Camping & Off Road Radio Show*, hosted by Robert 'The Duck' Smith and heard weekly on 2GB.

Brits still suffering post-war Bug.

The Times, London, 19 February 2000

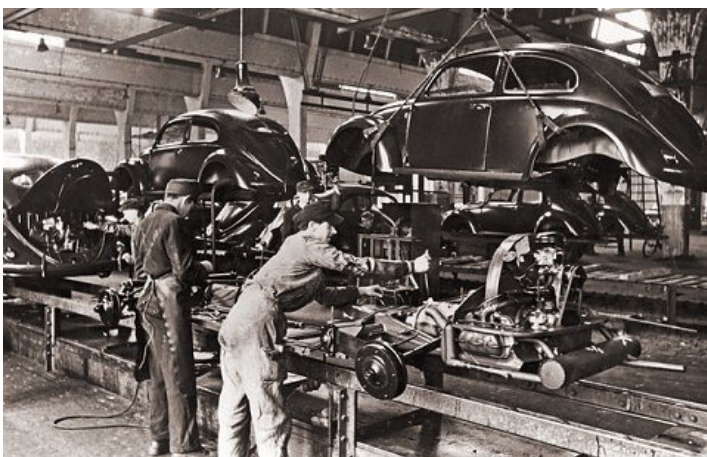
Berlin :- "The Volkswagen is ugly, loud, clumsy and most definitely not an interesting commercial proposition for Britain."

This damning judgment by the British government in 1946 - one of the great economic blunders of modern times - is chronicled in a German translation, just published, of the British Intelligence Objective Subcommittee (BIOS) files.

Germany, the birthplace of *Schadenfreude* (pleasure in others' misfortunes), can barely conceal its mirth.

"The decision to reject the company was the equivalent of missing a penalty in Wembley in front of an empty German goal," *Stern* magazine guffawed on Thursday.

"As one of the victors of the Second World War, Britain could have dismantled the factory in Wolfsburg and



set it up at home."

There are many ironies to the VW blunder. It was to be Volkswagen that eventually bought Bentley. And it was a British decision that enabled the VW Beetle to become a world-beater: 21 million have been sold.

Major Ivan Hirst, a 29-year-old tank engineer with the Royal Electrical and Mechanical Engineers regiment, was put in charge of the bombed-out factory under the command of Colonel Charles Radclyffe (commander of the British Occupational Zone of post-war Germany). Hirst restarted production in the bombed-out factory and drove the 1000th post-war Beetle off the production line in March 1946.

The factory was gradually repaired and was eventually handed on in 1948 to German engineer Heinz Nordhoff, who manufactured General Motors trucks for the Wehrmacht during the war. The Americans had thrown him out of General Motors' European division, Opel, but the British military government gave him the chance to take over the growing concern. The 'Wolfsburg Motor Works', as it was called under the British, was renamed the 'Volkswagenwerk.'

The BIOS files show the Beetle was tested for Ford's British subsidiary - Hitler had modelled the VW works on Ford's Baton Rouge factory - and for Humber.

The Humber test driver grumbled: "The engine is rather loud and gives a rough ride ... its performance is in no sense overwhelming."

The brakes, he added, were less than satisfactory. Steering on corners was difficult and the suspension was bad. Moreover, the car was "extremely ugly."

There were some redeeming virtues: the luggage storage space under the bonnet, and the fuel efficiency. But that was not enough for a positive decision.

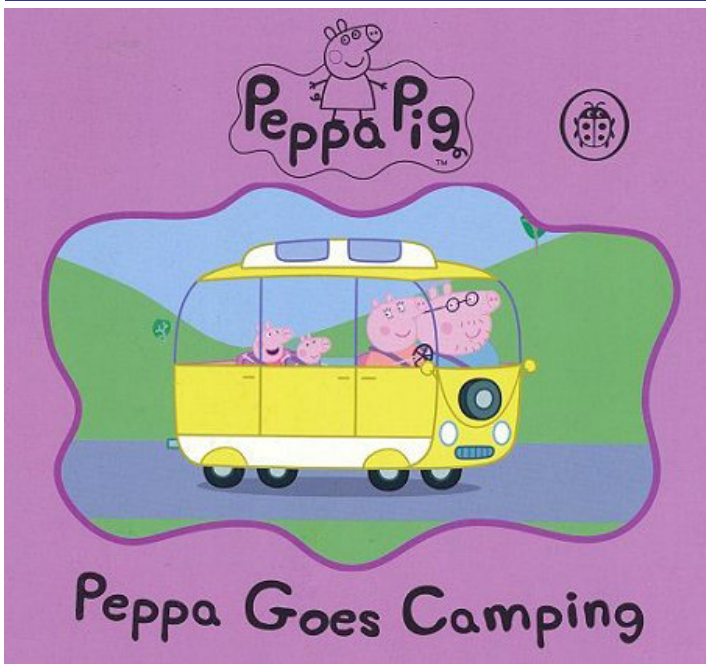
"As a vehicle for military purposes it is without doubt acceptable," concluded the testers, but they felt Britain should be spared the discomfort of Hitler's car.

It was not only the British who failed to spot the merits of the Beetle. Henry Ford travelled to Germany and was not impressed by the car, designed by Ferdinand Porsche.

The French minister for industry, Marcel Paul, saw an opportunity and wanted to take the whole VW production line to France but came under a hail of criticism at home.

As it was, Volkswagen went on to fulfill perhaps its most ironic role: to save the upper end of the British motor industry.

Roger Boyes



Peppa Goes Camping.

© Ladybird Books UK, 2010. This book is based on the TV series Peppa Pig, created by Neville Astley and Mark Baker

Today, Peppa and George are very excited. They are going on a holiday!

Daddy Pig has a surprise. Honk, honk!

"It's a camper van," grunts Daddy Pig.

"Wow!" gasp Peppa and George.

"We're going on Holiday!" sings Peppa. "We're going on holiday, in our camper van! Snort!"



"Hmmm," says Daddy Pig, looking at the map.

"Daddy Pig!" cries Mummy Pig. "Are we lost?"

"Well, er," begins Daddy Pig. "Yes!"

Grandad Dog and Danny Dog arrive.

"Hello," calls out Peppa. "We're lost!"

"Lost?" asks Grandad Dog, confused. "Is your satnav broken?"

Peppa, George, Mummy and Daddy Pig don't know what satnav is.

"Satnav is a computer that helps you find your way," explains Grandad Dog.

"Welcome to the car of the future," beeps the satnav.

"Can you tell us where to go?" asks Peppa.

"Go straight," replies the satnav.

Daddy Pig thanks Grandad Dog and the family continue on their way.

"We're going on holiday," sings Peppa. "We're going on holiday, in our camper van!"

Suddenly, the camper van is low on oil.

But Daddy Pig can't find the engine!



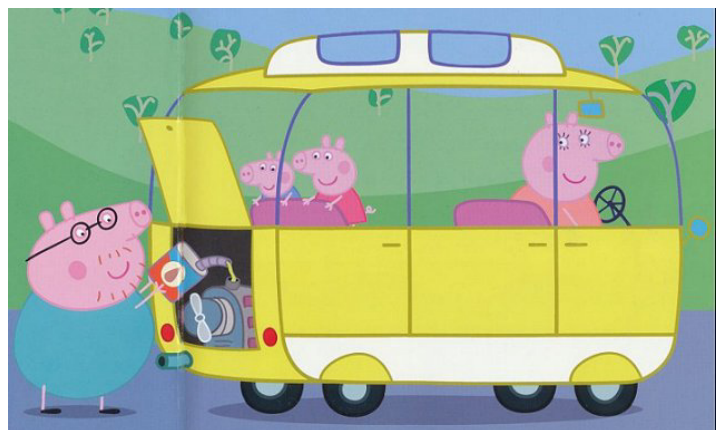
Mummy Sheep and Suzy Sheep arrive in their car.

"Hello Suzy," cries Peppa. "We've lost our engine!"

"Lost your engine?" replies Mummy Sheep. I don't know a thing about engines. But I'll have a look.

"I'm probably wrong, but this looks like an engine," says Mummy Sheep, lifting the boot.

"Well spotted, Mummy Sheep," gasps Daddy Pig, pouring oil into the engine. Glug, glug!



Daddy Pig thanks Mummy Sheep and the family are off again!

"Are we nearly there yet?" asks Peppa, sighing.

"Just up the next hill," says the satnav.

"You have reached your destination," says the satnav when they get to the top of a steep hill.

"Hooray!" everyone cheers.

"Time for bed," says Mummy Pig.



Peppa and George put on their pyjamas.
"But where will we sleep?" asks Peppa.
"Mummy Pig and I will sleep on this bed," says Daddy Pig, pressing a button. Whirrr!
Ta-da! A lovely big bed appears in the room.
"And you two will sleep upstairs, like you always do," says Mummy Pig.
"Watch this," says Daddy Pig, pressing another button. Whirrr! Click . . .
Suddenly, the camper van's roof lifts up and a bunk bed appears. Daddy Pig tucks Peppa and George into bed.
"The camper van is just like our little house!" says Peppa.
"Goodnight everyone," says the satnav. "Sleep well!"



Thanks to Danielle and Brendan Matthews for the story

Pollution and your car.

The Sydney Morning Herald, Monday 19 March 1973

One of the most common problems faced by motorists in urban areas is the damage done to paintwork by pollution

or industrial fallout.

If the paintwork on your car has a rough feel it is probably because of industrial fallout. Australian car makers use acrylic finishes on their products that are as good as those used anywhere. But no paint can completely resist the ravages of the heavily polluted air in some industrialised areas.

Most fallout comes from industry, although dry, dusty air contains particles which will settle on paint and under some conditions, become embedded in the film.

Moisture combined with fallout accelerates its corrosive action. Paint damage is most noticeable at those times of the year and in those areas where there is a heavy dew.

Fallout particles appear to the eye as tiny dots - rust coloured if it is iron-based - on the paint film. The surface feels rough to the touch.

The best protection is obviously to garage your car whenever possible. Carports do not really offer much protection, though a cheap plastic car cover does.

If your car is new and is not yet affected by fallout damage you can help keep it that way by using a good wax polish.

If you already have the problem, here is what to do:

Wash the car thoroughly to get rid of loose dirt. Buy a few ounces of dry oxalic acid powder from your local chemist. Since oxalic acid is poisonous, take sensible precautions as you would with other poisons like garden sprays.

Dissolve an ounce of the powder in a quart (litre) of water, add a teaspoonful of liquid detergent, mix well and apply with a sponge or brush to the affected areas of the car (use rubber gloves).

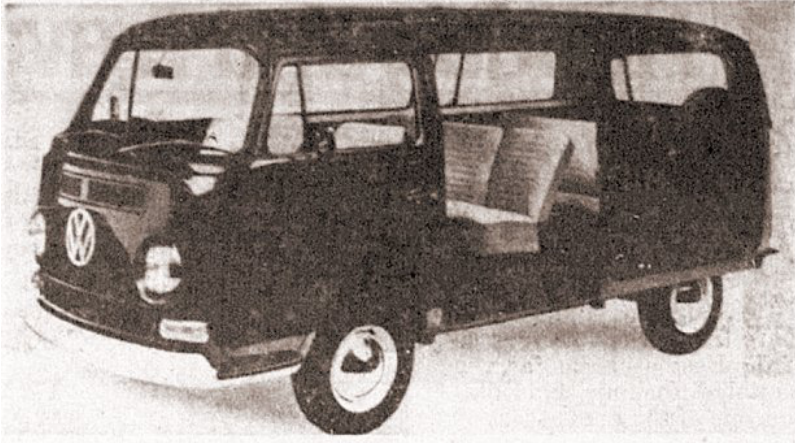
Apply about two square feet at a time and leave on for no more than five minutes. Then sponge off with a good flood of water.

It is most important that you do not allow the cleaner mix to dry out. Do not work in the sun or even in a drying wind.

Try to keep the cleaner away from bright mouldings and be sure to hose well behind these and other areas where the cleaner might collect.

If your car is badly affected you may need to repeat the treatment once or twice.





Tall box with windows.

The Sydney Morning Herald, Monday 16 September 1968

The Volkswagen way to fit more people in less space - comfortably.

From Beetle to box. . . could this be the shape of the new generation Volkswagen?

I speak in general terms, of course, of the new Volkswagen Type II range of commercials.

But specifically I mean the VW Microbus, one of the most interesting vehicles I have tested in a long time.

You couldn't beat it for practicality.

Although it takes up less road space than one of our popular 'family sixes', the Microbus can accommodate up to eight healthy adults and a mountain of luggage with all the comforts of a car.

How? Well the Microbus is just a tall metal box with windows. By doing away with protruding bonnet and boot, the manufacturers have created a great deal more space inside the cabin. Stowing the engine beneath the floor behind the rear wheels also helps, as does putting the driver and all his associated paraphernalia in front of the front wheels.

The numerous passengers (there never seems to be any shortage of takers), sit between the wheels and the luggage goes on top of the engine compartment.

When I spoke of "all the comforts of a car," the tongue was a long way from the cheek.

There are not many cars which can boast of an efficient through-flow, fresh-air ventilation system. There are even fewer with built-in heating which sports separate, individually controlled outlets in the rear compartment.

And the number of cars which ride as well as this Volkswagen over all types of terrain could be counted on one hand.

Performance? As far as economy goes, you could hardly ask for better but the Microbus leaves the straight-line, traffic-light derby stuff to the lower, sleeker breeds.

Tucked away in its own

compartment just in front of the rear bumper - a hefty edifice in itself - is the traditional Volkswagen flat-four, air-cooled motor.

With a single carburettor to feed its 1.6-litres, the engine develops 57 horsepower at a leisurely 4200 rpm, and 81.7 lb-ft (111 Nm) of torque at 3000 rpm.

The engine is extremely flexible and, because of its low revs, practically unburstable. In top gear, it seems willing to cruise all day at full throttle.

When the chips are down, the engine also shows a surprising amount of pulling power and tenacity. The Microbus slogged up the East Kurrajong test hill in top gear, going from 40 mph (65 km/h) at the bottom to 26 mph (42 km/h) at the top.

In traffic, the Microbus can hold its own easily enough, as long as you are prepared to make use of the excellent four-speed gearbox.

The length of the linkage gives the floor change a springy feeling and you have to lean forward to reach the lever, but the movements are positive and the synchromesh is unbeatable, even on first.

The all-torsion bar suspension gives an astoundingly absorbent, soft ride occasionally accompanied by a slow, but not unpleasant, pitching motion, emphasised for me by the forward position of the driver's seat.

The quality of the ride and good ground clearance make the Microbus an excellent proposition for off-the-road, go-anywhere motoring.

But when on the road the Microbus holds onto it well. A double-jointed rear axle (as on the VW 1500 Automatic) has just about eliminated the old VW penchant for oversteer. Body roll is noticeable but not excessive considering the height of the vehicle.

As you would expect with the Microbus' big slab sides, strong gusty crosswinds do call for constant vigilance at the wheel.

Wind noise is not a problem and the suspension seems to be well insulated from the body, but the engine can become a little raucous when working hard in the lower ratios.

Moving off from a standing start, the Microbus

covered a quarter-mile in an unhurried 24.4 seconds and it accelerated from 0 to 50 mph (80 km/h) in an equally placid 18.8 seconds.

Overtaking can be a fairly lengthy affair with acceleration times in gears of:

THIRD

20 to 40 mph, 9.0 sec
30 to 50 mph, 18.2 sec

TOP

20 to 40 mph, 14.7 sec
30 to 50 mph, 18.2 sec
40 to 60 mph, 20.7 sec

The Microbus ran happily on a 50-50 mixture of standard and super petrol and, on this diet, it turned in a test fuel consumption of 26.5 mpg (10.6 L/100 km). Normal, everyday driving would

DETAILS AT A GLANCE

PRICE: Locally assembled, \$2,888.80.

PERFORMANCE: Maximum speeds in gears: Top, 69 m.p.h.; third, 55 m.p.h.; second, 34 m.p.h.; first, 19 m.p.h. Standing quarter-mile, 24.4 secs. 0-50 m.p.h., 18.8 secs. Normal fuel consumption 28-30 m.p.g.

ENGINE: Air-cooled, flat-four o.h.v. of 1.584cc developing 57 h.p. at 4,400 r.p.m. and 82lb-ft of torque at 3,000 r.p.m. Bore, 85.5mm; stroke, 69mm. Compression ratio, 7.7 to 1. Down-draught carburettor. Oil-bath air cleaner. Sump strainer.

BODY: Four-door (one rear), eight to 10-seater, large luggage area. Heater-demister, through-flow ventilation. Integral girder-type chassis.

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

BRAKES: All drums with divided hydraulic systems. Brake lining area, 159.3 sq. ins. Pedal pressure for 0.5g stop from 60 m.p.h., 70lb.

STEERING: Worm and peg type with 2.8 turns lock to lock. Turning circle, 40 feet.

SUSPENSION: All independent torsion bars.

DIMENSIONS: Wheelbase, 7ft 10.5in; length, 14ft 6in; tracks, 54.5in and 56.2in; height, 6ft 2in; clearance, 7.3in; tyres, 7.00x14in; petrol tank, 13 gals; weight, 24 cwt.

probably yield between 28 and 30 mpg (9.5-10 L/100 km) which means a cruising range, with a 13-gallon (59-litre) tank, of at least 350 miles (565 km).

How Does It Stop?

The all-drum braking system has separate hydraulics front and rear but is not power assisted.

Consequently, fairly heavy pedal pressures are needed and the pedal feels hard and dead.

Even so, in an emergency a concerted prod produces plenty of braking response and the Microbus can be pulled up in a straight line in 35 feet (10.7 m) from 30 mph (48 km/h) and 156 feet (47.5 m) from 60 mph (97 km/h).

The brakes are sufficiently tenacious for the Volkswagen's performance and ten successive 0.5g stops from 60 mph the pedal pressure went from an initial 70 lb (32 kg) to a final 90 lb (41 kg).

A good tug on the pull-out handbrake, mounted on the driver's left, will lock the rear wheels at 30 mph (48 km/h) on level bitumen.

What's Inside the Bus?

Let's start from the front.

The car-type fascia is topped with a full-length strip of firm crash padding.

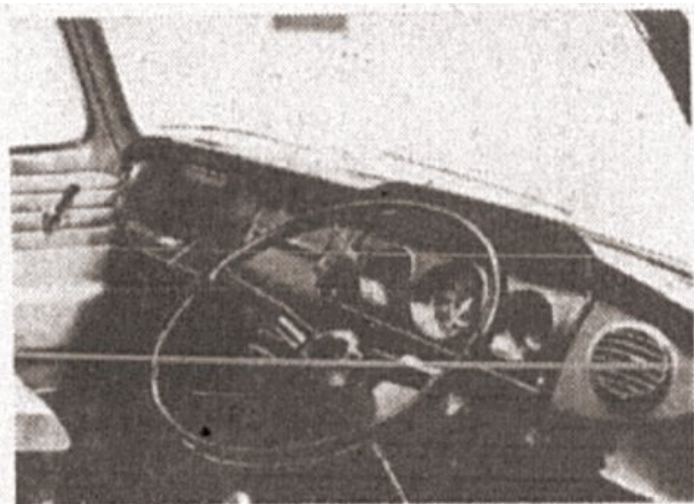
The instruments are set out in three dials on a panel in front of the driver. They include an accurate speedo, a fuel gauge, and lights for generator, oil pressure, high beam and parking lights.

The driving position is very upright and visibility through the huge, curved windscreen is outstanding. The rear-view mirror is a bit tiny, but it is supplemented by two large outrigger mirrors.

The steering wheel is raked towards the horizontal plane and the pedals are widely spaced. The minor controls are made of soft plastic for safety, and the door handles are recessed.

The two front bucket seats are firmly padded and are shaped to provide lateral support. Both are adjustable fore-and-aft and the rake of the driver's squab can be varied a little.

A passageway between these two seats allows access to the rear compartment, which contains two bench seats, each capable of accommodating three people.



An attractively padded fascia and nicely laid out instruments — all the comforts of a car.

One side of the squab of the first bench tilts forward to give access to the rear bench through the wide sliding side door.

These bench seats are quite comfortable but, naturally, provide little support when cornering. There are seat belt mountings provided for all passengers.

The ceiling is fully upholstered, while the walls have vinyl-covered lower panels. The floors are covered in functional rubber matting.

Behind the rear seat is a flat area for luggage. The spare also lives here, beneath its own moulded plastic cover. This area is accessible either from the back seat or through the rear door, which hinges upwards and is counterbalanced.

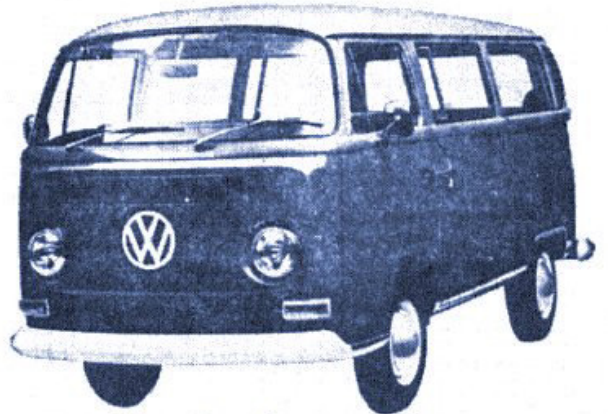
The through-flow ventilation system is supplemented in the rear compartment by two opening quarter-vents.

The multiplicity of controls for the heater-demister is positively baffling to a novice. There is one lever under the dash, two on the fascia and two more under the back seat.

The brake fluid reservoir, and the pressurised screen washer tank, are both accessible (and checkable) from inside the cabin.

The test vehicle was supplied by Lanock Motors Ltd., the distributors.

By Barry Seton as told to Gavin Trevitt



You're face to face
with one of our revolutionary
new Volkswagens.

Come see it today.

The revolutionary new Volkswagen commercials have arrived, along with a new 1600 cc. engine, double-jointed rear axle, padded dash, soft knobs, safety steering wheel, bucket seats, individually controlled fresh air/heating/demisting, wind-down windows, press button screen washers, 2-speed wipers. Drive one for five minutes, and you'll forget you're not in a sedan.

LANOCK MOTORS LIMITED, 177 WILLIAM STREET. 31 7001-3

U/BEA/88

Oscar's Scrapbook.



VW Baja Bug 55 mod. customised (LPK428) \$2,500 ono 637 5359 10am-6pm, Mon-Fri. 02238628

VW BEETLE 63, unreg, good body & mech. \$500 ono. 661 4832 02238305

VW BEETLE 70, reg 12/85 (AL1266) Exc orig cond mech & body. No rust, radio, low mils, \$2,450. 359 1424 or 399 6186 02238087

VW BEETLE outstanding cond, mech. A1, no rust, stereo rad/cass, reg. 11/85, first to see will buy (EFB740) \$1,500 ono, 969 2391 02231887

VW BEETLE 69 mod. 1500, 2/86 reg, tan colour. \$1500. (KPI470) 673 3771 02231783

VW Beetle 65 reg 9/85 (NAW345) \$750 ono 868 3571. 02238852

VW BEETLE 1600 Superbug, high back seats, Reg 1/86 NEE732, good allround cond, no rust, quick sale \$2150 ono. 683 3624. 02232434

VW BEETLE 1969 orange, 89,000 kms, reg 6/85, goes well, 4 good tyres, spare parts \$500 (HIP541) 327 6305 02234828

VW Beetle 1975 1600L yellow with tan trim, rad/cass, 12/85 reg, 1 of the last imported. (NIJ892) \$3490. DL8166. Steve White Car Sales, Cnr Queen & Chamberlain Sts Campbelltown (046) 28 2323 02234868

VW BEETLE 73 1600, mag whls, s/roof, reg. 6/86, \$2500 ono (GJ5947) 603 5759 02235743

VW Beetle 73, reg 7/85 with pink silk, orange, mech gd, gd tyres \$2500 (GKW586) 634 5964. 02237887

VW BEETLE 1500 recon eng, A1 mech, blue int, goes well, \$1750 ono (HLW900) 449 1155 02238087

VW BEETLE beaut cond, good reg, looks and goes well, \$895 (MFH909) G Muhlheim 5620 Ph 560 6331. 02238054

VW Beetle, 1970, 1500cc, good cond, goes well, \$1,500 ono, (MYC718), ph 546 2585 02232211

VW Beetle, 1600, good cond, resprayed, high back seats with lambswool seat covers, unreg \$400 ono 727 5650 02232957

VW BEETLE, new paint & motor, many extras, excel cond \$2,500 ono (VSD19) ph 636 3073 02237236

VW Bug late model, good mech, rad/cass, 1st to see will buy \$2000 ono (AFM376) 622 4970 02236013

VW bug 64, 1200 manual, good motor, goes well, \$900 ono 621 6091 (DKC838) 02228612

VW Bug 67, 8/85 reg, s/roof, exc cond, runs well \$1200 ono (KPG994) 588 1960 02236336

VW Bug, goes well, un reg, no rust, some spares, \$250 ono 618 1371 02233448

VW Camper 76, 2 ltr, auto, v.g. cond, all the extras (HVN651) \$6990 finance avail TAP DL530 602 6466 02238038

VW CAMPER VAN pop top, 82 auto, stereo rad/cass, b/bar, a sought after vehicle (LZ1834) STEWART TOYOTA ROCKDALE DL4560 599 4666 02238833

VW Campervan 74, good reg, good mech., excel. int., ideal tourist (GTU082) \$4,900 plus extras, ph 637 6103 02238998

VW CAMPERVAN 74 1800 auto, under Warranty, Alpine sound syst. drives like new (NJC198) \$4,400 524 6326 02238388

VW CAMPMOBILE 72 1600 pop up roof, fridge, sink, gas, bullbar, etc. \$2790 Don't be fooled. This is not a mistake. \$2790. Must be sold quickly (GE2377) N.R.M.A. invited. Finance available T.A.P. Trade-in accepted. NATIONWIDE FLEETCAR 336 Parramatta Rd, BURWOOD DL8244 747 5088 02237819

VW COMBI CAMPER 1972, 1600 recon eng. & clutch with 8 mths reg, fully fitted with gas cooker & fridge \$2800 ono (5190X0) contact Mr Gulliver on 699 4031 02229785

VW CONVERTIBLE 72 mod. Good cond. Must sell \$2,300. (BJX987) Reg 9/85. 398 4621 02238368

VW CUSTOMISED many extras.

VW CONVERTIBLE 71 12mths reg HOW902 new spray job rustproofed v. gd cond \$5000 ono 560 3296 02486380

VW CONVERTIBLE 71 Superbug, mobile, 1835 Powertune engine am/fm, alloy wheels, low profile rubber. All receipts. \$6,200 ono (VAX750) Phone 428 5727 02488392

VW convertible, 725, one of the best. Offers. (NSU103) 519 4552 02495399

VW Convertible 72 Superbug, recon mtr, new tyres, exc cond \$3500 ono (MQT681) 888 7882 02496084

VW Convertible, 74, second owner, mett. blue, immac. \$4,800ono (KRL259) Ph 610 4025 02486630

VW Fast back 1600, good tyres, good motor, body needs work, no reg \$400 ono 639 3259 02488207

VW FAST BACK 71, man. 1600 engine, good cond, good mech. rad/cass. For quick sale \$800. (CCI643). Ph 601 1587 02491507

VW FASTBACK red duco, man, goes well, long reg \$1250 (JH1231) Ph 799 6300 DL8200 02489066

VW FASTBACK auto, orange duco, looks good, runs well \$1400 (GCJ439) Ph 799 6300 DL8200 02489087

VW fastback, reg 2/86 (DIM176) in good cond, good tyres, will sell \$1650. 649 2753 02483923

VW KOMBI Camper 73 auto, pop top, A1 cond, sleeps 4, bull bar, tow bar, dual stereo, fully fitted, stove,fridge etc + annex, 12 mths reg GPV202 \$4700 ono. 521 3183 02488878

VW Kombi camper 1974, reg 10/86, rad/cass, 3 way fridge, stove, bull bar, sink, cupboards, fold down beds, driving & fog lights, roof rack, windscreen shield, + free standing annexe, only used twice. Urgent sale, \$3,500 ono. (MNF771) Ph 597 5267. 02490707

VW KOMBI CAMPER 2 LTR MAN 1ST REG 9/76, low kms "POP TOP" full factory conv, fridge/stove/sink, 4 berth "NRMA WELCOME" 5,000 kms 3mths w'tny (MRE289) (DL4107) \$6,990 TONY RYAN MOTORS 59 6872 599 2419 02484335

VW Kombi Camper 74, with 2ltr eng, b/bar, roof rack, gd. tyres, mech A1, 9mths reg. (GZT846) \$4,300ono. 698 3451. 02487485

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VW 1500 Beetle, exc cond, full service history from new, quick sale \$1490 (NMC875) G Muhlheim 5620 Ph 560 6331. ..02239049

VW 1600S Beetle 1971, top cond t/out, just had DMT pit insp, 1 yr reg (NKO207) \$1950, 499 2019. ..02237904

VW 1970 black Porsche, fully customised, 1835 eng, Recaro seats. (AJN403) \$3,600 ono 637 6289. ..02236388

VW 1973 convertible, full conversion DMT approved, mags, rad/cass, A1 cond, \$4700 ono (HEF906) 810 2876. ..02219792

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VW 71 Super beetle 1600, rad/cass, sheepskin covers, spotlights, 9 mths reg. (JDN484) top cond thr/out \$1,770 ono 570 3246 ..02235738

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 Superb Paradise Gold duco. Long Reg. As new tyres. 12,000 miles. Available today on \$50 Dep.

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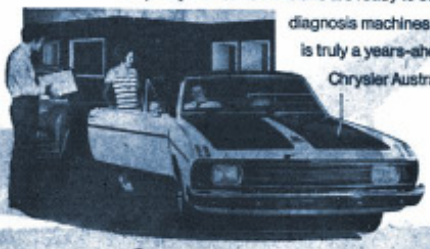
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The late news.

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

The Chinese Space Agency announced today that the launch of their new moon rocket has been delayed. They are still looking for a bottle big enough to hold the stick.

Victorian opposition leader Matthew Guy continues to languish in the polls, for reasons unclear, but he was unavailable for comment this afternoon. A spokesman told reporters he is at home, studying hard for his covid test tomorrow.

In a sheet metal fabrication workshop in Port Kembla today, a workman accidentally cut off his middle finger. He didn't actually notice the loss until he tried to wave goodnight to the foreman.

Gossip magazines in Europe are asking the question - Has Prince Rainier of Monaco fallen from Grace?

There was an accident at the Ajax chemical works in West Hoxton today, when a man accidentally fell into a vat of peroxide. Paramedics described his condition as fair.

We've just heard that the motorist who tried to protest against the 10am opening of the Spit Bridge - by standing exactly in the middle as a ship went through - is now recovering in North Shore Hospital. In wards 5, 6 and 7.

Bush adventurer Russell Coight is resting comfortably in hospital tonight after a hunting accident. He was stalking his prey, carefully following some tracks, when he was hit by the Melbourne XPT.

An exhibition of new fur-covered toilet seats has gone on display at the Bunnings warehouse at Chullora. Organisers are keen to see which ones tickle your fancy.

Ashton's Circus held a press conference today after the shocking news that Malcolm Turnbull had accidentally been dragged into the cage and eaten by a savage lion. The lion had spent the next hour lying in his cage licking his backside. It was explained that the poor thing was only trying to get the taste out of his mouth.

Solutions are still being sought for the shortage of free-range laying chickens in NSW. The government is being asked to look for alternative ways to increase the number of hatching eggs. Mr Perrottet has already promised he will sit on it.


In the Family Divorce Court today, a husband claimed he had seen the milkman put his arm around his wife a dozen times. However the judge dismissed the case, saying that no milkman has an arm that long.

The long-running inquiry by the publishers of the Macquarie Dictionary on the correct pronunciation of the word 'either,' came out this week. Apparently 7% said 'eyether' and 8% said 'eether,' but 9% said either 'eyether' or 'eether', and 10% said neither 'eyether' nor 'eether.' However 66% said neither 'eyether' or 'eether' nor neither 'eether' nor 'eyther.' Two doctors said 'ether,' an eskimo with a lisp said 'eyether,' and a farmer said 'bollocks.'

The State Government has announced a new plan to save money on the Sydney Harbour Tunnel. It will be closed and filled with water, and you'll go through on the Kirribilli ferry.

Sport. The Irish water polo team had to withdraw from the Olympics today. Their horses drowned.





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



FJ7181
PELEGRINI BROS
MAROUBRA

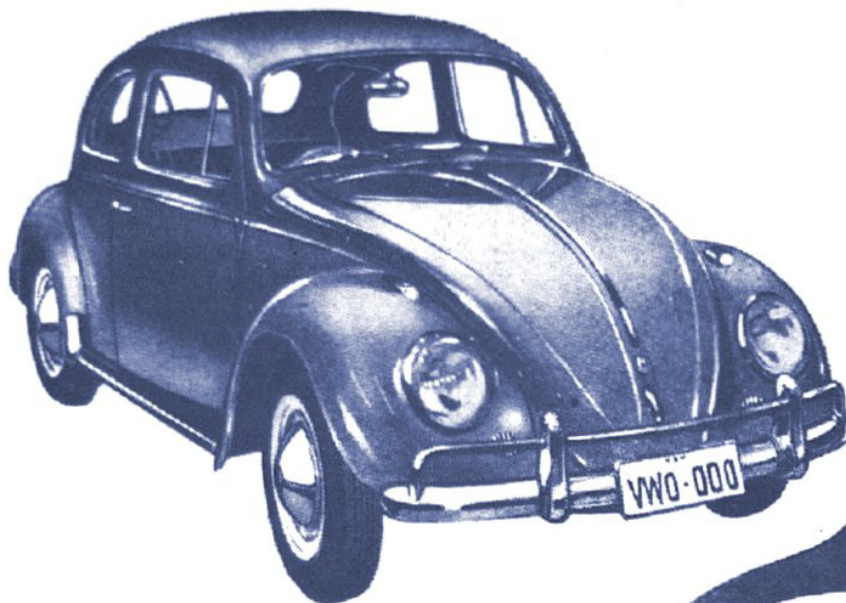
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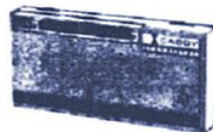
Win this
De Luxe
VW1200
from Lanock Motors



in 'KEYMANIA' ON 2SM

IT STARTS THIS SATURDAY

Find the key and it's yours in 2SM'S 'KEYMANIA'! Here it is—'Keymania' on 2SM—a big Sydney-wide treasure hunt with clues galore and 200 prizes, including **Pye Caddy Transistor Radios**, to be won. Clues start this Saturday at 7 a.m. on 2SM!



How do you win a prize in 2SM's 'KEYMANIA'?

Stay glued to 2SM, that's how! Clues start with "Good Guy" Phil Haldeman on the 2SM Breakfast Show. Every day from 7 a.m. the "Good Guys" will let more clues out of the bag on the whereabouts of keys. Discover a key and a valuable prize is yours—in addition you are one of 200 who could win a VW 1200 from Lanock Motors.

HERE'S WHAT YOU COULD WIN:

Every key you find could win you a **Pye Caddy Transistor Radio**—2 tickets to see the fabulous **Liverpool Sound**—or a collection of **latest hit records** from the 2SM Top 100. There are 200 prizes for 200 keys!

To win the De Luxe VW 1200, all you have to do is find the key that opens the car. At the end of the Quest you gather with all the other key-finders and each tries to open the car with his key. There's only one key that will fit the lock—and if you have it—you can drive your De Luxe VW 1200 away!

REMEMBER, 'KEYMANIA' ON 2SM BEGINS THIS SATURDAY

"Good Guy" Phil Haldeman will let loose the first clues at 7 a.m. on Saturday. Stay with the "Good Guys" on 2SM on Saturday, and every day from 7 a.m., for clues in the 2SM 'KEYMANIA.'

REMEMBER, YOU'VE GOT TO LISTEN TO 2SM TO WIN!



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