

Zeitschrift



Will and Audrey with grandad Carl's '58 VW.

February 2023

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Citi Golf
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VW Summer Cruise
Tiguan Allspace Elegance
VW 411
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*.

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See the back page for all 2021 VW Nationals sponsors.

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



CELEBRATING 40 YEARS!!!



**It's Time to Dust off Your VWs, It's on Again!
FLAT FOUR'S Lighthouse to Lighthouse Run.
Come and Join the FUN, Rain, Hail or Shine.**



Date: Saturday 11th February 2023

Time: Meet from 3:00pm Depart: 3:30pm.

**Meeting Point: Old Wollongong Lighthouse,
Flagstaff Hill Park, Wollongong.**

Finishing: Kiama Light House, Kiama.

**Afterwards you can enjoy one of the many Restaurants and Cafe
Kiama has to offer Or Join a Few of US at Kiama Leagues Club.**

**For more Info. visit [VW Events NSW](#) or [FlatFour](#) on FaceBook
and/or Phone [Kevin 0417480905](tel:0417480905) or [Rod 0416173859](tel:0416173859)**



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

Sponsored by:





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.**

DUBS BY THE LAKE

2023



**LAKE LIDDELL RECREATION PARK
400 HEBDEN RD MUSWELLBROOK NSW**

FEBRUARY 25TH 26TH

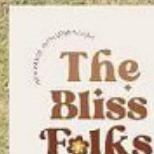
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- PAINTBALL
- KIDS CORNER
- ACTION
- CAMPING
- FOOD STALLS
- GO KARTS



Yes it's on again!

Boris' VW Picnic Day

2023



Sunday 12 March 2023

When: From 8:00am



Due to Bayside Council restrictions and regulations, our previous Ramsgate Beach venue is no longer available.

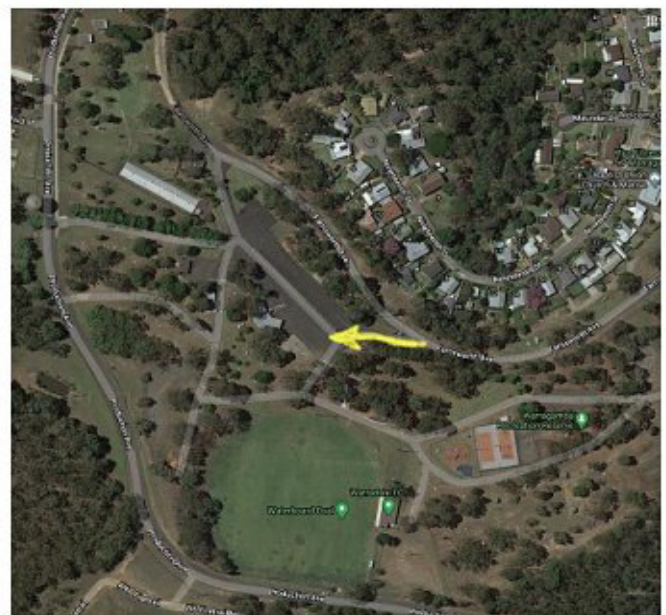
Instead, Boris is going back to Warragamba Dam with his BBQ and a Kombi-load of sausages, onions, buns and drinks. You're invited along!

**Lower car park, Farnsworth Ave,
Warragamba**



- **Plenty of asphalt parking. Toilet block adjacent.**
- **Juicy sausage sizzle, cold soft drink, hot coffee and tea available.**
- **VW-Audi Car Display (no judging or trophies)**
- **Free entry.**
- **All VWs welcome - air and water-cooled, old and new.**
- **Boris - 0450 637736**

Follow Elizabeth Drive from Liverpool, then turn left onto the Northern Rd and right onto Park Rd to Wallacia. Then follow your nose or the signs to Warragamba Dam and Farnsworth Ave.



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.

Well, that's January done and dusted!!!

Firstly, I would like to take the opportunity to say **Thank You!** to Martha for the amazing work she has done as treasurer over the past 8 years. She has stepped down as Treasurer for personal reasons. We wish you well on all your future endeavours. I would also like to thank Bob for stepping into the role on Martha's departure.

We had a great turn out to the Summer Cruise this month, despite mother nature doing her best to drown the event! Photos in this issue.

February will be nice and busy with 4 events occurring!

Flat Four will have their annual Lighthouse to Lighthouse cruise on the 11th February from Wollongong to Kiama. We'll start from Uncle Leo's. With any luck the blowhole will be putting on a great show too!

The Sydney German Autofest at Gough Whitlam Park, Earlwood, organised by the Mercedes-Benz Club of NSW will be held on the 12th of February 2023. Any pre ticket purchases will still be valid for the new date, and tickets at the gate will be available.

Then the Gerringong Motorfest at Mick Cronin Oval, Blackwood St Gerringong, is happening on Sunday the 18th February. It's put on by the Gerringong Lions Club to raise money for prostate cancer research, which is always a great event! Join our cruise from Maccas South Engadine.

We have now dipped our toes into the 21st century and our monthly meetings are streamed live via Zoom starting with our first meeting of 2023. Norm has sent 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 halfway break, we will end a restart the Zoom using the same link. There may be a few technical errors while we get set up, so please be patient!

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

- * The historic registration page on the website has been update, if you have historic rego please go and check it out.
- * Club Annual Membership increased to \$50 on the 1st of January 2023 (plus \$10 if you want/have Historic Rego). Renewals after this date will be at the new cost.
- * 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!
- * We are looking for volunteers to help in the organisation of club run events.

Wenn nur alles im Leben so zuverlässig wäre wie ein Volkswagen

(If only everything in life was as reliable as a Volkswagen)

Until next month,

Lee Woods



Kanberra Kapitel report.

Greetings from Canberra!

Well, we passed the first month free trial of 2023 reasonably okay. I've been back at work since the 4th and haven't really had a chance to come up for air since. Christmas and New Year break? What was that? Now nothing but a distant memory.

The Canberra Chapter has been keeping a bit of a low profile events wise, mostly having the odd coffee run to The Flags (when the weather allows) and popping into any Shannons Insurance events that pop up. Our next outing will be the Shannon's Wheels Car Display, 19 February 2023 @ Queanbeyan Showground.

Hopefully, normally monthly club meetings will be back on the agenda this month, which will lead to more events popping up. Just a reminder that our meetings have shifted from the German Club, next door to the Spanish Club in Narrabundah from 7:30pm on the first Tuesday of the month. We'll notify on Facebook and via email if they are going ahead as scheduled.

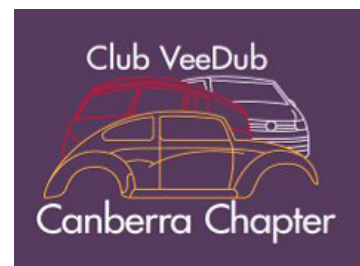
GAD planning is bubbling away in the background, as is the Distinguished Gentleman's Drive 2023. More details for both events, scheduled for later this year, will be provided once they become available.

In other news, I still own Monster the Scirocco. I can hear a number of people sigh in relief at this news. I on the other hand am a little surprised by this. I'm guessing it must not be a good time to sell. Oh well, that's okay. I'm not in any rush, but, if anyone is interested in purchasing her please let me know.

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

As always, stay safe.
Cheers

Dot



Klub Kalender.

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

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

February.

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.



PRE - NATIONALS

Cruise

May 27th 2023

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.

Sunday 12th:- Boris' Picnic Day 2022 at Warragamba. Our normal venue at Ramsgate has

been canned by the Council, so Boris is taking his BBQ and a Kombi-load of sausages, onions, buns and drinks at Warragamba. You are invited to join him! Lower car park, off farnsworth Ave Warragamba, from 8am to mid-afternoon. Free entry. Plenty of asphalt parking, toilet block adjacent. See you there!

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,

Saturday 11th:- VW Lighthouse to Lighthouse Cruise, organised by Flat Four VW Club. This run is open to all VWs, old and new. Come along and join the fun, rain hail or shine. Meet at Wollongong Lighthouse, Endeavour Drive, Flagstaff Hill Park at Wollongong, from 3:00pm. Depart 3:30pm for a cruise to Kiama Lighthouse. Then afterwards to Kiama Leagues for food and drinks. For more info contact Kevin on 0417 480905. **Join the Club VW Convoy from Uncle Leo's Caltex at Liverpool Crossroads, from 1:30pm for a 2pm departure. 75 km and 55 min to Wollongong.**

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-Sunday 22-27: Dubs By The Lake 2022 at Lake Liddell Recreation Park, 400 Hebden Rd Muswellbrook. Two days of VW fun, camping welcome. Car cruise, market stalls, food stalls, live music, raffle, auction, kids' corner. Go Karts, Laser Tag, Rock Climbing, Limbo, field events, fireworks. Family Pass \$12, Adult entry \$5, Child \$2, VW Car Entry \$7. All proceeds go to the Westpac Rescue Helicopter. www.facebook.com/dubsbythelake

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 Pre-Nationals Cruise Day (details 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:- 4 steel wheels for a '69 T2 Kombi; excellent condition and with 4 very good tyres. \$150 each Contact: Peter 0421 640 975 or peterbradley456@gmail.com

For Sale:- 1972 Superbug GFJ148. 1 owner 1973-2019. I have owned 2019-present but only driven 200 km. Just 97500 miles, no rust. Completely original, no body work or modifications. Couple of small dents, a scratch, some stone chips. Regularly serviced by German owner mechanic. Lived in Bundanoon till 2019. I inherited the vehicle in 2019 and being very time poor I have barely driven her. I am regretfully in the market to sell her and would prefer to market her to



Beetle collectors rather than the general tyre kickers. Original number plate. Purchase receipt from McCallums (Strathfield) in 1973. Comes with 1970s briefcase full of provenance, manuals, VW paraphernalia and photo of owner Victor shortly after purchase. Also comes with note pad where owner diarised servicing & maintenance for 45 years. Runs very well. Rego till February 2024 (has been continuously registered her entire life). For more information and photos please contact Simon Booth on 0412 405 688 or email simon@dentmedic.com.au

For Sale:- VW New Beetle. We purchased this car new in 2004 and has since done @150k (I haven't checked). It has been an EXCELLENT and reliable vehicle, and with the turbo petrol engine the perfect mix of spaciousness and onroad 'nip'. But like all things mechanical and biological - things get old, and "Bugga The Blue Beetle" is now old and just become unregistered. It is too good to scrap - hence approaching people who might appreciate it as a restore, as turbo petrol are pretty rare (from what I know).



Next Club Meeting:
Thursday
16th Feb.
8:00pm
Strathfield Golf Club.



But if of no interest to anybody, then it will be wrecked for spares. Things wrong with it: Interior hood lining has 70% fallen down. Drivers seat is stuck in full extension. A little rust (20mm) in the drivers pillar. Headlight assemblies need replacing. Blinker lens covers are faded. Front spoiler needs new clips to hold it in place. A golf ball ding in the bonnet (that can be popped out). Leather Seats are 'tired' - similarly carpets. Passengers side door lock lazy and needs reassembling (after my attempts to fix it - which turned out to be the switch on the drivers door). Things Good: perhaps 80% Michelin rubber and new rubber on full sized alloy rim as spare. Totally rebuilt engine and new turbocharger (not rebuilt) at 110k. New (then) electric cooling fans ... the above due to them failing on a stinking hot day and the engine overheating. New brake rotors at @ 140k. Always fully serviced and maintained - ALWAYS. So if anybody is interested in a restore, for a reasonable price (spares value) we have this much loved little car available. Please contact Peter Cunningham of Bowral NSW on 0418 246545 or email lingus@acenet.com.au

2nd Month 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 rego 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



Trades and services directory.

Trades and services directory.

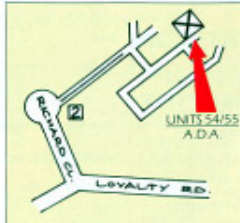
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Australian VW Performance Centre is located in Croydon South, about 30 minutes east from the Melbourne CBD, close to Ringwood end of Eastlink. If you find yourself unable to contact us during business hours, please do not hesitate to email us with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

www.vwperformance.com.au

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

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

Fax: (03) 9761-6216

Email: avwpc@vwperformance.com.au



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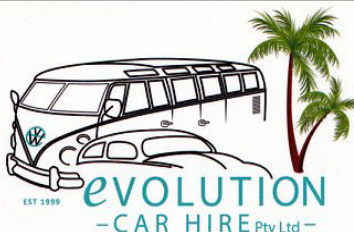
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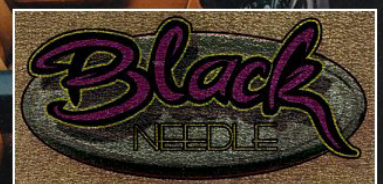
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Caddy Life Maxi TDI320 auto - \$54,640
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2023 Golf is five-star.

The 2023 Volkswagen Golf has received an updated five-star safety rating from Europe's independent safety authority thanks to a new centre airbag - and the result is expected to be adopted in Australia.

In June 2022 Volkswagen Australia announced the updated Golf would be fitted with a centre airbag between the front seats - designed to prevent

front occupants colliding in a severe side-impact crash - when it arrived in local showrooms late last year.

The eighth-generation Volkswagen Golf was last tested by the European New Car Assessment Programme (Euro NCAP) in 2019, earning a five-star rating before the new-car safety body introduced new tests a year later.

In 2020, Euro NCAP updated its procedures to include more stringent standards across 14 of its 21 tests.

In a media statement, a spokesperson for the Australasian New Car Assessment Program (ANCAP) said it would review the updated Volkswagen Golf's local safety rating before its Australian arrival in November 2022.

"ANCAP will be reviewing the specification of locally-supplied upgraded Volkswagen Golf models and, should the specification align with that of the model re-rated by Euro NCAP, look to publish a rating closer to the time of local market arrival," the ANCAP spokesperson said.

In April 2022, ANCAP re-issued the Volkswagen Polo's five-star rating after the city-sized hatchback received a centre airbag as a part of a mid-life update.

Euro NCAP announced the 2023 Volkswagen Golf would retain its five-star safety rating despite losing points across the adult occupant, child occupant and vulnerable road user (pedestrian) protection categories, due to the new test procedures.

Despite the inclusion of a centre airbag between the driver and passenger, the Volkswagen Golf's adult occupant protection rating fell from 95 per cent to 88 per cent - having been penalised by 3.3 points compared to its previous result in the frontal impact test.

The Volkswagen Golf's child occupant protection and pedestrian protection scores also decreased by two per cent each on account of the new testing procedures.



2023 Caddy range.

The Volkswagen Caddy has long been the best-selling small van in Australia. Now the 2023 model Volkswagen Caddy van, people mover and campervan range has arrived in Australia and has gained new features.

Prices are unchanged for the latest update, the Caddy range starting from \$36,990 plus on-road costs. However this is inclusive a range-wide price rise applied to 2022 model last year, which pushed the base price up from \$34,990 plus on-road costs.

Volkswagen has now fitted all models with wireless smartphone charging, and lane-keep assist is now standard across the Caddy range - including the Cargo and Crewvan.

On all models, the autonomous emergency braking (AEB) system can now prevent drivers turning across oncoming traffic in an intersection - while on the Cargo and Crewvan, the AEB can now detect cyclists and pedestrians, matching the people mover and California camper.

However, due to semiconductor shortages, the Caddy Cargo will "temporarily" be unavailable with embedded satellite navigation, or park assist.

Other changes include new chrome side door and tailgate trim for the Caddy Life seven-seat people mover, and opening side windows (with up to 40mm of movement) for the twin-hinged side doors on the Caddy Life people mover, Caddy Crewvan and Caddy California

The 2023 Volkswagen Caddy range is now available at your Volkswagen dealer.

2023 Volkswagen Caddy Australian pricing

Caddy Cargo TSI220 manual - \$36,990
Caddy Cargo TSI220 auto - \$39,990
Caddy Cargo TDI280 manual - \$38,990
Caddy Cargo TDI320 auto - \$41,990
Caddy Cargo Maxi TSI220 manual - \$38,990
Caddy Cargo Maxi TSI220 auto - \$41,990
Caddy Cargo Maxi TDI280 manual - \$40,990
Caddy Cargo Maxi TDI320 auto - \$43,990
Caddy Crewvan TSI220 auto - \$45,990
Caddy Crewvan TDI320 auto - \$47,990
Caddy Maxi TSI220 auto - \$48,140
Caddy Maxi TDI320 auto - \$50,140
Caddy Life Maxi TSI220 auto - \$52,640

However, an updated and enhanced low-speed autonomous emergency braking (AEB) system allowed the Golf to gain four per cent across testing of its safety assistance technology.

As previously reported, the 2023 Volkswagen Golf is now available in Australian showrooms, priced from \$34,690 plus on-road costs.

Golf 9 to be electric.

The Volkswagen Golf is set to return with electric power when the next-generation model is launched towards the end of the decade, Volkswagen passenger cars CEO Thomas Schäfer has confirmed.



It quashes rumours the long-running Golf - one of Europe's and the world's top-selling cars, and currently in its eighth generation - might be axed by Volkswagen in favour of the company's similarly-conceived ID.3 electric car.

Speaking at the 2022 Los Angeles motor show, Mr Schäfer said he sees scope for a future electric version of the Golf to co-exist with the ID.3, despite the existing models being close on size, positioning and pricing.

"The ID.3 has never been a successor to the Golf, it is more of a Golf Plus," he said.

When asked if he considered there was room for both models in the Volkswagen model line-up, Mr Schäfer said, "Yes."

Mr Schäfer confirmed Volkswagen is currently weighing up options for its existing petrol- and diesel-engined models, many of which have existed for decades and carry highly identifiable names, as the company sets its sights on going fully electric in selected markets, including Europe, by 2033.

"We have iconic names like Golf and GTI, Passat, Polo. It would be crazy to let them die. We will stick with the ID. logic, but iconic models will carry a name," he said of Volkswagen's plans.

The mention of the GTI name used on performance versions of the Golf since 1976, suggests the legendary badge could be used on powered-up electric versions of future Golf models in place of the 'GTX' name Volkswagen has so far used on sporty variants of the ID.4 and ID.5 electric vehicles.

Schäfer referenced the example of the Volkswagen ID. Buzz - the electric Kombi reboot - which already carries a name rather than a number, saying, "We might have an ID. Golf, let's see."

Underlining Volkswagen's commitment to retaining

iconic model names, Schäfer said, "We would not let go of the Golf name, no way."

The Golf replace the legendary Type 1 Beetle. It launched in Germany in 1974, and the one millionth was produced less than two years later. The 10 millionth came in 1988, the 20 millionth in 2000 and the 30 millionth in 2013. The 35 millionth was produced in 2019.

Numerous fully electric Golf prototypes and special order models have been built since the 1970s, including the Elektro-Golf and the CityStromer. Volkswagen kicked off production of the e-Golf fully electric version in 2014. However, it was discontinued in 2020 when the ID.3 was launched in Europe.

Although not confirmed, a future electric version of the ninth-generation Golf would likely be positioned between VW's upcoming budget-priced ID.2 and ID.2X small electric SUVs due in 2025, and the ID.3 and upcoming ID.3X - a facelifted, high-riding, possibly all-wheel-drive version of today's model due out in 2025.

T7 Multivan here in 2024.

The next-generation Volkswagen 'T7' Multivan people mover is at least 18 months away from Australian showrooms - but it could offer plug-in hybrid power when it eventually arrives locally.

The replacement to the ageing T6.1 Multivan (2016) is now underpinned by the same MQB car-derived platform as the Golf and Tiguan, rather than sharing its bones with a delivery van. It may not be due in Australia until two and a half years after it went on sale in Europe.

Stock shortages continue to impact Volkswagen's current range of vans, amid parts shortages and production delays, but Volkswagen Australia's director of commercial vehicles Ryan Davies told media this week: "T7 Multivan is still something under evaluation at this point.

"We definitely want it, but we're not confirmed as a market as yet. We'll continue with T6.1 for the next year and a half, and then by that stage I'd like to hope that we can get access to T7," said Davies.

This could indicate an mid-to-late 2024 Australian arrival for the T7 Multivan (pending any further delays), possibly arriving around the same time as the electric Kombi reboot, the ID. Buzz.

The T7 Multivan was unveiled in Europe in June 2021





and was the first model redesign in six years. Rather than being based on the Transporter van, it uses the gen-3 'Evo' version of Volkswagen's popular MQB platform which underpins many of the Group's vehicles such as the Golf and Caddy; Chinese VWs such as the Talagon and Tavendor SUVs and Lamando sedan; SEAT Leon, Cupra Formentor, Skoda Octavia, and Audi A3/Q6.

The use of the shared platform has allowed for the introduction of plug-in hybrid electrification, which Volkswagen Australia is equally interested in including as part of its local T7 Multivan line-up. It would be the first electric hybrid VW sold in Australia.

"We'd like [the plug-in hybrid], yeah. I mean we'll take T7 even without plug-in hybrid. The car itself is, again, similar to ID. Buzz, it's an extremely attractive car that people have suggested that they want to see in Australia."

Volkswagen's 'eHybrid' system, available in the T7 Multivan, combines a 1.4-litre turbocharged four-cylinder engine with an 85 kW electric motor for a combined power output of 160 kW. Electric power is derived from a 13 kWh battery, for about 50 km of claimed electric driving range.

"We certainly want to see it in Australia, but we'll take it in any form we can get it. Plug-in hybrid would be an awesome thing to have, obviously, in this market. We just have to see how we go with the business case on it."

For the first time, the T7 Multivan people mover won't have a related T7 Transporter. Instead, the next generation VW commercial van will be built as a sibling of the Ford Transit Custom, at Ford's Otosan plant in Turkey. Both the VW and Ford vans will be offered with diesel, mild hybrid, plug-in hybrid, or all-electric drivetrains. Sales are expected to begin in 2024, after the last VW Transporter ends production in 2023.

ID.4 and ID.5 set for late 2023.

Volkswagen's first electric vehicles in Australia - the 2024 ID.4 mid-size SUV, and its sportier 'coupe-styled' ID.5 twin - are due in local showrooms late this year, with pricing targeted from about \$60,000 plus on-road costs.

Two Volkswagen ID.4s have been imported from the UK for media test drives and customer previews - a well-equipped, long-range Pro Performance model, and a cheaper Pure Performance variant - ahead of first showroom arrivals due in "late 2023", according to Volkswagen Australia.

The company previously said it was working with VW

head office in Germany to bring forward the start of Australian ID.4 and ID.5 production from late 2023 to mid-2023, in order to get cars in showrooms before the end of this year - rather than early in 2024.

Local details are yet to be locked in, however Volkswagen Australia says local models will be specified similarly to a "fully-loaded ID.4 Pro Performance", which overseas is equipped with 19-inch alloy wheels, a 30.5-cm touchscreen, and 522 km of claimed driving range.

Meanwhile, the ID.4 Pure Performance entry model - with 345 km of claimed driving range, and fewer features - will "take on a key role during discussions with fleet and government agencies," Volkswagen Australia says in its media release.

In a media statement, local VW passenger cars director Michal Szaniecki said "target pricing" for the ID.4 is set to be "similar" to the petrol-powered Tiguan 162TSI R-Line SUV, which is currently priced from \$56,390 plus on-road costs.



The sportier ID.5 - which differs from the ID.4 from the rear doors back, with a sloping, coupe-inspired roofline - is targeted to offer "pricing similar to a Tiguan R", which currently costs \$68,990 plus on-road costs.

It's unclear if there will in fact be a \$12,000 difference between the two electric-car body styles - or if the models will meet closer to the middle, between \$60,000 and \$65,000 plus on-road costs.

The ID.4 Pure Performance coming to Australia uses a 52 kWh battery pack and 125 kW/310 Nm rear-mounted electric motor, good for 345 km of claimed driving range, a 9.0-second 0-100 km/h time, and 110 kW DC fast charging for a zero to 80 per cent recharge in a claimed 26 minutes.

The Pro Performance steps up to a 150 kW/310 Nm rear motor and 77 kWh battery pack, capable of 522 km of claimed driving range, an 8.5-second 0-100km/h time and 125 kW DC charging (but a 33-minute 0-80 per cent time, due to the larger battery pack).

The ID.4 is a similar size to a Tiguan, measuring 4584 mm long - and offers 543 litres of boot space with the rear seats up, or 1575 L with them folded.

Standard features in the Pure Performance overseas include 18-inch wheels and a 25.5-cm touchscreen - while the Pro Performance also includes 19-inch wheels, a 360-degree camera, 30.5-cm touchscreen, augmented-reality head-up display, and a seven-speaker 450-watt sound system.

A 'register your interest' form for the 2024 Volkswagen ID.4 and ID.5 is set to open soon, according to VW Australia, ahead of customer deliveries due to commence in late 2023.

"Strategically the Volkswagen ID.4 and ID.5 represent the most sizeable opportunity for Volkswagen Australia in countless years," Michal Szaniecki said in a media statement.

"The ID.4 will not set out to charge customers a premium for being a style statement or short-change practicalities in any way for being electric. We know that Australians most love medium SUVs, and the ID.4 combines this versatile body style with enviable Volkswagen engineering including a long range."

5,000 Australian VW EVs first year.

Furthermore, up to 5,000 examples of the 2024 Volkswagen ID.4 and ID.5 electric SUVs could be available in Australia in its first 12 months in showrooms, starting from late this year.

While brands such as Hyundai and Kia have only secured a few hundred examples of their flagship electric cars for Australia each year, German auto giant Volkswagen's local office says its first electric vehicles will hopefully be in good supply.

"We're trying to get really good volume. Between ID.4 and ID.5 together, we're looking at that 5,000 in the first year mark," Volkswagen Australia's head of passenger-car product, Michelle Rowney, said.

If 5,000 vehicles are earmarked for Australia in the first year - from late 2023 to late 2024 - the ID.4 and ID.5 could be up there among Volkswagen's most popular models in Australia.

Across standard and stretched Allspace bodies, 4,160 Tiguan's have been reported as sold locally since the start of 2022 - although parts shortages mean factories are not running at maximum capacity and stock has been difficult to get.

In the Tiguan's best year in Australia - 2019, prior to the pandemic - Volkswagen reported more than 12,400 Tiguan's sold. Its top seller that year was the Golf (14,300 sales), with the Amarok (8,400) and Polo (5,700) occupying the third and fourth positions. Polo and Amarok sales have remained more or less constant since, but Golf sales plunged below 2,000 in 2021 while T-Cross sales have grown to more than 6,100 and T-Roc to almost 5,000.

Tesla is the best-selling electric-car brand in Australia, and has delivered about 14,000 cars. In a distant second place is Hyundai, with about 2,600 electric vehicles sold last year.

But by the time the ID.4 and ID.5 arrive in Australian showrooms at the end of next year, Volkswagen expects the delays facing the car industry today - shipping restrictions and the ongoing semiconductor shortage - to ease. The ID.4 is currently made in VW Germany's Emden and Mosel-Zwickau plants, as well as in China and Chattanooga, USA. The ID.5 is only made in Germany.

"There are production challenges, like with battery availability, all of that is well known. But we do expect that to improve [by the time ID.4 and ID.5 launch] so we're not focused on that," Ms Rowney said.

"We expect production will improve, that we will get the [ID.4/ID.5] production that we ask for.

"But with the demand in Europe with their governments and CO2 [rules]... we've had challenges here to get on the list [to get production slots for the ID electric cars], but we are starting to overcome all of that, which is great," said Ms Rowney.

The Volkswagen executive is referring to strict emissions standards in Europe, which have prompted European car makers to prioritise production of their electric vehicles for their home regions to lower the average CO2 emissions of their vehicle fleets.

As a result, by the time the ID.4 goes on sale in



Australia, it will be three years old in Europe - and once the ID.3 hatchback follows in 2024, coinciding with its mid-life facelift, it will be more than four years old overseas.

In contrast to Volkswagen's planned flood of electric cars, Kia Australia could only secure 700 examples of its EV6 electric SUV for Australia in 2022 - while Hyundai Australia has delivered about 1000 Ioniq 5s, sold online in monthly allocations of about 100 cars each.

10 new VW EVs by 2026.

German car giant Volkswagen is set to ramp up its electric-car line-up, announcing 10 new battery-powered models are scheduled to launch by 2026.

In a post on social media platform LinkedIn, recently-appointed Volkswagen AG CEO Thomas Schäfer said the car-maker is set to launch an additional 10 electric cars by the end



petrol and diesel vehicles.

By 2030, the high-performance Volkswagen R brand will end production of petrol-powered cars, going electric before the end of the decade.

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

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

Idiot Golf driver.

of 2025, adding to its current 'ID.' range.

Volkswagen's current electric cars for sale in Europe include the ID. Buzz van, the ID.3 hatchback, and the ID.4 and ID.5 SUVs.

According to Mr Schäfer, a small car (reportedly to be named ID.2) and a sporty SUV will make up two of Volkswagen's 10 new electric vehicles, while the Golf-sized ID.3 hatchback is also set to spawn an SUV off-shoot.

The ID. Aero concept sedan is expected to launch next year, likely to be badged as the ID.7. to complement the equivalent Passat range.

"We are stepping up our e-campaign, introducing ten new e-models by 2026," Mr Schäfer said on LinkedIn.

"Our new entry-level e-car will come in two versions - as a small car and as a sporty crossover variant.

"In addition, we are looking into creating a compact SUV based on the ID.3."

Mr Schäfer added the current Volkswagen ID.3 - which launched in Europe in 2019 - is due to receive an update "earlier than planned with significant qualitative improvements".

Volkswagen's current 'MEB' modular platform is expected to underpin all of the 10 new electric vehicles, while the company's new generation Scalable Systems Platform (SSP) architecture will debut in 2026.

Last month Mr Schäfer celebrated 100 days as CEO of the German car giant by making a number of announcements about Volkswagen's future products.

As reported last month, Volkswagen will end production of petrol and diesel cars in Europe by 2033 - two years before the European Union plans to ban the sale of new

A 22-year-old man is facing speeding and dangerous driving charges - and the possibility of gaol time - after NSW Police highway patrol officers allegedly clocked his Volkswagen Golf travelling at 280km/h on the Hume Highway, more than two-and-a-half times the 110km/h speed limit.

Police detected the excessive speed at 9:30am on November 7, 2022, near Mittagong.



In a photo uploaded to Twitter by NSW Police, an officer is seen speaking with the driver of what appears to be a previous-generation 'Mk7' Volkswagen Golf R - the most powerful variant of the range.

While the Volkswagen Golf R is electronically limited to 250 km/h from the factory, speed shops can install software which increases or removes the limiter entirely, allowing the car's top speed to be dictated by physics, power and gear ratios rather than a computer.

In a media statement, NSW Police said officers directed the vehicle to pull over and spoke with the 22-year-old driver before revoking his driving privileges on the spot.

The New South Wales resident has been charged with exceeding the posted speed limit by more than 45 km/h - which carries a \$3300 fine and minimum six-month licence disqualification - and driving in a manner dangerous to the public (also known as reckless driving).

In New South Wales, the penalties for reckless driving can range from a \$2200 fine and a 12-month licence suspension to between nine and 12 months in gaol.

The driver has been issued with a Court Attendance Notice and was scheduled to appear in Moss Vale Local Court in December.





they were all air-cooled variants. In fact, the only water-cooled car in attendance was the beautifully engineered Split Screen SC Ute with a WRX conversion. This car is a must-see! The conversion was completed by the owner, a local fireman, who has built up several tastefully modified and converted cars over the years. The attention to detail and his fastidious nature has resulted in one of the best and most complete conversions I've seen. There's far too much to detail here, and I'd probably get a few details wrong, so if you ever come across the car, make sure you have a chat to the owner to understand how well this car has

Canberra Coffee at The Flags.

Well we don't muck around here in Canberra! First day of the New Year and we had our first Coffee Meet at 'The Flags' for 2023.

Whilst we were worried that we might not get many starters, the new years day meet ended up attracting a good number of VW enthusiasts keen to enjoy the great weather, great cars and great people.

We also had three Porsche and a Fiat 500 Bambino join us - with all most welcome to join in, especially considering

been put together.

After catching up and drooling over each other's cars, most of us joined in for a short cruise to one of the many local McDonalds franchises for coffee and a sit-down under shade to continue our conversations. A bit of loose planning for future events was discussed, as was plans a few had for future car builds, or ongoing work on current cars.

A great get-together once again and another reminder why we love the VW scene. We hope to run these events





regularly, especially while the warm weather is with us. January is normally pretty slow for us, with many Canberrans heading down the coast for our saltwater fix. But come February, we'll be ramping up the number of events for the local VeeDub crew.

Keep an eye on our Facebook pages for all upcoming events.

Willie.

Tap and Go.

So, say you have done a deal with someone for an old Volkswagen and you're wondering how you are going to get it home?

In the old days, I used to borrow a ute, then rent a trailer and take the day off work.

Sometimes I would ask a friend to come and help me.

Many times I would battle down roads like Pennant Hills Road, through the peak hour traffic, concentrating on keeping in the middle of the lane.

What a lot of stress, not to mention all of the petrol you might use and wear and tear on the tow vehicle.

Nowadays, I'm a bit too busy to waste time trying to save a small amount of money.

No matter where I am in Australia these days, if I buy a car, I just simply organise a towing or trucking company, or maybe even both.

Don't worry about the expense. If you pick the right car, the money is there for its transportation.

So you can be on holidays or driving to the shop to get some pies and still buy a classic Volkswagen and just keep going on with your day, virtually uninterrupted.



Leave all of the stress to the towing company.

A tow normally only costs a couple of hundred dollars anyway, if it's local.

For a thousand dollars you could have an old car taken across the state.

Interstate transportation could be even cheaper, depending on start and end points.

Stop doing things the hard and old fashioned way.

Simply pay for the old car, pump up the tyres (if needed) and organise the transportation. Too easy.

If you don't know a good tow truck business, just use someone local.

I use a local guy called Cameron and he has never let me down.

His number is 0404 079 339, (if needed).

Buy and walk on with confidence.

Ashley Day.





Narellan Rd for the short run up to the lights at Appin Rd. The cars stayed together until Appin, where the VWs pulled off for a short photo stop and a quick leg stretch before mounting up and heading off again.

The weather was cloudy and slightly damp along Appin Rd and then down a very crowded Bulli Pass, but the rain stayed away. The coast road through Thirroul, Austinmer, Coledale and Scarborough was very crowded with holiday-makers and day trippers. Everyone mostly kept together and no one got lost. We noticed that the surf was very grey, dumpy and foamy at the beaches along the way, and most uninviting.

VW Summer Cruise 2023.

Well it's 2023 and our club's popular VW Summer Cruise was back!

It was held on Sunday 22 nd January, from Liverpool to Stanwell Park beach.

The weather forecast was for heavy clouds and rain forecast, and the day dawned a bit grey and wet. Even so, quite a few VWs were already at Uncle Leo's Caltex at Liverpool by 8am, and the early arrivals enjoyed their coffees as more and more VWs turned up. It was good to see some VWs we hadn't seen before. Many of them were new and prospective members who learned of the event on social media - Lee is doing a great job with publicity on Facebook.

Steve led the convoy away just after 9am, heading off down the highway with a line of more than 20 VWs behind him. He went past the first Cambelltown exit and got off at

The VWs passed along the famous Sea Cliff bridge, then turned off at Stanwell Park and down Station St to get to our parking spot at the beach, where the club marquee and BBQ had been set up.

Due to Craig and Martha taking a step away from the





the wind was rising and the grey clouds were moving in. No one was in the dangerous surf and the beach was almost deserted. There were no gliders flying down from Bald Hill, and not many families enjoying the park.

The inevitable happened and the showers began, light at first as we huddled under the giant Norfolk pines, but then heavier and heavier. The guys quickly wrapped up the BBQ and tent, and packed up. Many of the cars had already left and the rest soon followed.

Despite the grey weather it was a really enjoyable day. Thank you to all the club members who helped to run the day, carrying gear in and out and serving lunch and drinks all afternoon. And to the VW drivers who came along.



club, it took a new group to bring the trailer, set up the tent and get everything going. Nic, Zelco, Bob, Rudi, John and the rest of the guys did a fantastic job and everything was ready by the time the cars arrived.

Everyone enjoyed the BBQ sausages and bread rolls and the cold drinks. Most of us stayed and chatted and looked at the nice VWs. Numbers were down on last year due to the threatening weather and there were very few modern VWs there, although it was good to see quite a few air-coolers we hadn't seen before.

Some of us went for a walk down to the surf beach, but



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Australia Day at Glenbrook.

Club VW recently had a club run to Glenbrook on Australia Day.

The host for the event was Panthers Bowling club in Glenbrook, who kindly gave us access to the shady lawns beside the carpark.



Club members initially met at McDonalds Westbound on the M4 for coffees and breakfast from around 7am, then just after 7:45 headed in convoy up the highway to Glenbrook. Even at a leisurely 80 km/h in convoy, it was only 20 minutes to Glenbrook.

So just after 8 am the cars arrived, turning right off the highway and into the bowling club grounds. They were directed onto the cool lawn under a canopy of paperback trees.

By 9 am we had about 16 cars with a few more arriving a little later. We saw numerous club members' Beetles (from Marino's stunning 1954 through to Nic's modified '76), Bob's



Type 3 wagon, Anna's 2016 Beetle, Dieter's fabulous Karmann Ghia, and Phil's Passat wagon. New member Anthony Michael and wife Denise (from South Africa) arrived in their pristine '72 Kombi, parking beside Charlie and Christine's two-tone orange/white Kombi.

Our Club members chatted to members of the public as they came by - the cars were clearly visible from the highway. We had access to the washroom facilities even before the bowling club officially opened at 10.30.

Coffee and food was on offer, and as the day heated up more club members headed inside into the air conditioning.





There were a number of passers-by who spoke about their cars, and some spectators taking a membership form with them.

By 12.30 a number of members left to avoid the pending storm and the heat.

A great event and hopefully will be a repeat for Australia Day 2024.

Carl Moll



Air and water.

Back in the 1980s, most Australian Volkswagen enthusiasts drove around in air-cooled cars.

Of course there were a few Golfs, but the vast majority of Volkswagens on the road and at the car shows were air-cooled.



Because there wasn't really a large number of Volkswagens on the road in Australia, we all thought that we were somehow a little smarter than everyone else and we would give a little wave of acknowledgement to fellow VW drivers.

It was kind of like, we know we are cool and other people are silly. That other person must be cool and smart driving that Volkswagen.

Of course it was all in our heads being VW enthusiasts.

I called it the Volkswagen wave. It actually began in the 1950s when VWs were starting to appear on our roads and the Round-Australia trials successes showed VWs were good cars.

It started with Beetles and soon moved to Kombis, where it was even more popular.

So imagine my surprise when in 1992, after the purchase of my T3 Syncro nobody waved to me anymore.

People would say that it's because my Volkswagen is water cooled and that's the way it has stayed to this present day.

What a load of balderdash.

Obviously with so many Volkswagens on the road these days, if you were to wave at every one, you would be waving all the time and people would think you're a little funny.

So why are there so many classic Volkswagen owners that hate the water cooled models?



To me, I don't see any reason or problems with water cooled Volkswagens.

They are all Volkswagens and why hold back the future.

The old air-cooled Beetle sounded like a sewing machine or an old chaff cutter to me anyway, depending on how good its muffler was.

Water cooling made Volkswagens more civilised.

Of course we all love the old air cooled cars because they are so easy to work on but try using one for everyday transportation these days.

If you do, I almost feel sorry for you.

This is where the water cooled cars stand alone, with their air conditioning and creature comforts.

If you want to be stuck back in the 1980s, driving around in your old Beetle or Kombi, that's okay with me because they were great times definitely worth re-living.

The best of both worlds is driving a modern VW to work and the shops during the week, and enjoying your classic VW on the weekends.

Ashley Day.

Old verses newish.

In the distant past, newer cars were expensive and old cars were cheap.

A lot of people couldn't afford a newish car, so a lot of us had to drive around in the older cars.

It's all we could afford.

Whilst new cars of today are still expensive, slightly older ones are reasonably cheap, even though prices rise quite alarmingly during the covid pandemic.

Depreciation cuts hard on new cars, and you can lose half your money just by driving out of the dealership.

With Volkswagens only a few years old going reasonably cheap, why would anyone really need to persist with very old Volkswagens?



They are expensive to buy, unreliable, hard to get parts for, and in some cases, just plain unsafe to use on today's roads.

Obviously they can be investments, but the main reasons for me, and probably other people, are nostalgia and history.

You can't actually time travel back to 1955, like in the movie Back to the Future, but you can drive a 1955 Beetle today if you really want to.

It's a direct link back to a long time ago, like how some people would ride in a steam trains just for fun.

Sometimes you don't have to drive them. Just sitting in a old Volkswagen and smelling the interior will take you back.

The only questions are, how far back in time do you want to go and how much money do you want to spend?



I had great times throughout the '90s, so that's where I'm happy time travelling to. How about you?

Ashley Day.

Penguins and polar bears.

I was having trouble getting new parts for one of my cars the other day and I was wondering would it be possible to use parts from a later model?

I started first with eBay and soon moved onto YouTube, in the hopes that maybe other people may have some information.

After that, I started to read VW forums.

The information was all disjointed and I wasn't sure still, whether it possible or not?

Some people said it was possible and some said it wasn't.

Some even said that they had done it to their own car and had no troubles.

Still, people didn't have many pictures or really any proof, but with



snippets of information your left thinking it's maybe a possibility?

So I tried it myself and ended up just wasting time, because many people on chat sites are either ignorant or tell lies.

Most of the stuff you read on these web sites is possibly rubbish or not suited for us in this country.

Maybe next time, I'll just order the new parts from England early and wait the ten days until they arrive.

It's just a bit hard when your 30 year old Volkswagen is at the mechanic and you can't wait ten days for the parts.

You're just going to have to wait because that's all part of the fun of owning a classic Volkswagen these days.

It's just a shame that Volkswagen and spare parts businesses in Australia carry a very very limited stock. It's to be expected when our market is so much smaller than the USA, UK and Europe.

Older air-cooled stuff is fairly easy to get as there is the large classic car restorer market to cater for. But what about if you want to restore an early 1990s Golf or Polo?

New spare parts for a thirty year old Volkswagen can be very hard to get in this country, maybe even impossible.

Nothing beats the right new parts and a proper workshop manual.

Don't believe everything you see or read on the internet.

Ashley Day.





Volkswagen Tiguan Allspace Elegance.

What is it?

Smack-bang in the middle of the range, the Volkswagen Tiguan Allspace 147TDI Elegance is a practical 5+2 SUV many buyers will overlook.

It's not a fickle assumption, rather one based on historical data. Looking back at the historical Volkswagen Tiguan range, the warmed-up 2.0-litre petrol 162TSI running gear has long been the fan favourite over the diesel.

On top of buying the petrol motor, the greater populace also gravitated toward the top-tier R-Line model too. Our test car is neither, being diesel and in newly introduced and middle-of-the-range Elegance trim.

However, as we find quite often that sometimes the best proposition or best value in a vehicle range isn't the most popular.

Our 2022 Volkswagen Tiguan Allspace 147TDI is priced from \$58,490 before on-road costs, some \$1500 more than the same car with the excellent 2.0-litre petrol 162TSI running gear that everyone else wants.

That also makes it \$9900 more than the entry-level 2022 Tiguan Allspace 132TSI Life model, in case you're wondering.

The Tiguan 147TDI Elegance is powered by a 2.0-litre four-cylinder turbo diesel engine with 147 kW/400 Nm, which uses a seven-speed dual (wet) clutch DSG auto to feed the '4Motion' all-wheel-drive system.

In terms of options, our test car was configured with two of three paid factory options available: metallic paint (\$900) and a Sound & Vision Package (\$2600) that adds a 10-speaker Harman Kardon stereo, 360-degree parking camera, and head-up display. It did not have the panoramic sunroof option (\$2100).

Outright and on the road, a 2022 Volkswagen Tiguan Allspace 147TDI Elegance costs \$68,375. Not cheap, but is there a lot of SUV here for the money? Let's find out.

What is the interior like?

Although the 2022 Tiguan Allspace has received multiple revisions over its six-year life, the interior remains

fundamentally unchanged since 2016.

It doesn't look bad in isolation - in fact, some will love the design - however, in the showroom it does look dated next to the new 2022 Volkswagen Golf. Whereas the new one has moved to feature a minimalist, screen-filled and button-less interior, the Tiguan Allspace still uses the same basic dash design from eight years ago.

It's not all bad, however, as not all things new are good. For example, the 2022 Tiguan Allspace range naturally uses VW's previous-generation steering wheel that features actual buttons. Newer VW cars use one with annoying touch-sensitive capacitive buttons that are not an improvement (and will soon be discontinued).

See, some 2010s design still remains relevant today. There's also the new climate-control system that has easy-to-use sliders to adjust temperature and fan speeds - unlike in the Golf.

Design nuances aside, the Tiguan Allspace's interior remains well-built and elegantly functional. Things are soft and squishy to touch, nothing rattles or squeaks, and there are plenty of fun yet modular treats for you to play with.

One is a huge lower centre storage area that's big enough for your phone, lidded for security, and even features pop-out cup-holders if you wish to bring a beverage.

The armrest features a clever ratcheting mechanism, which means anyone's elbows can chock their arms as they hold the steering wheel, too, and the door pockets are flocked (fabric lined) so your keys don't rattle. Smart stuff.

Elegance models and above come with sports seats, so they're excellently comfortable, deeply bolstered to keep you secure, and with a large degree of lumbar adjustment to support your back. Both front seats have three-position memory for all your family members too.





Over in the second row, space is brilliant for the class of vehicle. With the sliding second row adjusted for maximum legroom, I found my knees well clear of the seat backs and feet able to be stretched out in the gap under the seat ahead.

On top of a sliding base, the backrest can also be reclined by quite some margin, and enough to make a comfortable kip a real reality in the back.

All Tiguan Allspace models receive second-row air vents and third-zone climate controls, two USB-C ports, and another pair of flocked door pockets. And if you don't order a sunroof, your guests can even access the roof-mounted sunglasses storage holder that runs from front to back.

In terms of child seats, I fitted a Britax Graphene seat and found ample space to use it in a forward-facing position. On top of integrated device holders making pacifying your kids easy, the seat base itself is nice and high to make loading kids in a back-friendly and ergonomically sound affair.

The third row of seating is best viewed as occasional. Entrance into the third row is tight - and the seats themselves equally so - meaning you're best off letting your kids try it out.

If you're a regular-sized adult, there's half a chance you'll cramp up or possibly become wedged halfway. Jokes aside, I did fit in the back, but found the third row too squashy for my 183cm-tall frame. There are a pair of cup-holders and some storage for either of your two extra guests, however.

Over in the boot, space starts at 230 litres as a seven-seater, 700 L as a five-seater, and 1775 L as a two-seater with both the second and third rows folded.

You'll fit in a compact bag or two with seven on board, but with five you have acres of space to play with. It makes the Volkswagen Tiguan Allspace a good option if your family loves riding

bikes, going away, or just uses the boot frequently.

How big is the infotainment screen?

Fitted on 2022 Tiguan Elegance models and above is a 23.4-cm infotainment system with wireless and wired connectivity for Apple CarPlay and Android Auto, digital radio, and native navigation with three-dimensional and landmark view.

Volkswagen's latest software interface looks and smells like your smartphone's, which is a code word for it's great and easy to learn. The hardware is great, the graphics good-looking and sleek, and key functions are not buried deep within the system.

If you're over swiping, however, try wiping, as the infotainment system also features gesture control. What this pointless technology does is enable you to tab between pages, menus or functions by seemingly using the force and waving your hand in front of the stereo.

Gimmicks aside, the best part of the technology is how the screen reacts when your hand gets close to it - almost like it's alive and knows of your presence, expanding minimised menu options and making them easier to read. The other feature is useless.

As our specific test car was optioned with the Sound & Vision Package, it was also fitted with the fantastic 10-speaker Harman Kardon stereo. Some of that speaker count includes component (split) speakers, meaning the real speaker count is closer to 16. Hence the 16-channel amplifier.

It sounds great, too, with The Who's Eminence Front sounding bright, jingly and in your face like it needs to, and Pink Floyd's Breathe coming across echoey yet awfully twangy - when the main event occurs.

If you love music, it's well worth the investment.

Is the Tiguan Allspace a safe car?

The 2022 Volkswagen Tiguan range is covered by a five-star ANCAP safety rating.

Having been tested in 2016, it scored well for adult occupant protection (96 per cent), okay for child occupant safety (80 per cent), and poorly in terms of vulnerable road user safety (68 per cent).

However, as a mid-tier and updated version of a car ANCAP once tested back in 2016, the 2022 Tiguan Allspace Elegance has plenty of advanced driver assist systems as standard, and ones that now better protect vulnerable road users too.

That includes automatic braking with day-and-night





pedestrian detection, blind-spot monitoring with collision avoidance assist and rear cross-traffic alert, lane-keeping assist, front and rear parking sensors, self-parking technology, and heaps more.

It's well equipped in terms of safety systems.

What is it like to drive?

I'll give you the first insight, and that's to pick the diesel if you care about running costs.

The final figure we achieved was identical to the official combined fuel claim of 6.2L/100km. That's after floating around 6.6L/100km in the middle of a week-long loan.

Our test loops reflect real-world driving, and we also commuted in peak-hour traffic from West to North Sydney - the ultimate of morning grinds - yet were still unable to push the fuel figure deep into the sevens.

With inflation currently set to run-away mode, opting for the frugal diesel might be a wise choice. It's not as spritely as the petrol, but the Tiguan Allspace TDI is plenty powerful once it's moving.

I say that because there's some initial laziness from the diesel and seven-speed dual-clutch auto combo that lets down the package. If you want to take off quickly, you'll find it'll lurch and hesitate a little.

On partial throttle, it'll just take a little longer to hook up, and may require slight adjustment depending on your last vehicle.

It may be splitting hairs, but it's a fair point considering the breadwinner petrol Tiguan in the range is smoother in stop-start traffic situations, and could even be the car you're considering upgrading from.

Once moving there's plenty of grunt, however, and the diesel's gutsy low-end torque delivery of 400 Nm makes light work of things like the school run. The ride quality is typically Volkswagen, in that it's comfortable enough, firm enough, but also well controlled and packed with stacks of passive safety.

Striking potholes will feel harsh, but it's just what happens in cars with good amounts of body control. On faster rural roads it feels confident, with well-calibrated steering helping to take the guesswork away.

The Tiguan Allspace Elegance model doesn't have Volkswagen's progressive steering system either. It's reactive off-centre yet still long enough lock-to-lock to feel natural, or more like cars usually do.

The cabin is decently quiet, too, and my usual sections of coarse-chip freeway remained equally so. If you spend the bulk of your commuting time in 110km/h zones, you'll appreciate the sound insulation and general cabin ambience in these environments.

How much does it cost?

It's worth recapping on the price of our 2022 Volkswagen Tiguan Allspace Elegance 147TDI.

It's priced from \$58,490 before on-road costs and additional options. Our car featured \$3500 worth of options taking its price to \$61,990 before on-roads, or around \$68,000 drive-away.

The first competitor worth considering is the 2022 Skoda Kodiaq Sportline made from similar, arguably more basic pieces, and the Skoda only comes with a petrol engine too. It starts from \$57,990 drive-away, however, so maybe run some maths to see how much you're actually spending to buy the VW.

Servicing a 2022 Volkswagen Tiguan Allspace TDI is expensive at \$472, \$974 and \$472 in years one, two and three respectively, or \$1918. VW expects you to bring the car back every 15,000km or 12 months, whichever comes first.

Years four and five cost \$991 and \$472, bringing the five-year total to \$3381.

Volkswagen claims fuel consumption of 6.2 litres per 100km, a figure we were easily able to match on test.

Should I buy a Volkswagen Tiguan Allspace Elegance?

If you're after a compact 5+2-seat SUV with a diesel, the Tiguan Allspace is your best bet.

Most opt for the petrol for convenience's sake, but the mid-level turbo-diesel Tiguan does offer a compelling alternative to what's regular. Although the diesel loses some initial responsiveness compared to the petrol, you still receive a powerful and frugal SUV.

The latter point is a big one considering a petrol-powered Tiguan will use close to double the literage of fuel to do similar things. If you ask me, I think some dulling of the powertrain is well worth the frugality the TDI model offers.

The rest is what we've come to love and know well about the Tiguan, and that's offering some nice luxuries alongside a spacious and high-quality cabin, brilliant ride manners, and plenty of kerb appeal to impress the neighbours.

If you're considering a regular Tiguan, it's worth looking at the Allspace anyway. The boot is worth it alone.

Justin Narayan





Germany's roads in May 1974. It was tasked with replacing the Beetle, and halt Volkswagen's globally sliding sales numbers. This totally modern water-cooled and front-wheel drive car, replacing something air-cooled and rear-engined, achieved that and much more and signalled a quickly modernising German carmaker.

The first generation Volkswagen Golf was styled by Italdesign's legendary Giorgetto Giugiaro, the most influential car designer of the 20th century. He also styled the

Volkswagen Citi Golf.

Car-spotting while abroad is always a fun experience. I still get excited when I spy a model I don't know or haven't seen before, and there is always something to learn about a country from what you see on the road.

The first generation Volkswagen Golf, for example, is something of an uncommon sight on Australian roads. They were only sold here from 1976 to 1981, and thanks to huge import tariffs after the local VW factory was sold in 1976, Golfs were more expensive than Kingswoods or Falcons and hence sold in small numbers - just 12,200 in six years. And like anything more than 40 years old, there's a level of attrition through rust, crashes and just a general wearing out that makes an original Mk1 Golf something of a rare sight on our roads these days.

But not in South Africa!

Imagine my surprise and delight, when driving the beautiful and well-maintained roads of Cape Town (for our first taste of the new Volkswagen Amarok), to find almost every second car was what appeared to be an old Volkswagen Golf. Many of them looked like ratty survivor cars, but others were in impressively good condition and with a modern twist of alloy wheels and updated details.

I also got excited when we rolled up next to a four-wheel drive Toyota Stallion in traffic, and was floored by the dichotomy of watching a Mercedes-AMG G 63 6×6 rolling through one of Cape Town's many informal settlements.

But the enduring surprise was a constant stream of old Mk1 Golfs through the windscreen.

Were they all first-generation Golfs? They certainly looked like they were, but something about them seemed a little bit off. They had funny names too, names I've never heard before (TenaCiti, VeloCiti, Chico, CTi); some had twin headlights, and others had modern-looking alloy wheels and different grilles, headlights and taillights.

So, how did so many survive over here? Was there some kind of Mk1 Volkswagen Golf preservation society? It just didn't make sense.

So when I swapped into the passenger seat of the all-new Amarok, I asked the locals - and started googling furiously.

Before I arrive at the interesting answer, a quick refresher: The first-generation Volkswagen Golf arrived on

Passat and the Scirocco, but it's the Golf for which he's best remembered and his most commercially successful design.

He called it "the most important car of my career" on his 70th birthday in 2008, adding "Its success opened many doors for me".

More important than the BMW M1, Alfetta and Alfasud, DeTomaso Mangusta, Iso Grifo, DeLorean, Lotus Esprit, or any number of Lancias, Fiats, Ferraris and Lamborghinis he also styled, then.

After being replaced by the redesigned Golf 2 and concluding production in September 1983 - with over 6.8 million examples produced - the first generation Golf was being retired as a great success.



It spawned sedan (Jetta), ute (Pickup/Caddy) and Cabriolet versions, as well as the first ever GTI hot hatch. The second-generation Golf was similar, but bigger, modernised and much more sophisticated.

However, there was a problem in some parts of the world, including South Africa: the incoming Golf Mk2 was no longer an entry-level choice for students and first-time car buyers. It was simply too expensive.

Local Volkswagen executives knew that leaving the affordable end of the market would signal the end for the brand in South Africa; the VW factory in Uitenhage near Port Elizabeth had produced Beetles from 1951 to 1979, and the original Mk1 Golf from 1978 as a replacement. But by 1984, when the larger and more expensive Golf 2 appeared, local executives started planning for a local solution.

The idea of refreshing the original model was floated, as VW's Mexico factory was also doing (the Golf 1 there was known as the Caribe, and was produced until 1987 when replaced by the Golf 2).

Another option was to adopt the smaller Polo, but Volkswagen South Africa feared it would lose market share to larger competitors.

Instead, they reached a decision that would be unique for their needs: where the rest of the world got something bigger, heavier and more expensive, the South African market would get a refreshed version of the original Golf Mk1.

The originally planned 'Econogolf' name was dumped in favour of 'Citi Golf,' and marketing teams got to work applying a fun, youthful appearance to this 'new' model through advertising and a bright colour scheme with large 'CITI' decals - only red, yellow and blue were available.



These colours were inspired by the colourful beach huts of Muizenberg Beach in Cape Town, and provided an important point of difference to the competition.

The Citi Golf launched in 1985, with body panels identical to that of a five-door Volkswagen Golf Mk1. It was cheap and cheerful, and (most importantly) able to compete directly at the entry-level point of the new car market.



Volkswagen South Africa's decision was clearly the right one, because the Citi Golf enjoyed a popular 25-year production run, with over 377,000 examples produced, remaining largely unchanged over a quarter of a century.

The Citi Golf was powered by a range of carburettored and (later) fuel-injected petrol four-cylinder engines, ranging from 1.3 to 1.8 litres and powering only the front wheels.

There was a fuel injected 1.8-litre engine in the most powerful variant, known as the CTi 1.8iR, basically a reborn Mk1 GTI. It made 90 kW at 5900rpm and 162 Nm at 4200rpm.



Because of its low-cost raison d'être, an optional automatic transmission was spurned by buyers: the vast majority sold were manual, and most stuck to the recipe of basic equipment levels and low cost.

There were updated and tweaked over the years, with mild facelifts changing the look of that original sheetmetal. In 2004 a dashboard from a Skoda Fabia was grafted into the vehicle during the final years, and there was even a driver's airbag included as well.

The Citi Golf - a genuine and unashamed 'people's car' for the African nation - finally ended production as an icon of South Africa's roads in August 2009, over 15 years after the last Mk2 'replacement' had been made in Germany!

Progress waits for nobody. Emissions laws started to affect the aged eight-valve powertrains of the Citi Golf, which was struggling to stay on the right side of Euro 2 standards.

And there was also the dearth of safety levels in the car, which was effectively a 35-year old design. The VW Uitenhage factory had been producing the modern Polo since 1996, and was by now the world export supplier of Polos for the world RHD markets such as the UK, Japan and Australia. The modern versions of the Golf were also being made, for home sales and export, as Volkswagen modernised the factory



to create a VW world production 'hub' in South Africa.

The end of City Golf production in August 2009 was celebrated by 1000 numbered limited-edition models (called Mk1), along with a national road-trip for fans to tell their stories. One of the last examples was covered in notes by fans and enthusiasts as it travelled to events around the country.

The very last Citi Golf was shipped to Wolfsburg, where it can be seen on display at the Stiftung AutoMuseum Volkswagen.

Sam Purcell

Five finger discounts.

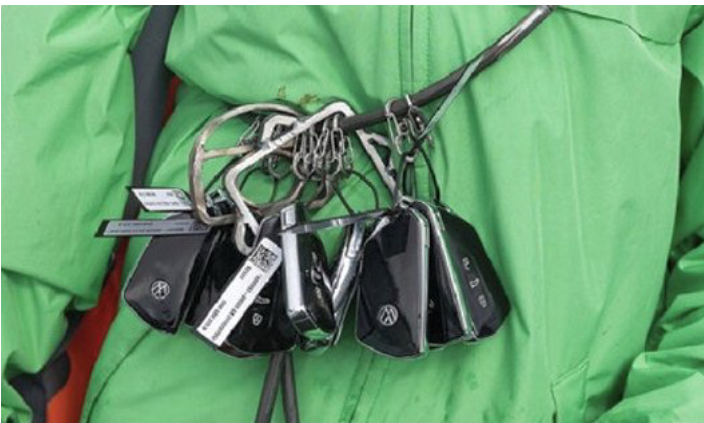
We are lucky to be in a car club with a great and diverse group of honest people.

Therefore, theft isn't a big issue.

Sure the odd thing has been stolen from the shed or the swap meet, but it's never been a problem.

That's why it comes as a big shock to Volkswagen people when it happens to them.

Theft is the one and only thing not tolerated in the



Volkswagen community.

It's the quickest way to be shunned by everyone, and that's saying something. Also, there is a whole bad karma thing that goes along with it.

When I was young, I was no angel and I'm not pretending I was, so this is how I know that theft is a losers game.

If you find something desirable and you can't afford it, just ask for it and most people in our club will probably just give it to you, just for being honest and not a thief.

So there's really no need for theft and it's probably why it's rare.

Just be careful who you invite to your house though, because there's always that one percent of people that stuff it up for everyone else.

Ashley Day.





New VW 411.

The Sydney Morning Herald, Monday 31 March 1969

With its recent '411' model, the Volkswagen company has produced an entirely new car.

It is a good-looking and well-proportioned two- or four-door saloon of greater size and capacity than the existing 1600 models and, in fact, its appearance conforms to modern styling trends.

The famous VW concern has experienced many vicissitudes of recent years. With the increasing demand for larger and better cars than the ubiquitous 'beetle', the company added the 1600 range of more conventional shape, and later the elegant but more expensive Audi range.

Now the brand new 411 is a further addition, with greater passenger space and a much larger boot, at a price in England around the Audi range.

The new car has a sleek modern body, with a large flat front deck over a capacious boot, a two- or four-door body, and the engine in rear.

The car is 15 feet (4.6 m) in length and 5½ft (1.7 m) wide, whilst for better riding the front end has been changed to the popular MacPherson strut design, and to trailing arms and coil springs in the rear.

Another change is to a unitary construction of body and chassis, and an elaborate heating system (incorporating a fuel-burning heater for extreme conditions) is provided. The front individual seats are adjustable in three planes, and even the sides of the squabs can be adjusted for wrap-around.

Whilst the engine is still in the rear, weight distribution has been made more uniform at 45/55 front to rear, and (believe it or not), the car now understeers in the interests of safety.

Engine

The flat-four layout rear engine is retained, but it is a completely new Porsche design with a capacity of 1679cc, yielding 72 gross horsepower (51 kW) and 92 lb-ft torque (124 Nm) from a modest compression ratio of 7.8 to 1. For the first time an oil filter (rather than an oil strainer) is fitted, in conjunction with an enlarged oil cooler. The layout is 'suitcase' style, like the smaller VW 1600 sedan.

The transmission has been changed to provide a direct top gear, and either manual control or automatic drive is optionally available. The gear ratios are, of course, different

for these two drives, but top is still high. For the first time, the clutch is hydraulically operated.

The new front suspension component, comprising a cross member carrying the wheels and steering, is removable from the car as a unit for overhaul. The rear engine is well behind the rear hubs, as usual with VW.

The braking system incorporates front discs, with a divided system and a pressure limiting valve to prevent rear

wheel locking, which is hardly likely with a rear engine.

On the road the improved weight distribution removes the marked change in cornering behaviour with throttle on or off, as characterised the early VWs. The new suspension gives a good ride, and the car has quite good cornering power.

I enjoyed a short drive of the car on my recent visit to England. The 411 is a very interesting addition to the ever-growing range of Volkswagen, and we look forward to its advent in Australia.



By Sturt Griffith B.E.

Fill 'er up yourself, mate, and save 2c on a gallon.

The Sun-Herald, Sunday 11 April 1976

This week I became one of Sydney's best dressed - and worst paid - service station attendants.

In my best suit, I topped up the tank of a thirsty car - and received 12c 'pay' in petrol.

The occasion was the opening of Sydney's first electronic self-service petrol station, at Hurstville.

Shell will open four such stations in Sydney this month, and has plans for 60 throughout Australia.

The company claims the service stations are not the old coin-in-the-slot, small hours of the night self-serve, but computerised centres which will mark the start of a new era



Reporter Maurice Dunlevy serves himself with petrol at a service station in Forest Road, Hurstville.



in petrol selling.

Customers have to fill their own car, but receive a 2c a gallon discount - the saving from not having to pay drive-way attendants.

A computer, inside the office, tallies the total and shows the amount on a console screen along with the number of the pump.

Customers then pay a cashier, who is also the console operator.

The system is fool-proof.

The pumps are easy to use. They have lightweight nozzles, and are designed to stop when the petrol tank is full.

If Shell is correct, it is only a matter of time before half our service stations are self-serve.

The company says 50 per cent of European stations are serve-yourself.

In Sweden the figure was nearer 80 per cent, they say.

At a time of soaring labour costs, savings are expected to be considerable.

A staff of three - including a manager - is all that is needed to operate a station with a car wash.

The spokesman said a large part of service station expenditure was on wages for casual driveway attendants.

Because most attendants were part-time workers who had other jobs, the stations were not expected to cause major unemployment.

Reaction to the first Sydney station has been good.

But Shell admits that some motorists prefer to pay an extra 2c and have an attendant fill their tank.

These motorists, says the company, are directed to the nearest conventional Shell station.

Maurice Dunlevy

ELECTRONIC SELF SERVE



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development of the minimum wage. The price reduction led to four times better Beetle sales and in Mexico the expectation of more Beetle millions sprout.

In any case, the Mexican Volkswagen workers responded at the recent millionth celebration with a thundering 'Si' when their boss Martin Josephi asked if they also wanted to

A million bugs left in Mexico.

Gute Fahrt magazine Germany, 1992

At Volkswagen in the Mexican city of Puebla, the 21 millionth Beetle rolled off the assembly line on June 23, 1992, a red car with flowers in the national colors - green the cypresses, white the chrysanthemums, red the carnations. The car was built three times in an identical form - one for Volkswagen de Mexico, a second for the Wolfsburg AutoMuseum, and a third for the Mexican President. A sticker with the Beetle silhouette and the line '21 Milliones' adorns the flanks of the cheering Beetles, which now have a 1.6 liter boxer engine with 34 kW / 46 PS in the rear. The carburetor engine is designed for unleaded petrol and now has an uncontrolled catalytic converter.

External characteristic: a single thin exhaust pipe at the rear left. Interior feature: a two-spoke steering wheel from the Golf.

In 1980, in Puebla, Mexico, the last Beetle production facility in the world, the 20th million Beetle had been reached.

In 1990 Käfer's end seemed near when the unmistakable car received an unexpected boost. In the interaction between Volkswagen and the state, a price reduction was achieved. Productivity growth and tax cuts achieved a lower Beetle price, which now stands at 7,000 dollars and, in inflation-ridden Mexico, is linked to the

build the 22 millionth Beetle sometime in the next millennium. Only Peter Frerk, a member of the Wolfsburg Group Board of Management, dampened the Beetle joy with the reference to other attractive cars that are being built in Mexico - recently the Golf 3 and the new Vento under the old name Jetta. It can therefore be expected that the Beetle will continue to be built in Mexico as long as it benefits from government funding there.

At the same time, Volkswagen is scattering all hopes of another official sale of the Beetle in Germany - the low production capacity is not even sufficient for Mexico.

Disney's Herbie in Germany.

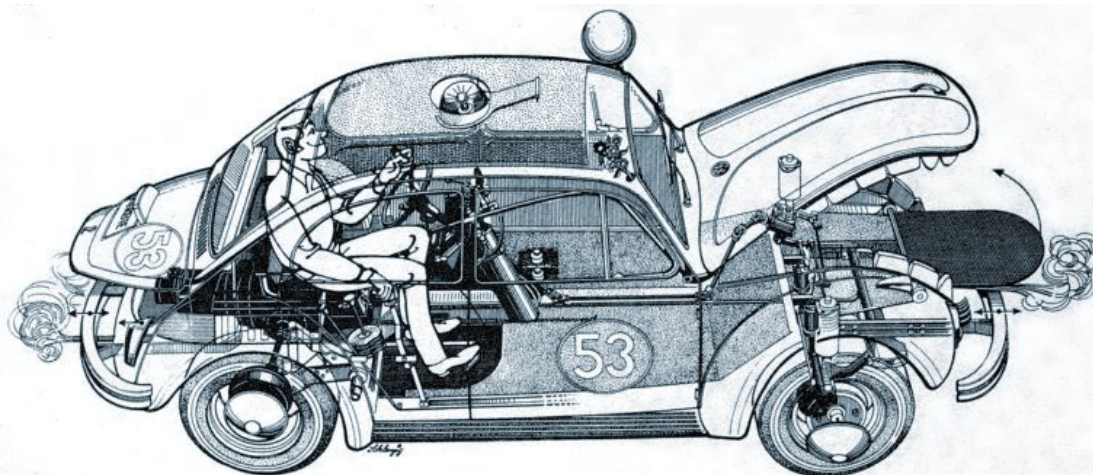
Gute Fahrt magazine, Germany, 1991

'Ein toller Käfer' ('A Great Beetle' - the German name for the 'The Love Bug') was only the first in a series of films starring the Beetle Volkswagen. More films followed. A specially prepared Herbie traveled through Germany and Europe for advertising purposes.

Disney's first Beetle film from 1969 was incredibly successful. 'Ein toller Käfer' drew millions of visitors to cinemas around the world. So the idea of sequel films was obvious. You should carry on the success. And of course the wondrous Beetle named Herbie should advertise it.

In 1972 Herbie, now a well-known film star, went on a European tour. However, this very special Beetle was not just one of those 30 pre-1965 film Beetles that were used in the shooting, but a completely newly developed car that could perform all kinds of new tricks.





of his cinematic slapstick, who did not even come close to the original produced by Walt Disney. A total of five films with the Beetle Dudu were made between 1971 and 1974 and are still available as video films today.

Even more than ten years after its debut, namely in the early eighties, Disney's 'Ein toller Käfer' still attracted crowds of visitors. At that time, the film was shown a second

The Herbie was developed and built by Disney employees in cooperation with the Wolfsburg experimental building on the basis of the 1302 Super Beetle. Externally recognizable by the characteristic longitudinal stripe and the starting number 53, it was a true all-rounder.

Herbie turned on his hindquarters, he opened his wide mouth (the front hood), stuck out his tongue and showed frightening teeth made of plastic. The headlights had been converted into googly eyes that Herbie could squint terribly with. The two doors opened and closed in a mysterious way, as if moved by magic. Herbie hissed from both pipes when he got really angry. He kicked his two bumpers back and forth and made brass music with his hubcaps.

The solution to the riddle: The driver hid himself in the rear, hidden from prying eyes behind opaque black lace curtains. Forklift hydraulics, powered by a carbon dioxide bottle and a 24-volt electric motor with 2 kilowatts of power, flanged to a modified gearbox of the VW 1302, provided the necessary movement sequences. There were also some technical tricks and, above all, a lot of imagination. The electrical energy was supplied by two large batteries that were located to the left and right of the driver's seat, which was installed instead of the back seat.

With the help of a total of 26 levers and buttons, Herbie was masterly controlled by his invisible chief pilot. The Herbie tour was a complete success and helped the German-American to become incredibly popular. That was also intended. Because as early as 1974 Walt Disney produced the sequel to the successful movie 'Ein toller Käfer' (The Love Bug), this time with the relational title 'Herbie groß in Fahrt' ('Herbie big on the move' (Herbie rides again)).

The film was released in our cinemas in October 1974. The story in a nutshell: Herbie helps an elderly lady by thwarting the demolition of her house and in the process throws away a profit-seeking, unscrupulous building contractor who wants to build the tallest skyscraper in San Francisco instead of the house.

With two other films, 'Ein toller Käfer bei der Rallye Monte Carlo' ('A great beetle at the Monte Carlo Rally' (Herbie Goes to Monte Carlo) in 1977) and 'Herbie dreht durch' ('Herbie goes crazy' (Herbie Goes Bananas) in 1980, the Disney people tried to continue the successful topic. The first Herbie film, however, was the best and most successful.

The German filmmakers also tried to swim along on the Herbie wave. Director and screenwriter Rudolf Zehetgruber chose a Super Beetle named Dudu to be the hero

time and again made for full box office.

One of these original Love Bugs, a veteran of the second Disney film, survived as the best unrestored movie car in the world and can even be viewed. German Beetle fans of course know immediately: Herbie has found a place of honour in the Wolfsburg Auto Museum.



Hans-Joachim Klersy

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Oscar's Scrapbook.

Evidence of new broom in VW 1967

The 1967 Volkswagen range, announced last week, shows some evidence of a new broom at work in the Australian organisation.

The car range has been rationalised to some extent, with a number of models going by the board.

Among those eliminated is the 1200 standard "beetle," the 1500S sedan and the 1500 station waggons.

A new model, the 1300cc Custom, replaces the standard with a price tag up \$70 to \$1,698.

The new car is far less austere than its forerunner and this, along with the bigger engine accounts for the price rise.

The only other new model is the 1600 station waggon, which replaces both the 1500 and 1500S models.

Its price is a surprise, down \$100 on the "S" model to \$2,490.

The interior and exterior trim of all the cars in the range has received considerable attention in an effort

to create a more luxurious image for the VW.

A number of improvements have also been made to the engine of the 1500 sedan, the price of which has dropped \$100 to \$2,098.

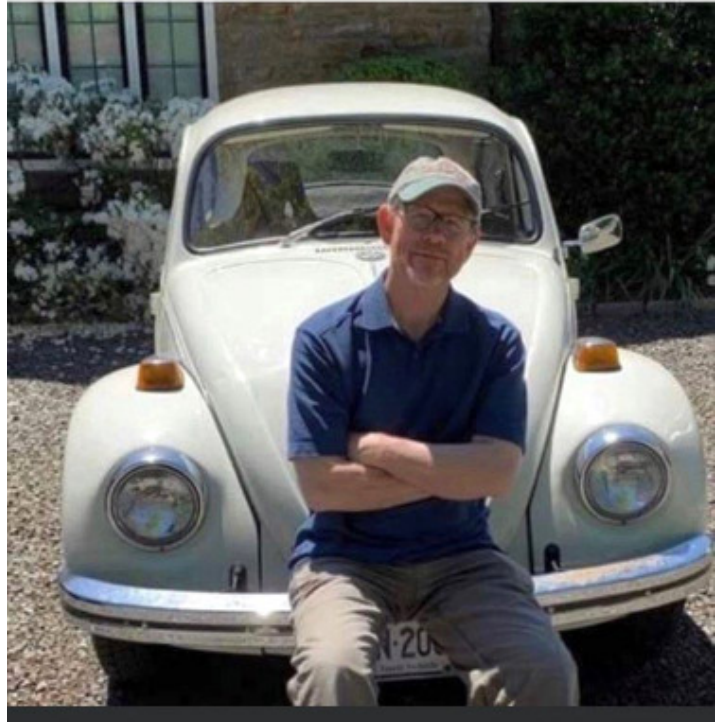
The price of the 1300 deluxe sedan has risen \$5 to \$1,863, the 1300 Sunroof sedan is up \$3 to \$1,957 and the price of the 1600 TS Fastback remains the same at \$2,425.

Toyota price

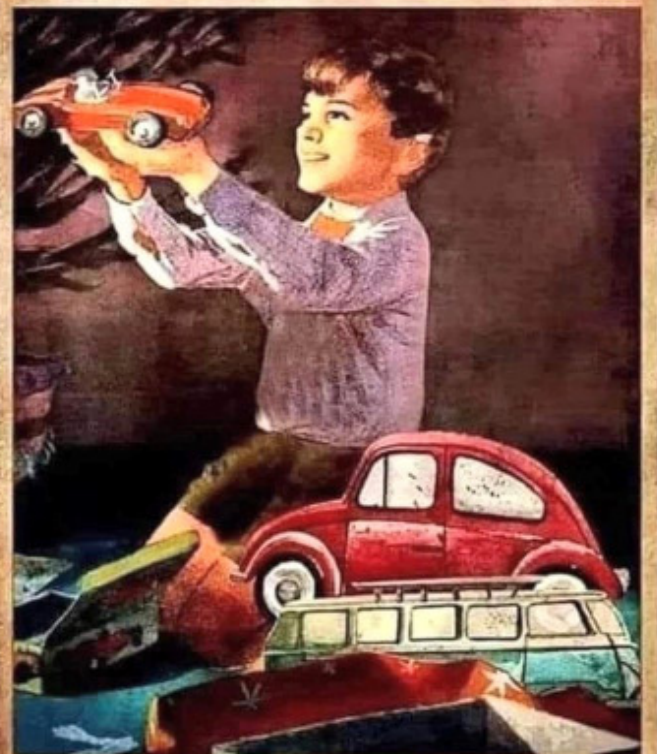
Due to a typographical error in the information supplied by the distributors, the price of the Toyota Corona five-door station waggon, road tested last week, was incorrectly stated.

The correct price is \$2,598 and not \$2,958 as previously stated.

Ron Howard with his 1970 Volkswagen Bug. Howard purchased this car new in 1970. To this day he still owns and drives it. "The most fun thing I have is my first car, a 1970 Volkswagen Beetle. It's the car I courted my wife in, so every once in a while we go out and neck in it."



SOME BOYS ARE JUST BORN WITH



CARS IN THEIR SOULS

I WENT BY THE HOUSE I GREW UP IN, AND ASKED IF I COULD GO IN AND LOOK AROUND. THEY SAID NO AND SLAMMED THE DOOR.



MY PARENTS CAN BE SO RUDE.

PS PICTURE NEWS



Turbine, behind pilot, burns gas, diesel oil, other fuels.



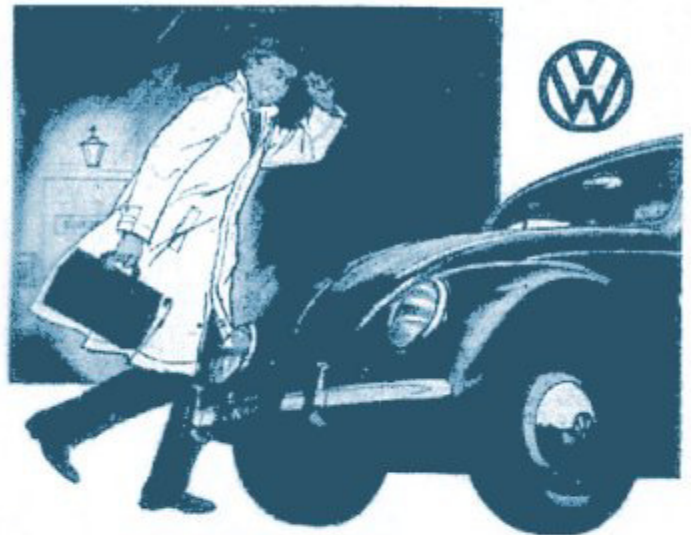
Copter fits in small trailer. Reassembly takes five minutes.

One-man copter fits inside 12½-foot trailer

A sort of aerial motorcycle, West Germany's Dornier DO-32 is a 90-hp. turbine-powered single-place helicopter. On the ground, its two 12-foot rotor blades and shaft fold on each other along with its landing skids to fit into a 12½-foot box trailer that can be towed by a light car. Dornier's one-man copter can make up to 75 m.p.h. and stay in the air 50 minutes on a 12.7-gallon tank of fuel. If put into production, it will sell for \$9,100.



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The late news.

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

The NSW State Library was mysteriously broken into last night. Nothing was stolen, but the card catalogue was re-sorted, the computer system upgraded and the filing system tidied and properly alphabetised. Police say it was probably the work of organised crime.

An Irish tourist was found this morning frozen to death in his car at Jindabyne Drive-In theatre. Police said he had apparently gone to see 'Closed For The Winter.'

English newspapers have revealed the real reason why Prince Harry decided to move to America. In the USA he doesn't have to tuck a picture of his grandmother into a girl's G-string when he visits a strip club.

A new traffic law was introduced today, which states that all motorists must turn on their headlights when it is snowing in Sweden. It was not explained how we are supposed to know if it's snowing in Sweden.

Victorian premier Dan Andrews said on morning TV today that he had a very enjoyable childhood. His father used to put him inside old motor tyres and roll him down the hill. They were good years.

The star-studded variety show for charity at the Regent Theatre was thrown into confusion last night. The show was to feature a singing and dancing act by a group called 'The Five Foolish Virgins.' But during rehearsals it was discovered that two of them were in fact, quite clever.

The Zippo cigarette lighter company filed for bankruptcy today, saying that internet shopping had destroyed the company. Shoppers doing a Google search for 'cigarette lighter' would instead find 3 million matches.

In spite of the on-going strike of UK delivery drivers, the tenthousandth Vauxhall Vectra rolled off the production line in Coventry today. And straight onto the pile of 9,999 others.

Police arrested the devil today. They charged him with possession.

A road worker was fired from his job today for theft. His fellow workers said they did not believe he had stolen anything from the job, but when they went to his home all the signs were there.

The new French ambassador to Australia, Jean-Pierre Thebault, was taken on a tour of Sydney today and a photo session outside the Opera House. On seeing the famous building, Mr Thebault said it reminded him of sex. Reporters then asked how the Opera House could remind him of sex? Everything does, replied the Frenchman.

Local bookshops have recently begun selling a new three-part series of Indian sex books, based on the well-known Karma Sutra. There's the No-So-Karma Sutra, the More Excited Sutra and the Absolutely Frantic Sutra.

In Canberra, the government have announced new restrictions on MP's travel expenses. All MPs will be provided with transport. Liberal politicians will have chauffeur-driven cars, while Labor MPs will be the chauffeurs. Green politicians will be provided with bicycles, and Clive Palmer's MPs will be not be allowed out without their parents.

Sport. Parramatta coach Brad Arthur has shared advice on how Eels supporters can increase the enjoyment of their last premiership win. They should rewind the VHS tape and watch it again.

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

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In Australia it won Wheels Magazine 'Car of the Year'.

'Wheels' said of it then: 'Golf is a total package that has the performance, handling, ride, accommodation, appointments, practicality and economy that could only be dreamed about in a small car before.'

'Golf is a classless car that is superior in every way.'



Leaving well enough alone might be alright for some people but it isn't the Volkswagen way.

So the 1977 Golf has been improved. Now it costs only \$5,998.

Now it's our top GLS model and it's fully imported. Now it's made in Germany to German standards of quality and finish, which means that '77 Golf will work even better and last even longer. We were more than a little pleased when our previous Golf won Car of The Year.

After all, we created it to be the car of the future.

You should test drive our new improved version and pick one up for immediate delivery. On its price alone we know you'll be more than pleased.



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