

# Zeitschrift



1984 VW Santana - never made it to Australia.

**March 2023**

**IN THIS ISSUE:**

**Flat 4 Lighthouse Cruise  
Gerringong Motor Fest  
VW T6 Caravelle  
More Ash articles**

**Sydney German Autofest  
ACT Shannons Wheels  
Automatic VW 1600  
Plus lots more...**



**The Legend Never Dies**

**Club VeeDub Sydney.**  
[www.clubvw.org.au](http://www.clubvw.org.au)

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



# Club VeeDub Sydney Committee 2022-23.

<b>President:</b>	Lee Woods president@clubvw.org.au	0414 952 509
<b>Vice President:</b>	David Birchall vicepresident@clubvw.org.au	(02) 9534 4825
<b>Secretary and: Membership:</b>	Norm Elias secretary@clubvw.org.au	0421 303 544
<b>Treasurer:</b>	Bob Hickman treasurer@clubvw.org.au	0418 613 394
<b>Editor:</b>	Phil Matthews editor@clubvw.org.au	0412 786 339
<b>Webmasters:</b>	Norm Elias Phil Matthews	0413 003 998 0412 786 339
<b>Social Media:</b>	Lee Woods l.woods@hotmail.com.au	0414 952 509
<b>Book and DVD Librarian:</b>	Carl Moll library@clubvw.org.au	0417 471 137
<b>Tool Librarian:</b>	Bob Hickman hicko@inet.net.au	0418 613 394
<b>Merchandising:</b>	Adam Daines sales@clubvw.org.au	0404 984 648
<b>Assistant Merch:</b>	Oscar Daines	
<b>Raffle Officer:</b>	Christine Eaton	(02) 9520 4914
<b>Vintage Registr:</b>	John Ladomatos vintage@clubvw.org.au	0449 236 076
<b>VW Nationals Committee:</b>	David Birchall Steve Carter Zelko Jurkovic	(02) 9534 4825 Sandy Benic Eddie Flieta
<b>Trophy Artiste:</b>	Lee Woods	
<b>Motorsport Captain:</b>	Rudi Frank motorsport@clubvw.org.au	0418 442 953
<b>VW Motorsport Committee:</b>	Rudi Frank Eddie Fleita	Steve Carter
<b>General Committee:</b>	Sandy Benic Stewart Burke	Zelko Jurkovic Oscar Daines

## Canberra Committee.

<b>President:</b>	Dot Bryan	clubveedubact@gmail.com
<b>Secretary:</b>	Willie Nelson	clubveedubact@gmail.com
<b>Treasurer:</b>	Dave Cook	clubveedubact@gmail.com
<b>Registrar:</b>	Willie Nelson	clubveedubact@gmail.com
<b>Council/Events:</b>	David Cook & Lachy Patton	
<b>Social Media:</b>	Dorothy Bryan	clubveedubact@gmail.com

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

## Club VeeDub membership.

Membership of Club VeeDub Sydney is open to all Volkswagen owners. The normal cost is \$50 for 12 months. Membership with Historic Rego is \$60 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/](http://www.facebook.com/ClubVeedubSydney/)  
[www.facebook.com/groups/ClubVeeDubACTPublic/](http://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](http://www.clubvw.org.au) under the Media - Zeitschrift tag.

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

## We thank our VW Nationals sponsors:

### 34 years.

Andrew Dodd Automotive	Vintage Vee Dub Supplies
H&M Ferman	Volksbahn Autos Pty Ltd
Stan Pobjoy Race Engineering	Volkswagen Australia

### 30 years and over.

North Rocky Mechanical	Wolfsburg Motors Sydney
Shannons Car Insurance	

### 20 years and over.

Aust VW Performance Ctre	Mick Motors
Evolution Car Hire	Mobile Model Cars and Toys
Harding Performance Cars	Reliable Automotive Services
Indian Automotive	Wayne Renrose Automotive

### 15 years and over.

All Metal Bumpers	Canberra VW Centre
Antique Tyres	Euro Revolution
Artemi's T-Shirts	Wolfsburg Auto Melbourne
Black Needle Motor Trimming	VW Magazine Australia

### 10 years and over.

German Performance Garage	VW Spectacular
Just Kampers	Volkscare
Mountain Mechanics	



# 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.**

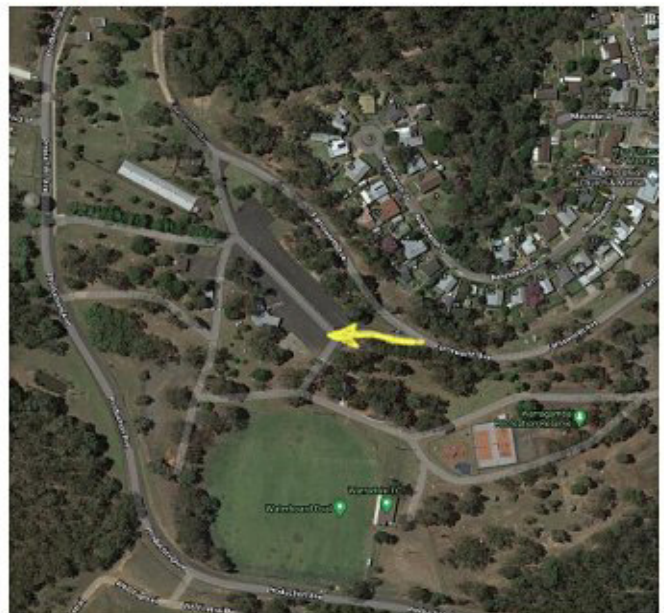
**Instead, Boris is going back to Warragamba Dam with his BBQ and a Kombi-load of sausages, onions, buns and drinks. You're invited along!**

**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.**







# SHOW 'n' SHINE



**Sun 19<sup>th</sup> March '23**  
**Gates OPEN – 7.30am**  
**\$5.00 Entry**

**Kelso Park North,  
Softball Complex Milperra  
Enter from Henry Lawson Drive**

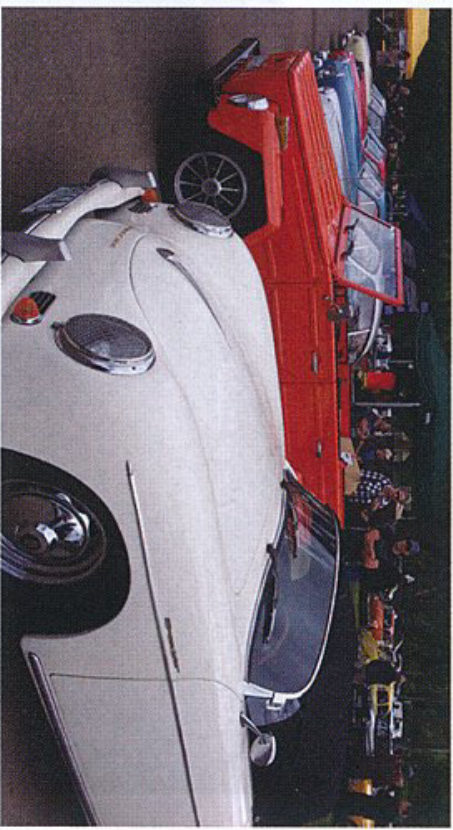
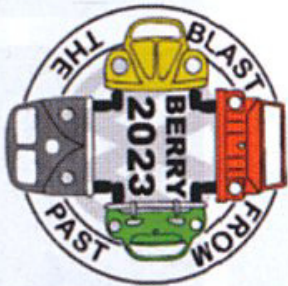


**CELEBRATING  YEARS**



# Berry Blast From The Past

Sunday 2nd April 2023 at the Berry Bowling Club



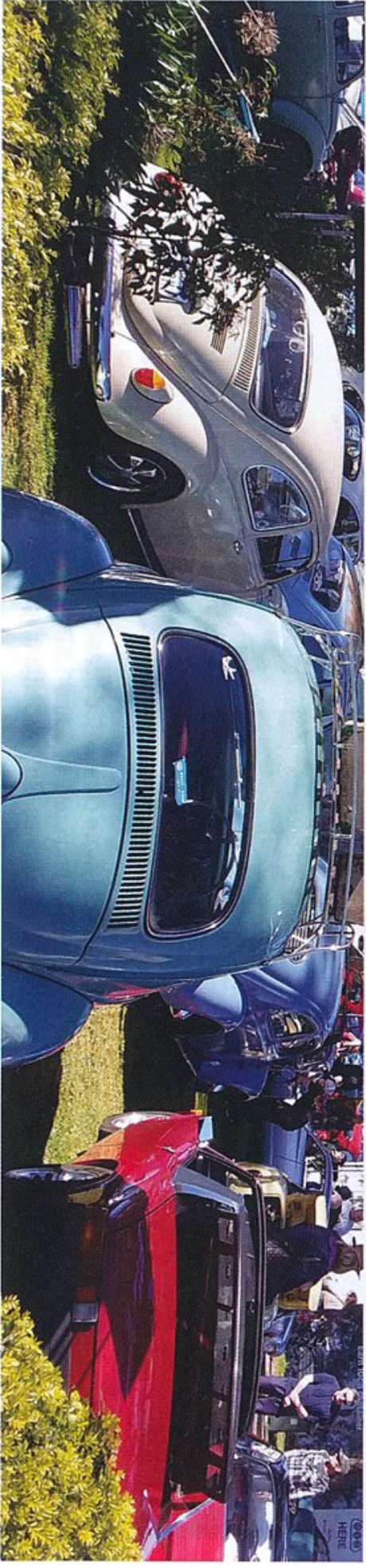
Vehicle entry is \$20 with gates open from 9AM

Gold coin donation for public entry

People's Choice Award and raffle draw at 1PM  
All Proceeds of the show donated to Can Assist

For more info please contact Dave Becker 0402003965

Camping is available at the showground contact the caretaker directly on 0427 605 200







## AUTUMN CRUISE

Weathers Cooling, Leaves are Falling, Dubs are Cruising!

Come Join Flat Four VeeDub Club

and

Other VW Lovers for a Relaxing AUTUMN Cruise

*Saturday 6<sup>th</sup> May 2023*

9am Meet at Indian Automotive (Unit 2, 143 Coreen Ave Penrith)

For a Chat and Shop Tour with an Expert

10.30am Depart – The Cruise will take around 1 1/2Hours

12.00pm Arrive at Paradise Café (766 River Road Lower Portland)

Enjoy Lunch by the Hawkesbury River

Please make sure you have a FULL TANK

For more Information Contact

Kevin 0417480905 or Rob 0418258879

Or [www.flatfour.org](http://www.flatfour.org) / Flat Fours Facebook

We're Celebrating 40 Years





# PRE - NATIONALS

## Cruise

**May 27th 2023 8 am for 8:30 am departure**  
**19 Stoddart Rd, Prospect ( Home Maker Center)**

- 9am - Vineyard Hotel - Vineyard
- 10am - The Australian Hotel - McGraths Hill
- 11am - Wisemans Ferry Bowling Club

There is no cost to join the run, we will be supporting local cafe's on route and a booking has been made for the Wisemans Ferry Bowling Club for Lunch.



**Organiser: Paul Stewert 0449 238 234**



The Legend Never Dies

euro-cruisers  
AUSTRALIA



# Club VeeDub Sydney VW Nationals

# 2023



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



For details contact David Birchall 02-9534-4825  
[WWW.CLUBVW.ORG.AU](http://WWW.CLUBVW.ORG.AU)





## Von der Frau Präsidentin.

Fröhliche Welt-Pride-Woche (Happy World Pride Week)

We hope all our members had a wonderful Mardi Gras last weekend, Sydney is really doing an excellent job of putting on a fabulous world pride event!

We had a busy month of events through February, lots of event reports and photos in this issue. However March is shaping up to be much quieter with only 2 events in the works.

Boris' Picnic Day is in Sunday 12 March at Warragamba. The old Ramsgate venue 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.

Flat Four are hosting a show 'n' shine on Sunday 19th March 2023 to celebrate 40 years of Flat Four VW Club at Kelso Park North, Softball Complex Milperra entry from Henry Lawson Drive. Gates open at 7:30am, entry is \$5. We look forward to seeing you all there!

April is shaping up to a great month full of events with: Berry Blast from The Past VW show at Berry Bowling Club, 140 Queen St (the old highway), Berry. Gates open 9am, vehicle entry \$20. Gold coin donation for public entry. People's Choice and Raffle Draw at 1pm. All proceeds to Can Assist. Hosted by the Shoalhaven Volkswagen Club. Contact Dave Becker on 0402 003965 for more info.

Then there's the Melbourne Dubfest 2023 at the Manhattan Hotel, Heatherdale Rd Ringwood (VIC). Gates open 9am, bar opens 10am. \$10 entry per car, spectators free. VW Show n Shine and Swapmeet.

After that in May is the Berry VW Show, and of course the VW Nationals, our biggest show of the year. Organisation of the Sunday show is going well, and we will have more details on the Saturday VW Cruise next month.

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 updated. If you have historic rego please go and check it out.

" Club Annual Membership increased on the 1st of January 2023, 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.

Volkswagen Fahrer mögen es im Fond.. zumindest bis 1974 (Volkswagen drivers like it in the rear .. at least until 1974)

Until next month,

Lee Woods



## Kanberra Kapitel report.

Hello from the Capital.

Things are rolling along here, I was going to try use car puns and that was the best I could come up with. A sad attempt really.

I was hoping to get out to Shannons Insurance Wheels last weekend, but anyone who knows me will agree that I am the worlds clumsiest person. I took a small tumble over some stairs (after washing the car specifically so I could attend) and couldn't make it. It sounds like it was a great turnout for all marques involved. Always next year, right?

The new CRS logbook registration scheme goes live here in Canberra on the 4 April 2023 for historic registration. Anyone on historic rego should hopefully get a letter from Access Canberra regarding the change prior to this date. Logbooks will be available from Access Canberra shopfronts from 8 April 2023 and will cost \$12. I'd consider not showing up on the 8th to get the logbook as they may be a little busy.

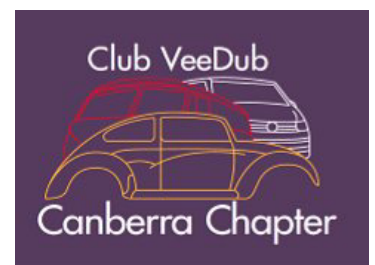
It's been a very interesting experience trying to sell the Scirocco. From the scammers to the time wasters to the interested parties who suddenly change their minds because they didn't get the funding they were expecting. For those following along at home, yes, I still currently have the Scirocco. I just did a plate swap on her last week and I giggle like a little kid every time I see the new plates (really should put them on the car). They end in R 00N, so of course being the adult I am, I walk around the house going 'Roon, Roon', instead of vroom, vroom. I know I clearly need to get out more.

On that note, I'll show myself the door.

Stay safe everyone.

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](http://www.clubvw.org.au/events) for the latest information and any changes.**

### March.

**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.

**Sunday 19th:- Flat Four VW Show n Shine,** at Kelso Park North Softball Complex, Henry Lawson Drive, Milperra. Gates open 7:30 am, \$5 entry. Join us and our VW friends for a day in the sun to celebrate 40 years of Flat Four VW Club.

### April.

**Sunday 2nd:- Berry Blast From The Past** VW show at Berry Bowling Club, 140 Queen St (the old highway), Berry. Gates open 9am, vehicle entry \$20. Gold coin donation for public entry. People's Choice and Raffle Draw at 1pm. All proceeds to Can Assist. Hosted by the Shoalhaven Volkswagen Club. Contact Dave Becker on 0402 003965 for more info.

**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.

**Sunday 16th: Melbourne Dubfest 2023** at the Manhattan Hotel, Heatherdale Rd Ringwood (VIC). Gates open 9am, bar opens 10am. \$10 entry per car, spectators free. VW Show n Shine and Swapmeet.

# TONIGHT at 5

## A BRAND NEW SHOW FOR THE MOTORIST ...



Hear this bright new show compered by "Breezin" John Brennan specially designed to make your drive home much more pleasant.

You'll enjoy top hit recordings . . . and gain big advantages through the 2SM RADIO CAR CLUB. Tune your radio to 2SM tonight for "Motoring to Music" . . . followed by 2SM's complete newscast at 5.45, providing all the news from Australia and overseas.

**Tune in  
TONIGHT  
at 5 on ..**

# 2SM

THE FAMILY STATION

WHEREVER YOU GO THERE'S RADIO

**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.

**Saturday 6th:- Flat Four's Autumn Cruise.** Join our VW friends for a relaxing Autumn cruise! Meet at Indian Automotive, 2/143 Coreen Ave Penrith, from 9:00am for a shop tour and expert VW advice. Depart at 10:30am for a 90-min cruise to the Paradise Cafe, 766 River Rd Lower Portland, and lunch beside the Hawkesbury River. Make sure you have a full tank of fuel! **For those fancying a coffee first, meet at the McDonalds, M4 westbound service area, from 8:00 am for an 8:45 am departure.**



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

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

**Saturday 27th:- VW Pre-Nationals Cruise**, organised by Euro Cruisers Australia. Begins at Prospect Homemaker Centre, 19 Stoddart Rd, at 8am for an 8:30 departure. 9am - Vineyard Hotel. 10am - the Australian Hotel McGraths Hill. 11am - Wisemans Ferry Bowling Club for the finish and lunch. Contact Paul Stewart on 0449 238234 for more info.

**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.

## June.

**Thursday 1st:- Magazine Cut-off Date** for articles, letters and For-Sales.

**Tuesday 6th:- Canberra General Meeting** at the Spanish Australian Club, 5 Narupai St Narrabundah, from 7:30pm.

**Thursday 8th:- Committee Meeting** and magazine pack at the Strathfield Golf Club, 52 Weeroona Rd Strathfield, from 7:30pm.

**Thursday 15th:- CLUB VW MONTHLY MEETING at the**

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

**Sunday 18th:- East Hills Charity Car Show** at Kelso Oval, Panania. This family charity event attracts car lovers from all over NSW, this year supporting the fight against multiple sclerosis. All classic makes and models welcome. Trophies to be won in numerous categories. Show cars enter through the gates on Marco Ave, off Childs St. A great family day out, food and drink stands, music and entertainment, motor accessory traders. Phone Glen on 0434 360791 for more info. **Join the Club VW convoy at McDonalds Moorebank (Newbridge Rd) at 8:00am for an 8:30 departure.** [www.easthillscarshow.com.au](http://www.easthillscarshow.com.au)

## Marktplatz.

*Marktplatz ads in Zeitschrift are free. All ads should be emailed to [editor@clubvw.org.au](mailto: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](http://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.

**No new ads this month!** Surely our members must have some VW stuff they want to sell or buy?? If you do, please email us at [editor@clubvw.org.au](mailto:editor@clubvw.org.au) with your ad. Attach a JPG photo if you wish. Remember, these ads are free!

DISCOVER HOW EASILY YOU CAN OWN  
**VOLKSWAGEN**



VW KOMBI VAN    VW MICROBUS    VW PICK-UP  
FROM THE N.S.W. DISTRIBUTORS  
**LANOCK MOTORS LTD.**

- 4 MODELS FROM WHICH TO CHOOSE
- PRICES FROM \$1,141 [inc. tax]
- DEPOSITS FROM \$230.
- TRADE-INS ACCEPTED
- TOP MARKET PRICE FOR YOUR PRESENT VEHICLE

COMMERCIAL VEHICLE DIVISION  
**CARSELL PARK**  
141 PARRAMATTA ROAD,  
CAMPERDOWN,  
LA6758. After hours LW7700.



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



## 2nd Month Ads.



**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](mailto:simon@dentmedic.com.au)




**For Sale:- 4 steel wheels** for a '69 T2 Kombi; excellent condition and with 4 very good tyres. \$150 each Contact: Peter 0412 640 975 or [peterbradley456@gmail.com](mailto:peterbradley456@gmail.com)



**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). 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](mailto:lingus@acenet.com.au)

**1967 VOLKSWAGEN (fully imported) MICRO BUS**



This DelDax Micro Bus with sliding Sun-Roof is luxury in itself. Fitted 12 volt system and is in GOOD AS NEW condition throughout. Only 6,000 miles covered. Colour is Sea Blue with Nimbus White and the vehicle is unblemished inside and out. **PHONE OR CALL THIS WEEKEND.**

**LANOCK MOTORS LTD. PARRAMATTA RD., FIVEDOCK, 79-2311**



## Trades and services directory.

## Trades and services directory.

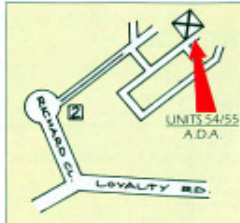
### ANDREW DODD AUTOMOTIVE THE ENTHUSIAST VW SPECIALIST

Specialising in:  
Engine Reconditioning, Brakes, Front End Work, Servicing & Modifications to VW Beetle, Kombi, Type 3, Golfs & Passats.

**40 YEARS VOLKSWAGEN EXPERIENCE**

We are located at:  
Units 54 & 55/2 Richard Close  
North Rocks (Off Loyalty Rd)

**PH: (02) 9683 2184**



Unit 1  
11B Harp Street  
Campsie NSW  
Australia 2194



Tel: 02 9789 1777

Fax: 02 9718 8704



**VEE-DUB SUPPLIES**

**KOMBI GHIA TYPE III BEETLE**

**WWW.VINTAGEVEEDUB.COM.AU**

## H&M FERMAN AUSTRALIA

**Original Equipment Manufacturers & Designers for the Motor Industry**

Warwick Blackwood  
National Sales Manager

99-105 Boundary Road  
Peakhurst NSW 2210  
Sydney Australia  
[www.hasmot.com](http://www.hasmot.com)

**hasmotek**  
AUSTRALIA

Ph: +61 (0) 2 9533 2722  
Fax: +61 (0) 2 9153 6033  
Mob/Cell: +61 (0) 415 263 029  
Email: [warwick@hasmot.com](mailto:warwick@hasmot.com)  
Email: [hasmot.vw@gmail.com](mailto:hasmot.vw@gmail.com)

## Stan Pobjoy's Racing Engineering P/L

All engines are precision machined and personally built by Stan Pobjoy, guaranteeing you professional engine build quality and exceptional performance.  
Power your VW with a Pobjoy engine today!

**02 6654 3694**

Stan Pobjoy's Racing Engineering Pty Ltd  
1252 Orara Way, Nana Glen, Coffs Harbour NSW 2450

## INSURANCE FOR MOTORING ENTHUSIASTS

CALL 13 46 46  
[SHANNONS.COM.AU](http://SHANNONS.COM.AU)



SHARE THE PASSION

## IMAGINE THE BIGGEST & BEST DISPLAY IN AUSTRALIA OF NOS & NLA STOCK

REPUTED TO HAVE THE LARGEST STOCK IN THE WORLD

Volksbahn Autos



PHONE FOR PRICES & STOCK

(02) 9688 2933 6 DAYS

FULL MAIL ORDER SERVICE

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

## North Rocky Mechanical & Import Parts



Gordon & Maree Fischer

43 Quinn Street  
North Rockhampton Q 4701  
P.O. Box 5732 CQMC 4702

**Ph. (07) 4922 0111 Fax. (07) 4922 0555**

Automotive Servicing Specialists

67 CAMPBELL ST  
ST. PETERS, NSW 2044

JAN BANGMA

Email:  
[wmooffice@tpg.com.au](mailto:wmooffice@tpg.com.au)

Phone:  
9519 4524

VOLKSWAGEN - AUDI





## Trades and services directory.

## Trades and services directory.

### AUSTRALIAN V DUB PERFORMANCE Centre

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

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

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](mailto:avwpc@vwperformance.com.au)



Mikki Piirlaid  
The Chief  
[mikki@indianautomotive.com.au](mailto:mikki@indianautomotive.com.au)  
0410 315 739

Indian Automotive We Share Your Passion

02 4731 6444

Volkswagen & Porsche Specialist

Unit 2/143 Coreen Ave, Penrith NSW 2750

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



### MICK MOTORS

96 Toombul Rd  
Northgate QLD  
Australia 4013

Ph +61 07 3266 8133

Volkswagen Spare Parts Fax +61 07 3260 5179

[mick@mickmotors.com.au](mailto:mick@mickmotors.com.au)



Volkswagen  
Audi  
BMW

RELIABLE AUTOMOTIVE SERVICES

Francesco Frustaci  
Reliable Automotive Services  
Manager

15 Dickson Ave  
Artarmon NSW  
2064  
9438 3830

[info@reliableauto.com.au](mailto:info@reliableauto.com.au)

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

## WAYNE PENROSE

VOLKSWAGEN CITY LTD

Home of the Multi-Award Winning "MANGO DREAM"

2/106a Pitt Street  
North Nowra 2541

0419-481461

## HARDING PERFORMANCE



Guy Harding

1/56 Cambridge St,  
Coorparoo Qld 4151  
[www.hp.net.au](http://www.hp.net.au)

T 1300 730 949  
P +61 7 3394 1200  
e [guy@hp.net.au](mailto:guy@hp.net.au)



Robert 0418 662 915

Tereza 0419 494 465

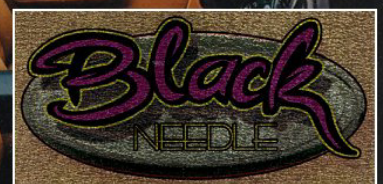
PO Box 200  
Blacktown NSW 2148

Shop 2a, 12 Romford Rd  
Kings Park NSW Australia

[evolutioncarhire.com](http://evolutioncarhire.com)  
[evolutionhire@optusnet.com.au](mailto:evolutionhire@optusnet.com.au)



Specialising in Restoration, Customisation & Repair  
of Auto, Marine & Commercial Vehicles.



MARK: (02) 4722 5333 [www.blackneedle.com](http://www.blackneedle.com)  
Unit 38 / 37-47 Borec Rd, Penrith. 2750



## Trades and services directory.

**MOBILE AUTO MODELS & TOYS**

Specialising in diecast model cars

**STEVE**

Ph: 9543 5364  
 Fax: 9543 2649  
 Mob: 0403 012 060

[mobilemodels@bigpond.com](mailto:mobilemodels@bigpond.com)



## Trades and services directory.

**Euro Revolution spare parts**

Creating a Revolution for a Euro car Revolution  
 Importing quality performance and spare parts for water-cooled Volkswagens

**SEBASTIAN NAJDER**  
 5/4 Appin Pl  
 St Marys NSW 2760

Phone: 04 10-541-322  
[www.eurorevolution.com.au](http://www.eurorevolution.com.au)



Australia's Air & Water Cooled VW Magazine!

**CRAIG HUGHES**

VW Magazine Australia  
 PO Box 3551  
 Loganholme  
 QLD 4129

Phone: 0419 735 596  
[info@vwma.net.au](mailto:info@vwma.net.au)  
[www.vwma.net.au](http://www.vwma.net.au)





**ALL METAL BUMPERS**

Unit 1/17 Memorial Avenue, INGLEBURN

Phone: **9605 1044**



## Club Veedub Sydney Membership / Subscription Form. ✂

New Member:  Renewal:

Name:

Address:

State:  Postcode:

Email:

Phone:  (BH)

(AH)

(Mob)

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

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

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

\_\_\_\_\_

\_\_\_\_\_



## Trades and services directory.

## Trades and services directory.

mobile bar.



# Kombi Keg

0419 363 922  
www.kombikegnorthwestsydney.com.au

Six icy cold taps for all your favourites - Draught Beer, Cider, Wine, Cocktails, Soft Drink & more!

Pop-up roof TV to display photos, branding, videos or even watch the footy!

Weddings Engagements Hens & Bucks Birthdays  
Corporate Functions Brand Activations Festivals Shows

## Club Veedub Merchandise

For Club polo shirts, jackets, hats, mugs, stickers etc - or any other Club items you might suggest,  
Contact Adam Daines  
0404 984 648  
[sales@clubvw.org.au](mailto:sales@clubvw.org.au)



### Beetle glovebox lid pull handle.



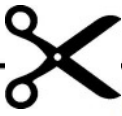
Australian made to suit early (pre 68) VW.  
High quality stainless steel polished to a show winning shine.  
\$37 posted within Australia.

Enquiries  
Carl Moll  
[carlmoll@iinet.net.au](mailto:carlmoll@iinet.net.au)  
0417 471 137

## Wanted:



Your business ad in this space.  
The cost for 11 months is \$110 - this does not include the VW Nationals issue.  
Post your business card and a cheque for \$110 to the Secretary, Club Veedub Sydney, PO Box 324, Mortdale NSW 2223



## Club Veedub Sydney Membership / Subscription Form.

Please tell us about your Volkswagen(s):

Year	Model	Engine Size	Rego No.	Colour

Please enclose a cheque or money order for **\$50.00**, (or **\$60.00** if you wish to apply for Historic Rego), payable to Club Veedub Sydney, and post it with this form to:

Club Veedub Sydney,  
PO Box 324  
Mortdale NSW 2223

You will receive 12 issues.





## Amarok pre-orders.

Pre-orders for the 2023 Volkswagen Amarok already number in the thousands, Volkswagen Australia has announced, even before prices are announced or vehicles arrive in showrooms.

And demand for the perky yet economical 2.3-litre turbo-petrol model has exceeded Volkswagen Australia's expectations, indicating not everyone wants a diesel double-cab ute.

Volkswagen executives told media this week orders for the first new Amarok in 12 years - due in in the next month or two - are "definitely in the four digits", and it is "confident" of receiving the number of cars it has requested from the Ford factory in South Africa.

Demand for the 2.3-litre turbo-petrol four-cylinder engine - designed by Ford and offered in the VW's Ford Ranger sibling overseas, but exclusive to the Volkswagen Amarok in Australia - has exceeded expectations, executives say.

"Dealers are taking orders [for the new Amarok]. We're not necessarily tracking [orders] completely at this point, mainly because there's no pricing announced," local Volkswagen Commercial Vehicles director Ryan Davies told Australian media.

"So ... we know that it's definitely in the four digits in terms of pre-orders, but nothing's committed until you've got a final price and specification, and then ultimately an allocation of cars."

When asked about expected supply and production of the new Amarok, Mr Davies told media: "We think it's going to be fine."

"We think we're going to be alright mainly because the agreement that we have, there's a [production] volume that's committed [with head office]. So we're pretty confident that we'll be able to get that volume as agreed throughout the year."

"Being the number one market globally for Amarok, I'd like to think that we've got some level of pull in terms of securing production," said Mr Davies.

There is expected to be a 'blackout' of stock between the sale of the last current first-generation VW Amaroks - probably already happened - and the arrival of the new model in the second quarter of 2023.

The 3.0-litre turbo-diesel V6 is expected to remain the most popular engine in the new Volkswagen Amarok range - after it grew to account for 85 to 90 per cent of sales of the old model - but demand for the 2.3-litre turbo petrol has exceeded expectations.

The 222 kW/452 Nm 2.3-litre petrol four-cylinder engine was designed by Ford, and is available in the new Ford Ranger overseas - but between the two utes in Australia, it will be a Volkswagen exclusive.

"When we initially looked at [the petrol engine], we thought it was an interesting engine, but we may have slightly under-called the mix of that car. It seems to be a lot more interest in that engine than we anticipated," Mr Davies said.

"You have to remember that we've been an 85 per cent, 90 per cent V6 diesel market [for the original Amarok] for quite some time. So we obviously thought that [new Amarok sales] were going to continue to be dominated in that V6 diesel category."

"But there's been a lot of interest in the petrol engine from customers, but also, funnily enough, from journalists. So it's interesting."

When asked if the 2.3-litre petrol engine was Volkswagen's substitute for the 292 kW twin-turbo V6 petrol Ford Ranger Raptor - which is off-limits to VW - Mr Davies replied: "Not really."

"I think we've just got to wait to see how that car drives and how we go in the first few months. We still think, especially in that market, a lot of people tow, and a lot of people that tow want diesel and they want [a] V6 diesel."

"The reason they want that is because they need the power to be able to tow, but also the range. I'm not sure that petrol gives you that type of range if you're towing. Certainly in a Raptor, I'm guessing that the range wouldn't be fantastic if you're towing in that car either."

Volkswagen Australia spokesman Daniel DeGasperi added: "This Amarok does give us an opportunity to speak even more to Volkswagen owners potentially than [the first] generation of Amarok."

"So what I'm talking about there is families, at a level of technology. Volkswagens are renowned for ... petrol engines in the Australian market."

"There's potential of some crossover there from people who aren't buying this car to tow or to go off road or so on. But they might be a sole trader and they might have a family and they want the added refinement and quietness of the petrol."

The 2023 Volkswagen Amarok is due in Australian showrooms soon in a choice of five model grades, across four engines: single- and twin-turbo 2.0-litre four-cylinder diesels, a single-turbo 3.0-litre V6 diesel and a single-turbo 2.3-litre four-cylinder petrol.

## Next Walkinshaw Amarok.

Volkswagen Australia says it is in talks with former Holden Special Vehicles tuning division - the Walkinshaw Automotive Group - about a successor to the hugely popular W580 series based on the original Volkswagen Amarok.

The second-generation, Ford Ranger-based Amarok is due arrive in Australian showrooms from April 2023, where it is expected to become Volkswagen's biggest selling model locally.

And a Walkinshaw edition of the new-generation Volkswagen Amarok is on the cards.





"We've never hidden from the fact that both parties (Volkswagen Australia and Walkinshaw) are interested in continuing with the partnership, but we haven't formalised that yet," said the head of Volkswagen Australia's commercial vehicles division Ryan Davies.

"Our intention would be to evaluate what a new program could look like then get a position on that reasonably quickly. It's hard to start development until you've got cars here.

"The appetite for both parties to continue (with special edition vehicles) is high. And the market is definitely primed for another W Series Amarok. The new model is coming and we'd be mad not to look into it."

When asked if Volkswagen Australia would follow the same successful formula as before - start with a tarmac version before adding an off-road edition at a later date - Mr Davies said: "I can't say for sure that we would follow the same formula (a tarmac edition followed by an off-road version).

"But what we will do is work with the team here at Walkinshaw to establish what we believe are the (strengths) of the new range and then to decide what is the best path forward.

"There's a lot of engineering expertise in the Walkinshaw business that we can lean on, to find where the gaps in the ute market might be, and how we might best leverage those opportunities."

When asked if future Walkinshaw versions of the new Volkswagen Amarok might be sold overseas, Mr Davies said: "Whether a program (like this) has transferability to other global markets, it really remains to be seen. I'm not certain that's something we're working towards. For the new Amarok we're really more concerned with what we're doing in our own backyard."

Ryan Walkinshaw said working with a diverse portfolio of car companies - such as Ram Trucks Australia, General Motors Specialty Vehicles, Volkswagen and Toyota - has future-proofed his engineering and assembly business and kept automotive manufacturing skills alive in Australia after the shutdown of the Ford, Toyota and Holden car assembly lines in 2016 and 2017.

"We are a multi-brand partnership business and we rely on that to create a strong business for our future," said Mr Walkinshaw.

"We found out the hard way not to rely on a relationship with just one automotive partner, because one day they could turn up and say they're closing down their manufacturing and you need to pivot your business in the next six months.

"Since then (the shutdown of Holden) we've grown our

business from 20 engineers to nearly 100 engineers, and 250 manufacturing employees to nearly 1500 assembly workers."

## Electric Amarok wanted.

An electric version of the new Volkswagen Amarok ute is on the drawing board at headquarters in Germany - and it's high on Volkswagen Australia's wish list for a local launch in 2026.

Volkswagen Australia executives told local media last week an electric Amarok was being "investigated" by head office in Germany, alongside an eCrafter electric van.

But they stopped short of confirming such vehicles are in development, or giving a formal indication of when they are due in showrooms - beyond a wish to have them on sale in 2026.

"Neither of these vehicles are confirmed as yet but we know that there is definitely a desire at headquarters to investigate these vehicles and we're hopeful that they come to fruition in the near future," VW Australia commercial vehicles director Ryan Davies told media.

"We'd love to have it around that 2026 mark, but you know, [the eAmarok and eCrafter are] still not confirmed as yet."

News of an electric VW eAmarok comes after Volkswagen executives attending the Amarok's global launch in South Africa in December told media they were still evaluating whether plug-in hybrid or electric power is best for the Amarok.

The vehicle's platform - shared with the Ford Ranger ute and Ford Everest SUV - can support all forms of electrified propulsion.

Ford is believed to have chosen plug-in hybrid technology for its vehicles - but Mr Davies confirmed Volkswagen is planning to skip straight to battery-electric power.

"With the options of PHEV [plug-in hybrid] and BEV [battery-electric] being thrown into the mix on the platform, [VW head office has] decided that BEV is the one that they're focusing on and what they're most interested in [for the Amarok]," Mr Davies said.

"And that's been I guess publicly shared with our headquarters that that's the direction that they're taking, but [the eAmarok] hasn't had confirmation yet."

When asked to clarify if plug-in hybrid technology for the Amarok was planned, Mr Davies said: "Not for Volkswagen, no."





Volkswagen Australia executives said the eAmarok offer enough power and driving range to suit the needs of ute buyers - echoing comments from global executives the electric model should not compromise on towing capacity or payload.

Australia's first electric ute is the LDV eT60 from China, which compared to the diesel version is more than twice the price (\$92,990), can tow a third of the load, doesn't offer four-wheel drive, and can only travel a claimed 330 km on one charge.

When asked directly if the eAmarok will be a better fit for Australia than the LDV eT60, Mr Davies remarked: "I would like to think so.

"Our focus is making sure that we've got the right product for the market, and that includes things like power and range. And of course price positioning is an incredibly important topic that can't be overlooked, and that will be one that we'll be strongly considering before we launch any [electric] product in this market."

Australia is forecast to be the number-one market for the new Volkswagen Amarok (though production of the old model will continue for South America) - and VW expects Australia to also be in the top-five markets for a potential eAmarok.

"I think that the the opportunity here is massive for eAmarok, but potentially what you'll see is that maybe Amarok is not as popular in other markets around the world, and by having an eAmarok that might actually stir the interest a bit more, so it's a bit of a difficult question to answer," Mr Davies told media.

"But I would say that we [Australia] comfortable probably have one of the top five [global] volumes of eAmarok - if it comes."

It is unclear if development of the electric Amarok would pave the way for an electric Ford Ranger, however it would make sense for the vehicles to be twinned in order to save costs - and Ford has already filed a trademark to protect the Ranger Lightning name in Australia.

Volkswagen Australia expects its potential battery-powered ute to adopt the eAmarok name, rather than ID Amarok - as it is based on a diesel-engine vehicle's platform, rather than a dedicated electric chassis, as other ID models are.

If green-lit, the Volkswagen eAmarok could be the first electric model in the mid-size ute class from a "mainstream" brand, as rivals Toyota, Nissan, Mitsubishi, Isuzu and Mazda are only beginning to adopt hybrid power, before considering a move to electric.

## New Police Volkswagens.

Volkswagen Australia has joined forces with a technology provider to offer in-car upgrades to future police vehicles that eliminate the need for bulky data terminals and brackets - and integrates core electronic functions into the vehicle's infotainment system.

More than 2,000 Volkswagen police cars have already earned their stripes across Australia over the past two years, as patrol cars in NSW, Victoria, South Australia and Western



Australia with a mix of Passat sedans and wagons and Tiguan SUVs.

The Australian police fleet market - dominated by Ford and Holden for decades until the demise of local car manufacturing in 2017 - has become a field day for importers trying to win a slice of the business.

For the past five years there has not been a uniform approach to the replacements for the Ford Falcon and Holden Commodore patrol cars, with most states and territories heading in different directions.

Most police agencies are still experimenting with what general duties vehicles might work best for their region, which is why police cars range from Hyundai, Toyota, and Volkswagen sedans - to Kia, Hyundai, Toyota, and Volkswagen SUVs.

The scramble for suitable vehicles has highlighted how unique are the demands placed on police patrol cars.

In addition to responsive engines they also need high-performance brakes, grippy tyres, five-star safety, as well as affordability and reliability.

Volkswagen is seeking to distance itself from the rest of the car giants pitching for police fleet business by partnering with local tech firm Lumen, which started out assembling trailer wiring harnesses and now is at the forefront of in-car integration systems.

In essence, with Volkswagen's backing, Lumen brings core police car electronics functions into the infotainment system, eliminating the need for bulky data terminals and the brackets that locate them.

As is common practice for police cars, Lumen fits a second battery to segregate police systems and the car's electronic demands.

However, the ace up Lumen's sleeve is the integration of police radio and despatch functions as well as Automatic Number Plate Recognition data.

Police can still use a portable tablet - or a tablet in a bracket - for sensitive checks.

But Lumen aims to declutter the cabin, making it easier to fit and strip the vehicles before and after their life on the beat.

Another tech highlight: the Code 3 light bars have GPS locators, so that when two or more police cars are stopped nearby, the lights flash in sync.

Volkswagen and Lumen say they have been working on the in-car integration for police vehicles over the past two-and-a-half years, and say this is the first of its type in Australia that is ready to go in the real world.

While a new-generation Volkswagen Passat is expected to be about 18 months away, the company says the Lumen



integration package has been "future proofed" so it can be easily adapted to the infotainment systems of next-generation models.

The demonstration vehicle - a Volkswagen Passat Alltrack - was built up at the request of some Australian police agencies that were looking for the practicality of a wagon body, but higher bumper clearance to better negotiate speed bumps or when climbing over gutters when attending incidents.

## ID.3 facelift.

The facelifted 2024 Volkswagen ID.3 has been previewed ahead of its European arrival in March 2023 - and Australian launch due in 2024.

Coming two and half years into the ID.3's life, the mid-life changes include a revised exterior, an upgraded interior with a larger infotainment display, the latest generation of Volkswagen's software package and, following criticism of the quality of the original model, the adoption of more upmarket materials.



The Golf-sized ID.3 is planned to launch in Australia with the mid-life facelift, due sometime in 2024 - after the ID.4 and ID.5 SUVs arrive at the end of 2023.

"The design has matured, and we've upgraded the materials used in the interior", says Imelda Labbé, Volkswagen Board Member for Sales, Marketing and After Sales.

Sketches released by Volkswagen reveal the facelifted ID.3 receives a new-look front bumper with new vertical air ducts on either side of a redesigned central air intake, as well as lightly-revised LED headlamp graphics.

The bonnet of Volkswagen's first dedicated ID-branded electric model has also been reworked, with the black panel at the base of the windscreen replaced by a new colour-coded panel with greater contouring.

At the rear, the refreshed ID.3 adopts altered LED tail lamp graphics.

Inside, the existing ID.3's 25.5-cm infotainment display makes way for a larger 30.5-cm unit. It is mounted within a restyled dashboard and now features illuminated controls within its base - a key omission from the current model, as admitted by VW's passenger-car CEO last week.

The larger display is supported by the latest-generation of Volkswagen's ID infotainment software that is claimed to provide improved response times and a more seamless user experience.

It also connects to an optional Travel Assist system, a

package that includes adaptive cruise control, lane-following assist and emergency assist, optimised based on data collected by thousands of existing Volkswagen vehicles. The optional Park Assist Plus system also receives a new memory function.

Following criticism of the current ID.3's interior quality, Volkswagen has also provided the facelifted model with what it describes as "higher quality materials".

Together with changes to the appearance and interior of the ID.3, Volkswagen has confirmed production of the facelifted model will be extended beyond the existing manufacturing sites in Dresden and Zwickau to include VW's main Wolfsburg plant.

## Future Polo in doubt.

The future of the Volkswagen Polo is in doubt, following the proposal of much stricter emissions laws in Europe.

Volkswagen CEO Thomas Schäfer has revealed the 'Euro 7' emissions laws could potentially increase the cost of the Polo by as much as £5000 (\$AU8900), making the model unviable.

Speaking to reporters at the Los Angeles motor show, Mr Schäfer said engineers from the car company were currently going through the proposed legislation, with a view to determine whether it was economically possible to continue with models like the Polo.

Set to come into force in 2025, Euro 7 mandates the capping of nitrogen oxide emissions from all cars, as well as requiring vehicles to comply with the emissions standards for up to 10 years (or 200,000 km).

New cars will also be required to have on-board emissions monitoring systems, with the European Commission estimating the changes will add between \$140 and \$230 to the cost of new cars.

Mr Schäfer disputed the Commission's modelling, suggesting the required changes would cost £3000 (\$AU5340) at a minimum to implement.

"We had a very good plan, where we thought Euro 7 was an insurmountable hurdle that will accelerate electrification," Mr Schäfer told media last week, as reported by Autocar.

"We planned small electric cars that would come in 2025 between Volkswagen, Skoda and Cupra that would be built in Spain. And that basically replaces the combustion engine in small vehicles like the Polo, as cars become so expensive [with Euro 7 laws], there is no point carrying on.

"Then two, three weeks ago, word got out that Euro 7 was coming through and it would be on a reasonable level.





And we thought, okay, let's go, that might help us transition a little bit [by keeping models like the Polo on sale], it doesn't change the plans, but it helps financially because you can transition a little easier and reinvest at the same time everywhere."

Mr Schäfer said his team learned about the extent of the laws last week, and now isn't confident petrol and diesel-powered small cars like the Polo will continue from 2025.

"It makes no sense to go with very small cars beyond Euro 7. It will push the price up of the small cars by £3000, £4000 or £5000 or more, then all of a sudden a small vehicle becomes unaffordable."

The Volkswagen boss said his engineers needed another fortnight to assess the legislation and its impacts, but indicated the company could call an early end to its investment in petrol and diesel engine development.

It's not clear at this stage whether the Volkswagen Polo would continue to be manufactured for markets outside of Europe, such as Australia, where emissions laws aren't as stringent. All RHD Polos for the world market are built in VW's Uitenhage plant in South Africa.

Volkswagen is still committed to bringing its ID.2 electric small car to market for less than 25,000 Euro (\$AU40,000), but Mr Schäfer said plans were in place to develop an electric car that would sell for less than 20,000 Euro (\$AU31,000) - a goal that could be accelerated thanks to Euro 7.

"The reality is that we need to get something below the 20,000 Euro mark," Mr Schäfer said.

"But that's not confirmed yet. We've confirmed ID.2, but the team is now working on ideas. How we get now into the area below 20,000 Euro, to be honest, we haven't found the solution to battery costs. There's a reason why both manufacturers do cars from big to small and not inch their way down."

The Polo was one of VW's first generation front-drive water-cooled models. It began as the Audi 50 in 1974 and was rebadged as the VW Polo in 1975 (Type 86). The second generation Polo appeared in 1981 and was facelifted in 1990, but these early models were never sold in Australia. The third generation Polo appeared in 1994 and was sold here by then-importers Inchcape from 1996. The fourth generation Polo appeared in 2002, the fifth in 2009 and the sixth in 2017.

## 500,000 VW IDs.

Volkswagen has clocked up more than 500,000 global sales of its new-generation ID electric cars since 2019, but the German car giant still lags behind battery-powered pioneer Tesla in electric cars.

In 2019, Volkswagen's ID electric-car model range was launched with the debut of the ID.3 hatchback, and has since expanded to include the ID.4 SUV (2020), ID.5 SUV (2021), and the China-only ID.6 SUV (2021).

In a media statement, Volkswagen's global sales boss, Imelda Labbé, announced the car giant still has approximately 135,000 orders to fulfil amid supply constraints, which includes the upcoming ID. Buzz electric van.

"We are doing our utmost to deliver the roughly 135,000 IDs on order to our customers as quickly as



possible," Ms Labbé said in a media statement.

"However, due to the persistently strained situation as regards the supply of parts we are repeatedly having to adjust production."

Volkswagen Australia recently confirmed its plans to bring the ID.4 and ID.5 to local showrooms later this year, more than two years after the ID.4 was launched overseas.

Volkswagen produced electric cars before the ID model range launched in 2019, although none were available in Australia. VW built electric prototypes as far back as the 1970s, including the Elektro Golf and Transporter and the Golf CityStromer.

In December 2013, Volkswagen launched the e-Up in Europe, going on to sell more than 21,000 examples of its electric city car before production ended in early 2020.

In February 2014, the e-Up was followed by the e-Golf, an electric variant of Volkswagen's seventh-generation best-selling hatchback.

While the 100,000th Volkswagen e-Golf was built in November 2019, Volkswagen discontinued the battery-powered model at the end of 2020, ending a production run of 145,561 vehicles.

With the introduction of the ID model range, Volkswagen's electric car sales increased almost six-fold from 2019 to 2021, from 45,000 examples reported as sold in 2019, to 134,000 cars in 2020 and 263,000 examples last year.

Despite the increasing production and sales of its battery-powered cars, US auto giant Tesla has sold almost six-and-a-half times as many electric vehicles as Volkswagen's ID range.

From 2012 until the end of September 2022, Tesla has sold more than 3.2 million electric cars globally - having eclipsed 500,000 sales in late 2018.

Tesla sold more than a million electric cars in a calendar year for the first time in 2022, delivering 1,314,000 vehicles in 2022 and 936,000 in 2021.

While Chinese car-maker BYD claims it is the world's biggest producer of electric cars by volume, the company includes petrol-electric plug-in hybrids and range-extender electric cars in its sales data.

In October, Volkswagen announced it would be going electric-only in Europe by 2033, with petrol and diesel power expected to remain in the US, China and Australia well into the next decade.

By 2026, the German car giant is due to launch an additional 10 electric cars - including a small car (reportedly named ID.2), a sporty SUV, an SUV off-shoot of the ID.3 and the Passat-sized ID. Aero sedan.





## Flat Four Lighthouse Cruise.

On Saturday 11 February our friends at Flat Four ran their annual Lighthouse to Lighthouse Cruise.

The starting point was the old Wollongong Breakwater Lighthouse (built 1872, decommissioned 1974), but we also ran a Club VW convoy from Uncle Leo's at Liverpool Crossroads. This had a huge turnout - just two cars. Bob and Roberta in their Type 3 wagon, and Phil in his Passat.

However it was a great turnout at Wollongong. After we spent 30 minutes looking at all the VWs, Kevin called everyone together and explained the run. Then we started up and headed off in convoy.

The route took the cars onto the motorway past Dapto to Albion Park. Then onto minor roads to Jamberoo, and back to the coast and finish at Kiama Lighthouse. It was also busy, with many tourists taking up the parking spots and enjoying the good weather.

It was a very enjoyable day out with great weather, and great to see many of our VW friends again. Thank you to Kevin and our Flat Four friends for organising a terrific day.











## Sydney German Autofest 2023.

The Sydney German Autofest was held on Sunday 11 February, postponed from last October (due to wet weather). It was organised by the Mercedes-Benz Club of NSW.

It was an absolutely huge show, with many hundreds of shiny Mercedes, BMW, Porsche, Audi and Volkswagen vehicles on display. It was probably the biggest it has ever been and it has almost outgrown the venue, Gough Whitlam Park at Earlwood where it has been held since 2013.

The display areas were mostly arranged by make, but there were so many vehicles that some mixing was inevitable. Some of our VWs had to park among the Audis and Porsches, or were jammed under the trees.

The Mercedes club did a great job of organising the show and managing its huge growth. Some more food options would be great for next year.

It was a very enjoyable day, but if it is held here again next year, you should make sure you arrive early. Here are some photos for you to enjoy.











It was an extremely hot day, but a cool breeze, was blowing, and thank goodness for the side tent on Charlie's Kombi allowing us enough shade to sit under. There were over 300 cars of all makes and models in attendance.

The four category winners were most deserved voted on by the entrants and general public. I could have chosen those or another 20 vehicles I thought were show stoppers.

On behalf of all our Club Vee Dub Sydney, members we donated \$500.00 to their charity Lions Childhood Cancer Research. I don't yet have the final figures for the money raised but we know it's above \$8,000.

David Birchall

## Gerringong Motor Fest.

Thanks to covid it's been 3 years since the last Lions Club of Gerringong car show, situated on Michael Cronin's Footy Field in Gerringong.

This year was a little disappointing from our Club, with only 4 cars attending; many of our members had been to the two shows the previous weekend (see last four pages).





# Stinky.

Many of us today are lucky to drive around - during the week - in a reasonably late-model car.

For many years now we have been shielded from the smell of the engine and exhaust.



They make cars much better these days and they use different oils.

Add on top of that all the modern pollution control systems.

Maybe you even drive a diesel or electric vehicle.

My Golf generation 7 doesn't smell of anything at all and it's lovely.

It definitely wasn't like that in the old days. Old cars stunk of petrol, oil and exhaust real bad.

We never really complained, it was just a way of life.

Sometimes, we even wore it as a badge of honour; "there's nothing like race petrol in the morning", that sort of thing.

Just thinking about it makes me feel sick these days, let alone actually attending an event with hundreds of old stinky



cars, "especially old race cars."

Breathing down rich petrol and burning oil definitely can't be good for you.

So just remember this the next time you have some romantic thoughts about owning some old car.

Old cars stink when you drive them, they stink when you sleep in them and they stink when you work on them.

Old cars can definitely be fun, and I enjoy them, but just factor this in, especially if you have been driving around in late model vehicles for a while.

If you are a young person, maybe you weren't even born and you don't actually realise just how stinky these old vintage machines can be.

Nobody else will tell you this, but I'm just being honest.

The classic car industry has been in a slow continuous decline since the '90s and this is just another nail in the coffin.

So it really doesn't make sense to me to spend big money on a stinky collector car.

People are dreaming really. Old cars are just some other person's antiquated rubbish.

You're just fixing someone else's junk and making it yours.

Cheap, soon to be modern classics, are the way to go for me for many reasons.



The T4 Volkswagen transporter is a perfect example of a cheap modern classic, and generation 3 Golfs are another.

They are not a million miles away from being a modern vehicle and they are old enough to be cool at car shows or club meetings.

Ashley Day.







## Shannons Wheels Canberra 2023.

The annual ACT Wheels Car Show, sponsored by Shannons Insurance, was recently held at the Queanbeyan Showgrounds on Sunday 19 Feb 23.

This is one of two car shows run for the Council of ACT Motor Clubs each year. A local car club is requested to organise and run the show, with the Canberra Antique and Classic Motor Club stepping up for the third year in a row in 2023.

Once again, the call was put out to all Volkswagen enthusiasts to come along and join Club VeeDub to show off our wonderful cars to all the other car clubs and spectators who visit the show. We had 16 owners hear the call and bring their cars along, despite the blistering heat and lack of natural shade. Luckily we had the club marquee set up, with enough room for everyone to set up a chair in the shade it provided and keep us from burning to a crisp.

With numerous coffee, food and drink vendors in attendance, we were able to keep hydrated and hunger at bay. Dave Cook from Cookies Cycles provided an esky full of water and soft drink for us also, which was very well received and appreciated.

Cookie still has Steve Penrose's 'Volks Rod' as a courtesy car from Steve, and bought it along to display. As usual, it was a real hit with all attendees of the show, with many kids and adults alike having their photo taken whilst



sitting in the car. It's a real draw card and helped bring many over to our display to look at all the VeeDubs.

Unusual for the Canberra VW scene of late was the fact that only one Karman Ghia was on display. Over the last few years, KG numbers in Canberra have been steadily growing,







with KGs out-numbering Beetles at a few events. We also had a T3 Kombi, Manxter Buggy and a Touareg on display this year. The Touareg was quite possibly the cleanest car there - with its owner keeping it (and his other cars) in pristine condition at all times. Of course I might be a little biased, being a Touareg owner myself....

While our numbers were down a bit from previous years, the show itself had a huge number of cars on display and the organisers were very happy with the number and quality of cars that turned out. A few trophies were on offer;



however no VW won anything this year. But that's not what matters the most at these shows - getting your car out and spending some time with likeminded enthusiasts, farming for information or just looking at some beautiful automotive art is usually enough for most of us.

Willie.





## Volkswagen Caravelle.

The sixth-generation Volkswagen Caravelle MPV might trace its conceptual roots back to the original Type 2 from the early 1950s, but there's really no connection between then and now - apart from the fact they were both designed as bluff-sided vans with utility in mind and both stemmed in many ways from smaller Volkswagens.

Volkswagen's original people was the Microbus, based on the commercial Transporter van but fitted with windows, seats for 8, and full trim and fittings. The Deluxe Microbus (sometimes called the Samba) had extra skylight windows and a sunroof for some markets, but this version was not sold new in Australia. The T2 Kombi from 1968 also had a Microbus version, and the German-made ones sold here from 1977-79 (after the Melbourne VW factory was sold) had extra luxury fittings such as opening door vent windows and chrome hubcaps and bumpers.

It was the third generation (T3) Kombi that expanded the Microbus range. Initially it was imported in just Transporter van and Microbus versions, but in 1983 the Microbus Deluxe and luxury Caravelle were added to the range for the first time. These were very expensive under the then-importers LNC, and sold only in tiny numbers. Under new importers Ateco from 1989, the Caravelle was available in both CL and GL versions, including a Syncro AWD version.

In 1992 new importers TKM introduced the front-drive T4 Caravelle, improved in 1993 with a five-cylinder engine. The Caravelle was still the top-of-the-range luxury model, and in 1997 was upgraded to a VR6 engine and the option of Syncro AWD.

However with the release of the T5 models in 2004, the order was changed. The Caravelle was now the 'basic' people mover, and a new model - the Multivan - was now the top model with a more powerful V6 engine and more luxurious trim. Earlier models of the Multivan (going back to the T3) were available in Germany as semi-camper 'lifestyle' vehicles, but these were not sold in Australia. For the T5 generation, the Multivan became the luxury choice, and the

Caravelle demoted to being a larger, higher capacity but less luxurious people mover. And so it remains today.

Looking at today's Caravelle, which uses the long-wheelbase version of the T6 body, it's hard not to be struck by its size. It might not be as big as a Crafter Minibus or a Toyota HiAce Commuter, but it's certainly a lot more vehicle to deal with than MPVs such as a Kia Carnival or Hyundai iMax.

With a maximum capacity of nine people in a four-row 2+2+2+3 modular-mounted seating arrangement, the Caravelle verges on bus-like, continuing the theme with sturdy, no-nonsense interior trim and easy access to all rows via twin sliding side doors.

It's unlike today's more upmarket seven-seat Multivan which aims more at families and lifestyles than transporting as many passengers as possible, and offers such niceties as power sliding doors and tailgate, two rotating seats and a multi-function table for a light snack or a quick chat.

But the Caravelle offers the same on-road refinement, fundamentally the same turbo-diesel driveline and the same levels of build quality. From the get-go, it impresses as a solidly Germanic, well-crafted conveyance.

And there's a reasonably comprehensive options list to refer to: sat-nav and 16-inch alloy wheels are among the things that are there for the asking if the owner wishes to spend up.

Relatively able passengers will find there's little trouble getting through to the rearmost bench seat via a wide, driver's side corridor and, once there, there's heaps of legroom. The seats, while they might feel initially firm, are nicely solid and supportive and, thanks to the wide, tall cabin, there's adequate shoulder-room and plenty of headroom too.

The only downside is that with all seats in place there's precious little space up back for storing luggage. With six on board it's better: the rearmost backrest flips down to provide more respectable storage.

The driver's view of the Caravelle is a mix of luxe and functionality. It combines cab-forward van with passenger car cosiness via a big dash with a colour touchscreen in pride of place and multitudinous storage spaces - including an overhead compartment above the dash - for everything from mobile phones to maps and other paraphernalia.

The shift lever for the DSG transmission is mounted on the dash so there's enough space to make for easy transfer







from one side of the cab to the other, while the familiar Volkswagen steering wheel - leather-rimmed and adjustable for reach and height with audio, telephone, cruise control and multi-function display controls - is set on a more vertical than a horizontal plane to add to the car-like effect. No complaints about the controls either, which are displayed in VW-generic fashion and are located for easy acclimatisation.

The gear is pretty basic: Caravelle comes with one-touch auto up/down front windows, sliding windows in the side doors, three-zone climate-control, retractable side sunblinds and heated rear-view mirrors.



Despite its size and weight, the Caravelle drives with a nice sense of security. It feels stable on the road with a firm ride that is helped considerably by the long 3.4-metre wheelbase. Fore-aft pitch is a distant memory.

Running on 215/65-series tyres (with 16-inch steel wheels) the Caravelle steers well too, with less preponderance towards understeer than you might expect. It swaps from lock to lock in a brisk 3.2 turns - although its length means a pretty big space is required to complete a kerb-to-kerb manoeuvre. The big people-mover's 13.2m turning circle requires a little recognition of the 5.3-metre body length before committing to a 180-degree about-face. And the need to manually activate the absolutely essential reversing camera every time it's wanted is frustrating.

All the basic dynamic electronics are included: Stability control, anti-lock brakes with brake assist, traction control, hill-start and an electronic differential lock are part of the Caravelle deal. There's also Volkswagen's multi-collision braking which works after initial impact to help minimise the chance of a further collision, plus a Driver Alert

fatigue-detection system that keeps tabs on the driver's awareness. Cruise control is standard too.

The airbag count includes dual front and dual side/head airbags for the front-seat passengers. It carries a braked towing capacity of up to 2500 kg.

The Caravelle gets the 110 kW/340 Nm single-turbo version of the long-stroke 2.0-litre turbo-diesel and drives the front wheels (4Motion AWD is only available on the Multivan) through VW's seven-speed twin-clutch DSG gearbox. It actually copes with the 1857 kg body weight (unexpectedly less than, say, a top-spec Kia Carnival or Hyundai iMax) quite well and due to this it feels quicker than the 13.0 sec 0-100km/h figure suggests.



The ADR combined consumption figure sounds good at 7.7 L/100 km (identical to Carnival and only 0.2 L/100km worse than the iMax) although we didn't get anywhere close to that with an on-test figure of 10.9 L/100 km. Given the size and capabilities of the Caravelle we still figured that wasn't too bad, and the 80-litre fuel tank at least ensures a pretty decent range.

The only version of the Caravelle sold in Australia is the Trendline LWB TDI340, which is priced from \$63,090. This is the same starting price as the SWB Multivan Comfortline, but the Multivan range rises through Premium, Highline and Executive versions that top out at over \$92,000.

More than an MPV, but less than a bus, the Volkswagen Caravelle might lack some of the classy trimmings of the highest-specified versions of its brother Multivan competitors, but there's no question it continues to set an example in terms of driveline engineering, overall refinement, carrying capacity and perceived solidity.





## The XP5 (EA-47) - Volkswagen's prototype from 1955.

*Gute Fahrt magazine Germany, 1991*

In the Käfer's time, a number of top-secret prototypes were made in Wolfsburg, but they were never built in production. One of them was unmistakably similar to the popular Karmann Ghia - the prototype XP5 from 1955.

1955 was an exceptional year for Volkswagen: on August 8th, the one-millionth Beetle rolled off the assembly line. Almost five months earlier, on March 17th, as part of its 'considerations and studies on how and to what extent a modernization or redesign of the Volkswagen is necessary', the XP5 prototype (development order EA 47 B) presented.

This time, too, there were clear guidelines. The weight of the XP5 prototype was not allowed to exceed 750 kilograms. The prime costs should be in the range known from Type 1 (Beetle). Other important points in the specifications were: better appearance, more comfort, larger trunk, more safety through better driving stability, economy and ultimately better driving performance. Then as now it was a topical issue.

The XP5 prototype was fundamentally different from the Beetle. It had a newly designed, self-supporting all-steel structure 'in an appealingly articulated, aerodynamically favourable pontoon shape,' with a flat front section pulled far forward, a stepped rear end, a strongly sloping curved windshield and a large arched rear window. Compared to the Beetle, the XP5 prototype not only offered more space inside, but also a significantly better all-round view thanks to the generously dimensioned glass surfaces.

At first glance, the XP5 looked like the bigger brother of the Volkswagen Karmann Ghia Coupe (VW Type 14), which rolled off the production line at the renowned Karmann body and vehicle factory in Osnabrück from August 1955.

The aerodynamic drag was 18 percent lower than that of the Beetle due to the "liquid shape" and the slightly smaller frontal area. The room layout was similar to that of the Beetle: tank, spare wheel and luggage compartment in the front of the car; trunk behind the rear seat back, and engine

compartment in the rear.

The two-door structure consisted of the floor system, the inner walls and the outer skin. All elements were welded. Then there were the screwed-on front and rear fenders. Two box-shaped longitudinal members cranked several times provided the necessary stability. They ran the entire length of the car on both sides of the body floor and supported the chassis and engine.

The control rods were housed in a kind of shaft in the middle of the floor, comparable to the central tube typical of the Beetle. The floor panels were also curved and corrugated several times. Solid box cross members were welded onto the front and rear seats.

The beautiful body also naturally had a tasteful interior. The instrument panel was welded onto the structure as a load-bearing part. The instrumentation consisted essentially of a drum tachometer, various indicator lights and switches, a clock and the fuel gauge. Heating and ventilation worked similarly to the Beetle.

The controls were arranged a little differently from what is common at Volkswagen. Instead of a gearshift lever, the XP5 had the steering wheel gearshift, which was so modern at the time, hanging pedals for the brake and clutch, a step plate as a throttle lever and a stick handbrake in the middle of the car.

A further developed, air-cooled four-cylinder boxer engine with a displacement of 1.2 litres and 35 hp served as the drive unit. The gearbox and final drive were interlocked, just like the Beetle.

The chassis was also quite advanced for 1955: the front wheels were individually suspended on torsion bar-sprung trailing arms and telescopic shock absorbers. A pendulum axle with helical springs was installed at the rear. The XP5 rolled on 155-15 tyres. The maximum speed of the decorative prototype was around 120 km/h.

The XP5 was initially designed as a pure two-door model. The design plans were later expanded to include a four-door version and a two-door station wagon (Variant). Whether these vehicles were ever built cannot be inferred from the still existing original documents.

The XP5 prototype still exists and can be viewed today in the Siftung Auto Museum in Wolfsburg.

Hans Joachim Klersy







little bit, pull the mirror glass off with your fingernail immediately and stick it back on when you get home. Luckily for me, I carry silicone in the car for work and it's not really a problem, as long as you get on to it straight away.

Volkswagen mirrors will only wobble for a few days before they fall off and smash. Save \$180 or even \$360, or more, for something else?

Ashley Day.

## Falling mirrors.

Volkswagen side mirrors falling off is apparently a thing.

It first happened with my T5 transporter.

I just shut the passenger door and the rear view mirror fell on the ground and smashed. It cost \$180 to replace.

Next I was driving my Caddy down the expressway. The drivers mirror gave a wobble, fell off and smashed. Another \$180.

What happens is that they are only held on to the motorised backing board with a double sided tape.

Weather and ultraviolet light takes its toll and it only takes a few years from new, that's why it catches you off guard.

Once the mirror smashes, you can't just buy the mirror part, you have to buy the mirror assembly and disassemble mirror to fit.

That's why it's \$180.

I'm not angry with Volkswagen but it's not a bad little money making scam that they have got going on.

Last week the driver side mirror on my Mark 7 Golf and the passenger side on my Caddy van both came lose and started to wobble.

Bugger paying another \$360!

I grabbed the clear silicone and just stuck them back on and saved the money.

I'm not falling for that old chestnut again.

The lesson I'm trying to teach everyone is, as soon as you see your mirror on your Volkswagen wobble, even just a





		INDICATED (SPEEDOMETER) SPEED (km/h)												
		40	45	50	55	60	65	70	75	80	85	90	100	110
		(24.8 mph)	(28.0 mph)	(31.1 mph)	(34.2 mph)	(37.3 mph)	(40.4 mph)	(43.5 mph)	(46.6 mph)	(49.7 mph)	(52.8 mph)	(55.9 mph)	(62.1 mph)	(68.3 mph)
Slow	86	76	68	62	56	52	48	44	41	39	36	32	29	
	41.9 km/h	47.4 km/h	52.9 km/h	58.1 km/h	64.3 km/h	69.2 km/h	75.0 km/h	81.8 km/h	87.8 km/h	92.3 km/h	100.0 km/h	112.5 km/h	124.1 km/h	
	87	77	69	63	57	53	49	45	42	40	37	33	30	
	41.4 km/h	46.8 km/h	52.2 km/h	57.1 km/h	63.2 km/h	67.9 km/h	73.5 km/h	80.0 km/h	85.7 km/h	90.0 km/h	97.3 km/h	109.1 km/h	120.0 km/h	
	88	78	70	64	58	54	50	46	43	41	38	34	31	
	40.9 km/h	46.2 km/h	51.4 km/h	56.3 km/h	62.1 km/h	66.7 km/h	72.0 km/h	78.3 km/h	83.7 km/h	87.8 km/h	94.7 km/h	105.9 km/h	116.1 km/h	
	89	79	71	65	59	55	51	47	44	42	39	35	32	
	40.4 km/h	45.6 km/h	50.7 km/h	55.4 km/h	61.0 km/h	65.5 km/h	70.6 km/h	76.6 km/h	81.8 km/h	85.7 km/h	92.3 km/h	102.9 km/h	112.5 km/h	
Exact	90	80	72	66	60	56	52	48	45	43	40	36	33	
	40.0 km/h	45.0 km/h	50.0 km/h	54.5 km/h	60.0 km/h	64.3 km/h	69.2 km/h	75.0 km/h	80.0 km/h	83.7 km/h	90.0 km/h	100.0 km/h	109.1 km/h	
Fast	91	81	73	67	61	57	53	49	46	44	41	37	34	
	39.6 km/h	44.4 km/h	49.3 km/h	53.7 km/h	59.0 km/h	63.2 km/h	67.9 km/h	73.5 km/h	78.3 km/h	81.8 km/h	87.8 km/h	97.3 km/h	105.9 km/h	
	92	82	74	68	62	58	54	50	47	45	42	38	35	
	39.1 km/h	43.9 km/h	48.6 km/h	52.9 km/h	58.1 km/h	62.1 km/h	66.7 km/h	72.0 km/h	76.6 km/h	80.0 km/h	85.7 km/h	94.7 km/h	102.9 km/h	
	93	83	75	69	63	59	55	51	48	46	43	39	36	
	38.7 km/h	43.4 km/h	48.0 km/h	52.2 km/h	57.1 km/h	61.0 km/h	65.5 km/h	70.6 km/h	75.0 km/h	78.3 km/h	83.7 km/h	92.3 km/h	100.0 km/h	
	94	84	76	70	64	60	56	52	49	47	44	40	37	
	38.3 km/h	42.9 km/h	47.4 km/h	51.4 km/h	56.3 km/h	60.0 km/h	64.3 km/h	69.2 km/h	73.5 km/h	76.6 km/h	81.8 km/h	90.0 km/h	97.3 km/h	
	95	85	77	71	65	61	57	53	50	48	45	41	38	
	37.9 km/h	42.4 km/h	46.8 km/h	50.7 km/h	55.4 km/h	59.0 km/h	63.2 km/h	67.9 km/h	72.0 km/h	75.0 km/h	80.0 km/h	87.8 km/h	94.7 km/h	
96	86	78	72	66	62	58	54	51	49	46	42	39		
37.5 km/h	41.9 km/h	46.2 km/h	50.0 km/h	54.5 km/h	58.1 km/h	62.1 km/h	66.7 km/h	70.6 km/h	73.5 km/h	78.3 km/h	85.7 km/h	92.3 km/h		
97	87	79	73	67	63	59	55	52	50	47	43	40		
37.1 km/h	41.4 km/h	45.6 km/h	49.3 km/h	53.7 km/h	57.1 km/h	61.0 km/h	65.5 km/h	69.2 km/h	72.0 km/h	76.6 km/h	83.7 km/h	90.0 km/h		

# How fast are you really going?

*Popular Science magazine, October 1956*

Does your car keep pace with your speedometer when you open it up? The chances are that it doesn't; most speedometers read high, with the error increasing in the upper speed ranges - the faster you go, the greater the error. (There's a widespread belief that the makers build them that way on purpose, for safety reasons.)

To learn the truth about your instrument, you need only 1) a measured kilometre or highway with kilometre check posts, 2) a watch, and 3) the conversion table below.

## How to Use the Chart:

Drive a measured kilometre, concentrating on keeping at one of the indicated speeds at the top of the chart. Have a friend time the run with a stop watch, or a watch with a sweep-second hand.

In the row below your indicated speed, find the number of seconds (coloured type) it took you to cover the kilometre. Your true speed is the black figure in the same box. The chart also shows you, of course, how fast you were traveling over any kilometre, even if you didn't watch your speedometer.

(This article was originally written in miles, but we've converted it to metric and recreated the table - Ed.)



# New models a boost for LNC.

*The Sydney Morning Herald, Wednesday 26 September 1984*

LNC Industries, importers of Fiat, Lancia, Renault, Audi and Volkswagen, really can't wait for next year to arrive. It needs the ammunition that several new models will provide to bolster what is basically a weak assault on the luxury car market.

There have been a couple of bright spots on the LNC map since January, however.

The Renault Fuego coupe, which has carried the load for the famous French nationally-owned concern almost single-handedly in Australia this year, managed to increase its sales to 514 up to the end of July, compared with 415 in the same period last year.



Last month's face-lift (new grille, upgraded trim, improved seats, better speakers and a unique on-the-key-ring electronic remote control door locking and unlocking device) will help to maintain interest in the sporty 2 + 2.

LNC is confident of selling 1,000 Fuegos this year. Its \$ 16,795 price remains very keen when you consider its standard equipment includes front electric windows, power



steering and a quality sound system.

The Renault 20TS five-door front-drive hatchback was quietly discontinued at the start of this year and its similar-configuration replacement, the R25, isn't due until the first quarter of next year. I drove the new 2.2-litre electronic fuel injected hatchback in France earlier this year and I reckon it is worth waiting for.

Similar in size to the Peugeot 505, the R25 is more futuristically styled, with great attention to aerodynamics, yet just as roomy and practical. It's quick, sure-footed, economical, well-furnished and refined and, at around \$24,000, deserves to sell reasonably well.

It will come fully equipped with power steering, electric windows, air-conditioning, powered door mirrors and alloy wheels with good quality tyres, in manual or three-speed automatic form.

LNC, based at North Ryde, was taken over by the Lieberman family this year but the management has not altered.

The company has not enjoyed great success with its Italian imports this year. Only 90 Fiat 131 SuperBrava four-cylinder 1600cc twin-cam sedans had found their way on to the road by the end of July, compared with 140 in the same period last year. The old X1/9 sports car effectively died last year, though three were registered in 1984 and the Lancia Beta HP Executive and Beta coupe 2 + 2 accounted for only 61 registrations.

At \$18,495 and \$16,995 respectively, the Lancias probably deserve to do better. They are nicely furnished, quite spirited in performance and they still look attractive, though their styling has been around for a while now.

Great store is being placed by LNC on the introduction of the Fiat Regata early next year.

This 1.8-litre four-cylinder twin-cam is the four-door sedan version of the Fiat Ritmo hatchback. It will be shown, like the R25, at the October Sydney Motor Show to whet buyers' appetites.



The front-drive Regata will be available in manual or automatic form with prices starting at around \$15,000.

And what of LNC's German imports? The company began selling Volkswagens in 1954 and these were the mainstay of LNC's business for many years. The Golf and Passat were both discontinued in 1981 and today the VW business is limited to just the Transporter and Caravelle. These are priced so high that just 179 were sold last year. LNC has spoken of importing the redesigned Golf II and the Passat-based Santana sedan next year, but this is most unlikely. LNC's VW/Audi business future will be Audi only.

After poor efforts selling the Audi 5E, Fox, 5+5 and 200T, LNC is only now just getting to grips with marketing the Audi 100 CD properly. The ultra-streamlined German luxury car got off to a faltering start in Australia in January, partly because LNC decided at the last minute it had chosen the wrong gearing for our conditions and asked the factory to change it.

Instead of the projected 30 sales a month they limped along at a trickle for the first four months. Locally LNC was also trying to reorganise its dealer network to provide a more specialised Audi sales and service... something considered vital if the marque was to be marketed successfully against BMW, Mercedes-Benz, Jaguar and the like.

Poor press reports, based on the inappropriate super-tall gearing of the early models brought to Australia, didn't help matters and the West German metal industry strike was hardly useful.

Still, praise where it is due.

In the last few months the Audi 100 CD has lived up to its reputation far more effectively with sales running at around 20 a month and growing. The target for 1984 is 240 of the superbly furnished and beautiful \$33,495 sedans.



It boasts a top speed of over 200 km/h and cleaves the wind so effectively at that speed that it is uncannily quiet and thus very relaxing. Integrated air-conditioning, with electronic touch and forget select-a-temperature control, electric windows, central locking, cruise control and a superb sound system make it tremendous value for money.

And its industry-leading drag co-efficient of Cd 0.32 helps to account for extraordinarily good fuel economy from its 2.2-litre five-cylinder electronically fuel-injected petrol engine.

The other models in the Audi line up, the 5+5 and the under-rated Audi 200T turbo sedan were discontinued earlier this year. The Audi line-up will be strengthened early next year when the new 200T makes its debut.

Three Audi specialist dealers have been appointed in Sydney - Lanock Motors at St Leonards and Camperdown, Tom Kerr at West Ryde and Murphy Johnson Imported Cars at Brookvale. In all 17 Audi specialists have been appointed across the country, including Colmans Car City in Hamilton near Newcastle and Greg Cusack in Canberra.

David Robertson





## Automatic VW is versatile.

*The Sydney Morning Herald, Monday 20 October 1969*

Volkswagen is the last of the world's large manufacturers to offer an automatic transmission. Whatever the reason for this delay, the transmission it now provides is on the top line for smoothness and effective operation.

Unlike most other European manufacturers, VW makes its own auto-drive. Whilst it resembles the popular Borg-Warner '35' transmission in general concept, it is not the same and its parts are not interchangeable.

My particular interest in this test was to ascertain how an engine of such moderate power and torque outputs would perform when driving through a torque converter auto box. I am pleased to say that the results are very satisfactory, due to the intelligent selection of the automatic change points, and the extreme smoothness with which these changes are effected.

The VW is not a car noted for its rapid acceleration or high speed. But a study of the annexed performance figures shows that the estate car, the subject of this test, achieved a maximum over 80 mph (128.8 km/h) and accelerated 30-50 mph (48-80 km/h) in 9.4 secs. This is an ample performance for those who buy a VW for its rugged construction and reliable operation.

An auto-drive generally reduces fuel mileage by a couple of m.p.g. but this car, driven at lively speeds over my mountain test route, gave 33.6 m.p.g. (8.4 L/100 km). The VW will climb any normal hill in second gear.

A common weakness with automatic transmission on cars of moderate power is the inability to kick down to second at overtaking speeds if caught in an awkward situation. The sensible design of the VW box makes the lower gears readily available, and one can invoke second for rapid acceleration at any speed below 53 mph (85 km/h).

In fact, if the throttle is kicked to the floor at speeds below 34 mph (55 km/

h) the box changes right down to first gear, an unusual but useful feature.

When moving away from rest at full throttle, the box changes out of first at 37 mph (60 km/h) and out of second at 57 mph (92 km/h), which figures represent the normal maximums for those gears.

The fore-and-aft gear selector allows light and easy manual selection of gears to prevent "hunting" on winding climbs or in traffic, and of course the car will beat the above figures with the gears 'held', but the engine noise then becomes unpleasant and nothing is really gained.

The only shortcoming with this automatic drive is that the manufacturers state it to be unsuitable for trailer operation (due to overheating possibilities).

The potency ratios of the car, based on the test-loaded weight, are low at: power, 59.2 bhp per ton; torque, 78 lbs-ft per ton. In accordance with VW practice, top is high-g geared to give a road speed of 19.8 mph (31.9 km/h) at 1,000 rpm.

### Developments

There are several other changes in the VW 1600 range of cars, the most important being an entirely new rear suspension which gets away from the adverse effects of the early swing axle design. The rear wheels are now carried on massive trailing V-frames, which avoid camber changes on bumps, and which improve the cornering ability of the car, and its general handling, to a marked degree.

One can now say that the VW 1600 corners in a conventional manner, and it can be driven fast on winding roads without any qualms.

I like the VW steering. It is light and quick, requiring only 2.8 turns from one lock to another, and it does not transmit road shocks into the hands.

The rough weather that prevailed on this test showed the car to be rather susceptible to crosswinds, and the turning circle of 36½ft (11.1 m) is large for a car of this size.

Disc brakes are now fitted to the front wheels, and the braking system is very good, giving prompt straight-line stops with moderate pedal pressures. It is free from fade, and the handbrake stopped the car from 30 mph (48 km/h) down the Victoria Pass (1 in 8).

The ride given by estate car with only a 3cwt (150 kg) load is rather firm on sealed surfaces, but over the mountain by-roads at showed to advantage, absorbing bad potholes and stony outcrops in real VW style.

### Interior

The driver sits on a hard and slightly shaped seat, in a high position giving good control. The wheel is correctly placed, is nicely inclined and its column will collapse under heavy impact.

The wide brake pedal is

## ABOUT THIS CAR

**INCLUSIVE PRICE:** Automatic Estate Car, \$2,742.

**BODY:** Three-door, four-seater, ample load space. Individual front seats 21in wide, bench rear seat 48in wide, good leg and headroom front. Ventilating and heating system.

**SIZE:** Wheelbase 7ft 10in. Tracks 51½ and 53in. Length 13ft 10in. Clearance 5.8in. Tyres 6.00 x 15in. Fuel tank 8.8 gals. Unladen weight 19cwt, test load 3cwt.

**ENGINEERING:** Flat four-cylinder, air-cooled engine of 1,584 c.c. capacity in rear, driving rear wheels. Gross outputs, 65 b.h.p. and 86.8lb-ft torque. Fully automatic three-speed transmission with torque converter. Platform chassis mounting up all-independent suspension. Discs front, drums rear, braking system.

### AUTOMATIC VW PERFORMANCES

**MAXIMUM SPEEDS:** Top gear, 81.5 m.p.h.; second (auto), 57 m.p.h.; first (auto), 37 m.p.h.

**FUEL FACTS:** Touring fuel consumption at 45 m.p.h. over test route, 31.6 m.p.g. Ton-miles per gallon, 34.7. Fuel efficiency rating, 1,560. Fuel range, 279 miles.

**ACCELERATION** (in auto): 0-50 m.p.h., 13.2 secs.; 20-40 m.p.h., 6.3 secs.; 30-50 m.p.h., 9.4 secs.; 40-60 m.p.h., 12.3 secs.

**HILL-CLIMBING:** Left River (1 in 12) — second gear, 30-45-50 m.p.h.



unnecessarily high, but the gear selector and handbrake on the central tunnel are convenient. Vision is particularly good, aided by an internal and two external mirrors, and two-speed wipers.

The instruments are carried in three circular binnacles, and comprise speedometer, clock, fuel gauge and large warning lights for oil pressure, generator and lights. A steering lock is combined with a non-repeat starter switch, in a rather awkward position on the column.

The headlamps are flashed by the high-beam stalk switch, which also actuates the turn indicators. Most other switches are of flat button type, either turned or pulled, and all controls can be easily reached with the safety belt in use.

Access to the rear seat is past the tilting squabs of the front individual seats, after tripping convenient safety catches on the squabs.

The third (rear) door pivots upwardly, giving access to the rear loaded compartment, designed in conventional estate car style. The load space has maximum dimensions of 47 in wide, 31 in high and 42 in length (119 x 79 x 107 cm), which length is increased to 65 in (165 cm) when the rear seat is folded flat.

Mention should be made of the ease with which the rear seat is folded or re-erected, due to spring counter-balancing. The rear door is also light to lift, and the middle windows are of pivoted type. The front luggage compartment is small, measuring 39 x 27 x 8 inches (99 x 69 x 20 cm).

The ventilating and heating system feeds cold or hot air to the front and rear floors and the screen, and additional cold air to the screen. The hot-air supply varies constantly according to throttle opening.

The engine is under the rear floor of the load compartment, and its noise is very intrusive when driving fast in the lower gears, but not in top when it is agreeably quiet.

The interior is pleasantly finished, with carpet on both floors, fitted rubber mats for the load compartment and good quality fittings throughout.

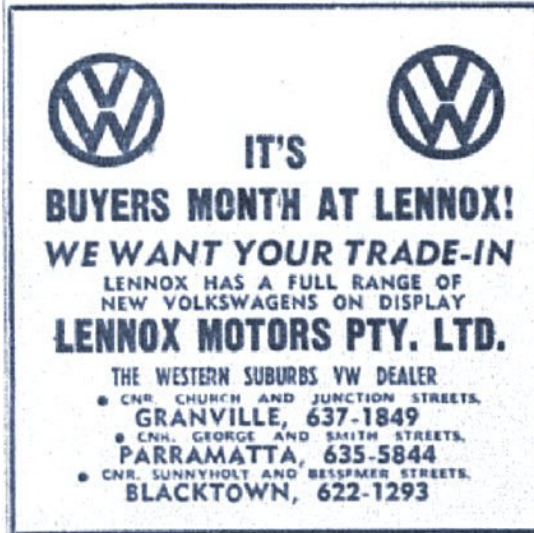
### Engineering



The flat-four engine in rear is an ingeniously compact (almost horizontal) unit, and access is good to most components needing routine service, if not to plugs and valves.

Bore and stroke are 85.5 x 69 mm, compression is low at 7.7 to 1, and twin Solex carburettors are fitted. The overall gear ratios of the transmissions are: top 3.67, second 5.8, and first gear 9.7 to 1. The engine is more powerful in first than in reverse gear.

The pontoon chassis is carried on trailing arms with torsion bar springing. A stabiliser bar is fitted at the front end.

The spare wheel is mounted in the nose of the car, and the screen washers are pneumatically operated from an air pressure bottle charged by a tyre pump or air hose.




IT'S


**BUYERS MONTH AT LENNOX!**

**WE WANT YOUR TRADE-IN**

LENNOX HAS A FULL RANGE OF  
NEW VOLKSWAGENS ON DISPLAY

**LENNOX MOTORS PTY. LTD.**

THE WESTERN SUBURBS VW DEALER

- CNR. CHURCH AND JUNCTION STREETS,  
**GRANVILLE, 637-1849**
- CNR. GEORGE AND SMITH STREETS,  
**PARRAMATTA, 635-5844**
- CNR. SUNNYHOLT AND BESSMER STREETS,  
**BLACKTOWN, 622-1293**

### Summary

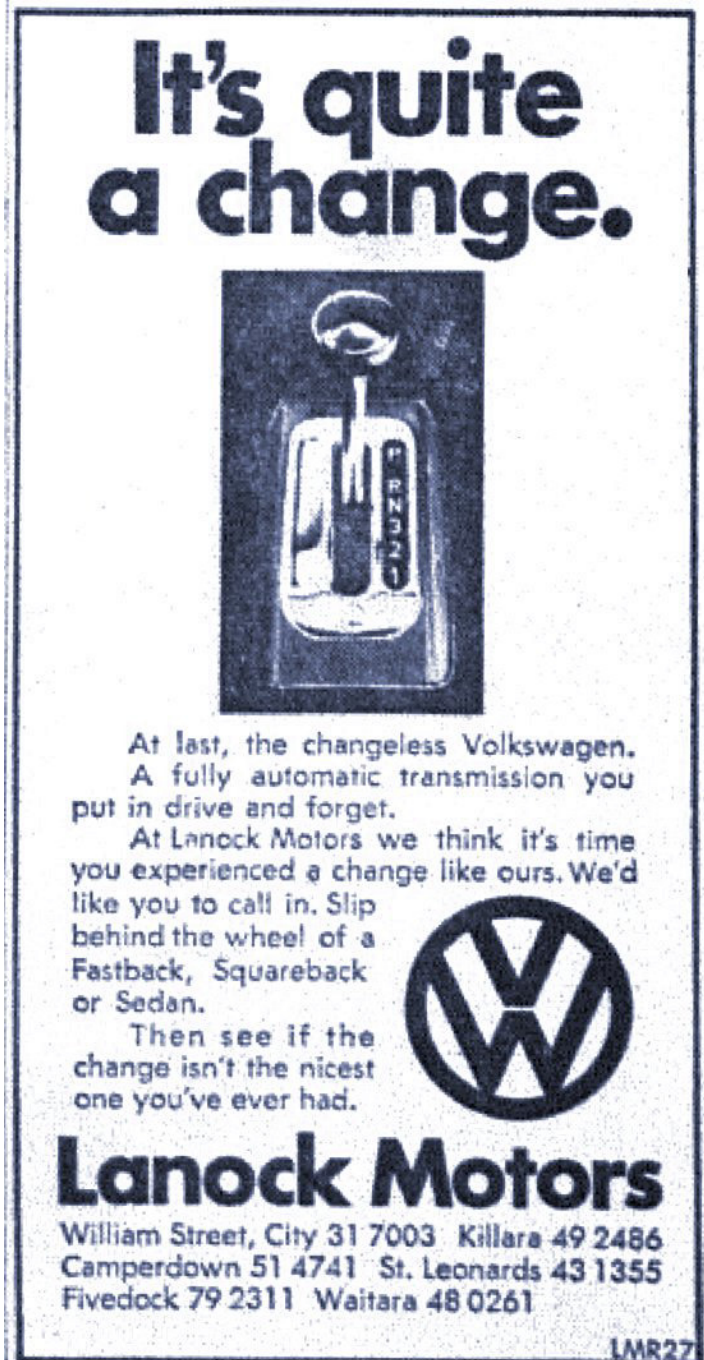
The automatic Volkswagen is a smooth and positive car to drive. The new transmission permits a kick-down to second at usefully high speeds in awkward situations, and its changes are quite unobtrusive.

The new rear suspension results in good roadholding and cornering ability, whilst steering and braking are excellent.

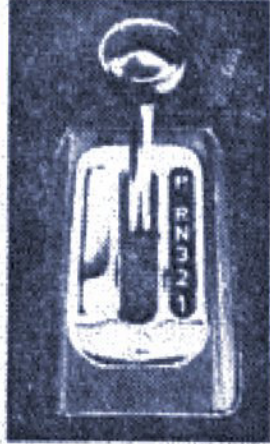
The estate-car version tested is unusual in having but three doors, but it is a particularly handy vehicle for family or business use.

The car was submitted for test by Volkswagen Australia Pty Ltd, the distributors.

Sturt Griffith B.E.




**It's quite  
a change.**



At last, the changeless Volkswagen. A fully automatic transmission you put in drive and forget.

At Lanock Motors we think it's time you experienced a change like ours. We'd like you to call in. Slip behind the wheel of a Fastback, Squareback or Sedan.

Then see if the change isn't the nicest one you've ever had.



**Lanock Motors**

William Street, City 31 7003 Killara 49 2486  
Camperdown 51 4741 St. Leonards 43 1355  
Fivedock 79 2311 Waitara 48 0261

LMR27



## From our website 33.

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

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

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



1/3/20 Hi! I live in Norway. Nice list about model codes. It would however be helpful if some one with knowledge made a list of all the parts number codes. I know an older parts number is divided into the following Example 171 853 516 B 171 stands for the model 853 for the parts group 516 for the part and last letter is for changes in the part. 171 is Golf Mk1. 251 is Transporter and so on. A list of the three first digits coupled to model would be very useful for us who have a lot of parts in boxes but doesn't know what it fits for. Regards Jens

7/3/20 I wish to join vw club, ive got a golf... and do u guys have events over at wollongong? Wei

12/3/20 Many years ago I was auditing the Antarctic Division of our Department and obtained an original 16mm copy of the first VW to be taken to the Ice. It is still in my possession. Are you interested?. Bill

19/3/20 Good afternoon. I am the proud owner of a 2019 Golf R Special Edition. Looking to join a VW Owners club for general interest and information and your club looks great. I live in Brisbane. Would you please be able advise me on how I may be able to join. Many thanks. Regards, Neil

25/3/20 Hello, I have Type 3 VW fastback which I would like to join a club with. I do live in northern NSW in Kingscliff, can I be a member of your club or do you recommend another VW club closer to where I live? I would like to attend events and eventual receive club rego. Steven

27/3/20 Hello. I have a genuine Type 2 50-67 front emblem that may be of interest to your members. Is there a way I can

get word out as a guest? I haven't owned a VW for over 20 years so I can't really justify paying a years' membership. I'd rather offer it for sale here before eBay etc. Cheers, Tom.

29/3/20 Hi looking to buy a karman ghia 60 to 68 Thanks Martine

10/4/20 1) how do I become a member2) I have a Splitly that I'd like to put on club rego - is the club party to this scheme and what are the requirements3) Can you recommend the best VW engine performance builder in Sydney please kind regards Peter

10/4/20 G'day. I would like to purchase an old VW Karmann Ghia body, (Engine optional), for a project. I have also heard that there are replica kits available which will probably make you blokes shiver, but one of them may also suit my project. Could you let me know how i may find a body/shell/kit and how much it is likely to cost. Thank you for your time. Justin.

16/4/20 Hello. I have a 1971 model Type 3 Fastback 1600 in original condition and I wanted to see if I could become a member as I drive it regularly but will only take it out now on weekends Kind Rgds. Gavin

20/4/20 Hi, I have a 1974 VW and I am looking for a couple of parts for my car, Do you know of someone who deals in VW parts? Raymond

21/4/20 I have 1969 type 3 automatic fastback interested to get your email. TKS Habib

22/4/20 Just wanting information on Aussie built 1974 original interior colours to go with Wattle exterior? Thanks. Alan

23/4/20 Good Morning I have a 1997 VW Synco AWD, I was wondering how I would find out how many of these cars are still currently going in Australia. Your help would be much appreciated. Kind regards Nicole

30/4/20 I need to replace original spec tyres on 1969 VW Beetle. What is best my option. Francois

1/5/20 Hi there recently purchased a 1967 vw beetle for my wives birthday, structurally sound and bodywork etc reg and runs good but she still needs work. At the moment desperatley trying to find a back seat for it as it has nothing in the back whatsoever except the battery. so at the moment wife can only take the kids one at a time which is ok at the moment as only be able to do short runs but easier if they could all go. I have been searching and cannot seem to come up with anything so hoping you may be able to point me in the right direction for where might be able to get one and anything else need back there. Its a two door that has been converted to a convertible well rag top really I guess. Any help greatly appreciated, thank you in advance. Vincent

2/5/20 Hi I have just purchased a 68 Beetle and are in the process of getting it ready to register I would like to join your club. How can I go about this? Brett



2/5/20 I am having my Engine replaced by Andrew Dodd Automotive on my 1967 Type 3 Karman Ghia, which is currently out of rego. I've only been a member for 7 months. Would i still be able to apply for Historic plates? Richard

7/5/20 Hi, I am interested in joining. I have a 1979 Kombi. It has been in the family since 1979. Just finished restoration by Matt at Taylor & Botham, Brookvale. He said I should join a club and suggest Club VW, mentioned Historic Registration. Who do I talk to to do this? Thanks Paul

15/5/20 I have a H5 on my engine Greg

18/5/20 Hi there, I am trying to buy a convertible Karmann Ghia. Nothing pristine it just needs to go. Do your members regular buy and sell or are there other avenues for buying a Karmann? Thanks. Jason

18/5/20 I have a 1976 VW Kombi van which is from a deceased estate. I'm trying to sell it as the deceased was my brother and he had some outstanding debts that I'm trying to settle. It's a 1976 blue Kombi, 5 seater, 2L engine. It's in running shape and is drivable, but needs some work done to it. Currently it's on historic plates. Please let any of your members who maybe interested in buying it to contact me. Regards, Adel

21/5/20 Hi, just wondering what is required to join the club? I would like to register a 1971 superbug on historic registration Thomas

22/5/20 Hi there, I have a 1963 VW Beetle. It's been in storage for quite some time. The motor has been pulled apart. The shell of the car is in good condition as is the seat, interior etc. wondering what the price would be to sell as is? Also what would be the cost of a second hand motor 1300/1500cc? Thankyou Fleur

28/5/20 Hey! Manufacturing number 11K0020292. There is a VW Bubble Limited Edition year 1989. 1.6l engine. Is it true how much information has been made and so on. It's in Finland! Thanks in advance! Jouni

2/6/20 We have 2 kombis 78 sopru camper and 68 low light kombi, the club we are with now are hard to get hold of and are unorganised. Have camper on historic plates and 68 not registered yet, we have been told you have a lot of events. Regards Craig

4/6/20 Hi Team - I've Hope you are well. I'm a big VW fan and was hoping for some information about torsion beam test results as I currently have a VW pan based speedster that's just completed a torsion and beam test. My engineer has given me the results however has nothing to compare them agains to pass the car. I was just wondering if you had any information on torsion and beam test results for VW convertible beetle 1965-1970 that you may be willing to share. Or if you have any contact who could help. Thanks in advance. Nick

17/6/20 Good morning, I'm part of the chrysler special vehicles club NSW. The club is pretty dormant and not close by. Keen to join a new club. My Newport rego is due so it's a

good time, can the club stamp the classic vehicle declaration forms as part of the club membership ? thanks Rafael

24/6/20 Looking for 1960's vintage classic VW for a television commercial filming in Sydney next week for 1/2 day and the following week in July for 1/2 day. Very urgent thank you, Rona

2/7/20 I would like to join the club I have just purchased a 1968 VW beetle from Victoria and arriving shortly want historic rego Jayasingham

21/7/20 Hi there, i bought a beetle from VIC and now im looking to register here NSW with historic plates whats the process ? Bryam

21/7/20 I am rebuilding a 1970 Type 3 Fastback in Qld. I have the chassis and engine numbers in the usual places, and an Australian ADR plate on the RH side of the spare wheel space. But on the LH side of this space, behind the windscreen washer bottle, are stamped the numbers 312 0764 What do these numbers signify ? Is it an Australia only number ? Any help appreciated in understanding my car. Thanks & regards Giles

23/7/20 I'm interested in joining the club as I just purchased my 2nd VW. I also own a classic 74 which I've been procrastinating about switching to club rego (I only just renewed the rego on the 30th June) and I'm only driving it less than 10 times a year these days and want to plan ahead so I can change it in future. Bernard

27/7/20 Hi , I'm trying to locate Jeff Unwin . He use to be located in Gymea . My Husband Zisis use ti work in the charcoal chicken shop on Gymea Bay Road . We purchased a 74 twin cab Ute bay window and have been trying to find Jeff . We know that he moved away . If possible we would love to talk to him about our combo . Thank you Regards Silvija

24/8/20 I have a vw dune buggy with no vin but the chassi number is from a type 14. How can I get a VIN Angela

24/8/20 Hi, I am at the end of rebuilding my beetle 67. Looking to join the club and get vintage rego. Do i need to be an active member for a year before this happens??? Thanks Jose

29/8/20 Hi Im interested in doing some practice days at Eastern creek. Can you give me any advice on what license I need to participate in some track days. Cheers Michal

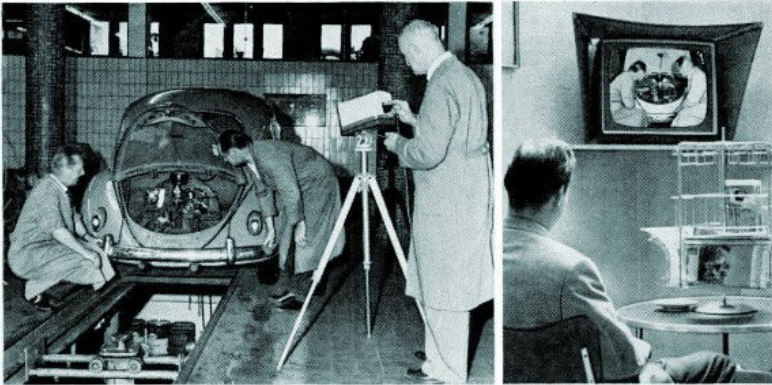
11/9/20 I have had a 79 Kombi with a Sopru Camper conversion for 10 years. Wanting to transfer to historical rego as car is now mostly garaged. Am I able to do this via your club and if so how do I go about this please. Many thanks Alison

27/9/20 Hi I'd like to join you club How do I do this And my car is on nsw rego at the moment I'm not driving it enough and I would like to put it on heritage plates how do I do this 76 beetle Hayden



# Oscar's Scrapbook.

## PS PICTURE NEWS



Customers watch on TV screen as their cars are repaired

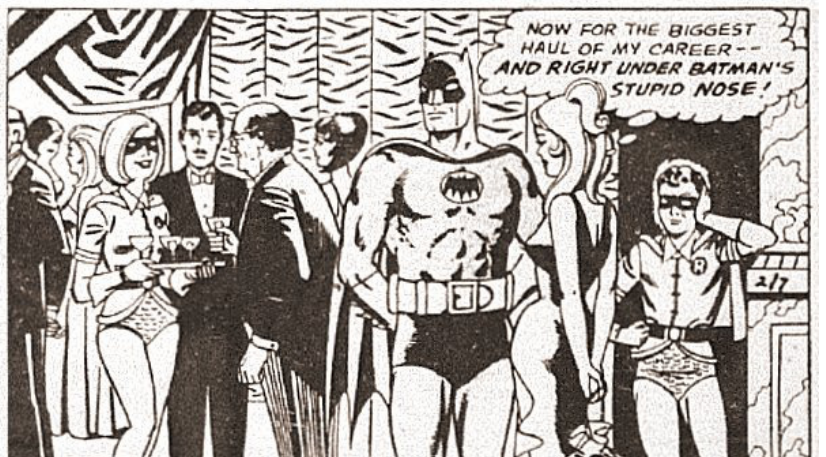
At a big automobile-repair shop in Frankfurt, West German motorists can watch the work being done on their cars without getting in the way of the mechanics. It's done

by closed-circuit television. The camera is focused on the job, and the picture it takes is transmitted to a monitor screen in a refreshment and waiting room.



## BATMAN

— by Bob Kane







**RON COOTE**

*agile lock for Souths*

**KEEPS FIT WITH ANDREWS!**

"We're fire-eaters this season! My personal health plan to be at top condition each game, is a daily glass of Andrews Liver Salt. Its effervescence gives one a feeling of well-being."

*Ron Coote*

You, too, can get the healthy benefit of sparkling Andrews. Refreshing Andrews is a satisfying, invigorating health drink for young and old alike. A mild antacid—soothes the stomach—tones up the system. Taken regularly, Andrews will help to keep your skin clear and fresh. Try a glass of Andrews first thing every morning!



**Andrews** EFFERVESCENT HEALTH DRINK!







## The late news.

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

After 5 years and more than 25 million dollars of development, the CSIRO announced today they had perfected a new device to enable people to see through solid walls. It will be called a 'window.'

When floodwaters filled the Brisbane Concert Hall last night, popular soprano Angela de Louget escaped by floating out through the stage doors on a wooden bench. She was accompanied by Gerald Moore on the piano.

Highway Patrol officers last night pulled over a very drunk Scottish tourist, Tamish McSporran of Dundee. When asked to blow into the straw, he was able to play Scotland the Brave on the breathalyser.

It was reported today that the Prime Minister is considering changing the name of the Labor Party to the Condom Party. He said it was because it stands up to inflation, protects a bunch of pricks, halts production, and gives a false sense of security while the country is being screwed.

At a Bringelly chicken farm today, 5,000 hens were laid off due to an unofficial stoppage. While at a neighbouring farm, 3,000 eggs came out in sympathy.

Meanwhile a sheep farmer from Taranaki was fined by police when he drove his flock to market in Auckland. He had made an illegal ewe turn.

The proposition to put a king-sized statue of the Prime Minister in Hyde Park has been well supported. It will give shelter when it's raining, shade in the summer, and the pigeons a chance to speak for us all.

Traffic on Sydney's roads has been particularly heavy today. In fact it is been so heavy that a lady had to abandon her car in gridlocked traffic on Woodville Rd, and continue her driving test on foot.

Federal Treasurer Jim Chalmers today gave thanks to Westpac Bank, saying they had been genuinely complementary to him on his recent bank statements. Westpac had told him he had an outstanding balance.

In the lead-up to this year's Gay and Lesbian Mardi-Gras, the famous LGBTQ Kombi will be out and about promoting the event. It's easy to recognise - it's mauve and puce in colour with a rainbow flag and its number plate is 'R U 1 2.'

Amateur theatre enthusiast Matt Bennett today landed a contract in a big budget theatre production at the Capitol Theatre. In a new show he will be playing a man who has been married for 30 years. Next time he hopes to have a speaking part.

A man was rushed to hospital today after swallowing four red billiard balls, three pinks, a brown and a blue. Doctors soon found the trouble - he hadn't been eating his greens.

Next month a farmer from Uddersfield will be giving a talk on udders; a lady from Wigan will be talking about wigs; a man from Liverpool will discuss livers, and a lady from Titsfield will show us her stamp collection.

Sport. Former NRL player Mitchell Pearce played his debut game for French club team Catalins this week, but he struggled with fitness and injury issues. During the match a runner went out with the message that the coach would pull him off at half time. "Wow," Pearce replied, "I only got oranges at the Knights."

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

## Test drive the changeless Volkswagen

Bankstown: Robert Dewley Motors Pty. Ltd. 70 1311  
Blacktown: Lennox Motors Pty. Ltd. 622 1293  
Campbelltown: Sarkis Bros. C'town 2 1739  
Camperdown: Lanock Motors Limited. 51 4741  
City: William St. Lanock Motors Ltd. 31 7003  
Collaroy: Young's Collaroy Garage Pty. Ltd. 98 9755  
Drummoyne: Kinsley Pty. Ltd. 81 2365  
Fivedock: Lanock Motors Limited. 79 2311  
Hurstville: Dick Swanton Pty. Ltd. 57 7996  
Killara: Lanock Motors Limited. 49 2486  
Liverpool: Provincial Motors Pty. Ltd. 602 9911  
Mona Vale: G. Brothers. 99 2556  
Mosman: Mosman Service Centre Pty. Ltd. 90 1234  
Parramatta: Lennox Motors Pty. Ltd. 635 5844  
Penrith: Wards Motors Pty. Ltd. Pen. 2 2321  
Rose Bay: Jack Jeffrey Pty. Ltd. 37 6797  
Ryde: The House of David. 88 0272  
St. Leonards: Lanock Motors Limited. 43 1355  
St. Peters: Motorways Pty. Ltd. 51 8991  
Strathfield: McCallum Motors Pty. Ltd. 74 1286  
Waitara: Lanock Motors Limited. 48 0261  
Gosford: Roberts Auto Centre Pty. Ltd. G'ford 2 0494  
Hamilton: Cardiff Motors Pty. Ltd. N'castle 61 4837  
Katoomba: Ziem's Great Western Garage Kat. 398  
Mayfield: Ron Bower Pty. Ltd. N'castle 68 1707  
Newcastle: R. H. Taylor Pty. Ltd. 2 4561  
Wollongong: Lanock Motors Pty. Ltd. 2 2238





# At last. The changeless Volkswagen.

You won't find the legendary 4-speed, all-synchro gearbox in the changeless VW.

This year we've added a new fully-automatic transmission. The kind you put in drive, and forget.

Another legend is born.

credibly sensitive a model aircraft engine is powerful enough to turn it.

What this means is that when you slip it into drive and hit the accelerator, the changeless Volkswagen will take you 0 to 50 in very nearly the same

It just doesn't look or act like one.

Fully adjustable, soft, bucket seats up front for tireless driving, wall to wall carpeting, non-stop electric clock, cigar lighter, heater/demister



The changeless Fastback.



The big change.



The changeless Squareback.



The changeless Sedan.

The Volkswagen fully-automatic transmission is probably the most advanced unit of its type ever engineered.

To begin with, it's taken us 10 years to develop. It wasn't easy because for us changes aren't easy to make.

There were some things dear to our hearts we just didn't want to lose. Like horsepower and our reputation for building a dependable, economical car.

What we've ended up with is a 3-speed automatic transmission that's pure VW—designed from scratch and built to get the most out of the Volkswagen with the least expenditure of effort.

Like our car, the VW fully automatic transmission is unique.

It has fewer moving parts. It's the lightest per horsepower output. And it's so in-

time our slick 4-speed synchro box does it. But with a lot less wear on your left foot.

The changeless Volkswagen, unlike other automatics, doesn't cost the earth to run.

You'll get around 29 mpg.

The new changeless Volkswagen is powered by a tireless 1600 cc engine fed by twin carburetors that give you extra charge.

We don't charge you any extra.

And with all the go we give extra whoa.

Up front are fadeless disc brakes, part one of a dual braking system. In the unlikely event of one failing, the other stops you.

The new changeless VW comes in three convenient sizes. The changeless Fastback: Room for five, so it's really a family car,

plus a fresh air system for comfortable climate control.

The changeless Squareback:

Like all the changeless Volkswagens, our Squareback is finished superbly.

There's a boot up front and a fold down rear seat that allows 42 cubic feet more space to carry anything up to your small son's soccer team.

The changeless Sedan:

Also two boots: It's a Volkswagen through and through. Which means it's never through.

You can test drive any one of the new changeless Volkswagens at any VW dealer. Or you can go all the way and try all three.

Driving a VW has always been fun. We just made it a lot easier.



Volkswagen Australia Pty. Limited.  
A division of L.N.G. Industries Ltd.



# VW NATIONALS Sponsors 2022.

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

Air-Cooled Garage	QLD (07) 5415 0633
All Air Cooled.com.au	WA 0438 467 366
All Metal Bumpers	0438 765 098
Andrew Dodd Automotive	(02) 9683 2184
Antique Tyres	VIC (03) 9458 4433
Artemi's T-Shirts	0415 163 313
Australian VW Performance	VIC (03) 9725 5366
Black Needle Motor Trimming	(02) 4722 5333
Cafe Express	0414 263 333
Cafe Lovers	0423 933 022
Canberra VW Centre	ACT (02) 6253 1481
Das Resto Parts	QLD (07) 5568 0143
Euro Revolution	0410 541 322
Eurohub Australia	<a href="http://www.eurohubaustralia.com">www.eurohubaustralia.com</a>
Evolution Car Hire	0419 494 465
Flying Volkswagen	0410 632 799
Forty Horse T-Shirts	0404 092 551
German Performance Garage	(02) 9899 9900
H & M Ferman	(02) 9533 2722
Harding Performance	QLD 1300 730 949
Indian Automotive	(02) 4731 6444
Just Kampers Australia	(02) 9645 7660
Kombi Shop	QLD (07) 5471 0331
Kustom Kombi	QLD 0414 857 259
MacKellar Service Centre	(02) 9939 2467
Mick Motors	QLD (07) 3266 8133
Mobile Auto Models & Toys	0403 012 060
Motexion Bulkheads	1300 563 333

Mountain Mechanics	0418 426 487
Muller and Muller Dural	(02) 9651 1411
Natoli Motors	QLD 0414 824 047
Newcastle VW Centre	(02) 4927 6689
North Rocky Mechanical	QLD (07) 4922 0555
Permanent Painted Coatings	(02) 9999 0122
Reliable Automotive	(02) 9438 3830
Rod Penrose Racing	(02) 4272 9920
Shannons Classic Car Insurance	13 46 46
Stan Pobjoy Race Engineering	(02) 6654 3694
Tin God Solutions	VIC 0419 875 905
Top Stitch Motor Trimming	0422 216 935
VanEssa Mobilcamping	1300 221 000
Vicsbahn	0466 887 466
Vintage Vee Dub Supplies	(02) 9789 1777
Volksbahn Autos	(02) 9688 2933
Volkscare	VIC (03) 9729 9281
Volkshome Automotive	VIC (03) 9464 0366
Volkwerke	VIC (03) 9840 6449
VW Fire Pits	0412 499 813
VW Magazine Australia	QLD (07) 3806 1240
VW Spectacular Macksville	0427 695 203
Warby's VW Stickers	0423 113 654
Wayne Penrose VW	0419 481 461
Wolfsburg Automotive	VIC 1300 370 310
Wolfsburg Motors Sydney	(02) 9519 4524
Zelicious Woodfire Pizza	1300 059 960



**VOLKSWAGEN**  
GROUP AUSTRALIA