

Zeitschrift



The largest-ever VW Nationals in 2023!

June 2023

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The Legend Never Dies

Club VeeDub Sydney.
www.clubvw.org.au

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



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*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/
www.facebook.com/groups/ClubVeeDubACTPublic/

Our magazine.

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

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

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

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

We thank our VW Nationals sponsors:

35 years.

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See the back page for all the 2023 VW Nationals sponsors

YOUR VW CLUB NEEDS YOU!



Club Veedub has been around since 1985, and been stable for years. But recently we have had some major changes and challenges. These include:

- **Steve Carter** retired last year, after 11 years as President and 38 years on the committee
- **Raymond Rosch** stepped down as Merchandising Officer last year after 19 years
- **Martha Adams** has stepped down as Treasurer after 8 years. Her husband Craig has also stepped down from the committee
- **David Birchall** has stepped down as Vice-President after 22 years, Nationals Co-ordinator after 36 years and committee for 38 years. He is fighting critical health issues and can no longer serve.
- **Norm Elias** will stand down as Secretary/Membership Officer after 9 years at the AGM next month. Increasing work commitments means he can no longer perform the role.

There are also other long-serving committee people, such as Carl Moll (Librarian, 5 years); Rudy Frank (Motorsport, 12 years); John Ladomatos (Historic Rego, 13 years); Phil Matthews (Editor, 17 years); and Christine Eaton (Raffle, 32 years!) While they have not suggested they will step down just yet, they may in future.

While Lee Woods has done a wonderful job as the new President so far (so too her husband Adam as the new Merchandising Officer), she has also had to take on the demanding role as VW Nationals Co-ordinator. They have a young son and may find they cannot continue in these roles.

Bob Hickman has kindly stepped in as Treasurer, but he has already served as Secretary for 18 years 1996-2014. He will be 70 years old this year and may not choose to continue.

Sadly there are just a tiny percentage of members who are prepared to get in and help run the club. Our club has over 560 members, yet only 30 or 40 come along to the monthly meetings and barely a dozen serve on the committee. Without new people stepping up to take on the roles, the club cannot continue to exist. It would be a shame for that to happen after almost 40 years of achievement. And if the club folds, your Historic Rego can't be renewed. Is this what you want to happen?

The **AGM** will be at the **July** monthly meeting (**Thursday 20th July, 8pm, Strathfield Golf Club**). We implore our members, especially the new younger generation water-cooled people, to come along and put your hand up for a committee position, these in particular:

VW Nationals Committee will need at least 6 - 8 new people, and maybe more. Without them, there can be no more VW Nationals shows.

Secretary is mostly Membership database nowadays but it is a very time intensive and crucial job
Vice President, Webmaster and **Social Media** will also need new people. It would be nice to have a **Social Director** to organise outings and runs, a position not occupied since the 1980s.

And lastly the **General Committee** - those willing to help out in any general way. 6-8 needed.

Our club is at a crossroads. For it to continue, **WE NEED YOUR HELP!**

KELSO OVAL PANANIA

EAST HILLS CHARITY

CAR SHOW

SUNDAY JUNE 18



The East Hills Charity Car Show is a community based event which attracts car lovers from all over NSW. Prizes are offered in a wide range of categories. A great family day out with the goal of the event to support a different charity each year.



**RESEARCH
ADVOCACY
CURE**

This year the East hills Charity Car Show is extremely proud to be supporting MS Australia

<https://www.msaustralia.org.au/>



www.easthillscarshow.com.au



AUCTIONS · EVENTS · INSURANCE



2023 SHANNONS EASTERN CREEK CLASSIC 20th AUGUST 2023 SYDNEY MOTORSPORT PARK, EASTERN CREEK

THE LARGEST GATHERING OF CLASSIC VEHICLES IN NSW.

- **1,900+ Member vehicles from over 150 clubs on display and on parade**
- **Cars, motorbikes, scooters, military, police, fire and ambulance**
- **NSW's most prestigious Concours d'Elegance judging event**
- **CMC Raffle for Prostate Cancer Foundation drawn at 2:30pm. First prize is \$3,000 cruise voucher from Cruise Express**
- **Classic double-decker bus rides around the track (gold coin donation)**
- **Trade displays in Pit garages - books, models, tools, auto memorabilia**
- **Live music, rock n roll dancing, art show and much more**



**PUBLIC ENTRY \$20 (incl. GST). KIDS FREE - 12 years & under
PARKING FREE
BUS RIDES - GOLD COIN DONATIONS welcome**

**Club VeeDub Sydney has 20 display spaces reserved – these will go quickly.
See Norm Elias at the monthly meeting to book your VW in the display and for your entry tickets.
Only reserve a ticket if you will definitely be attending.**

Von der Frau Präsidentin.

Was für ein Auftritt! (What a show!)

Where to even begin - This year's Volkswagen Nationals had our biggest turn out EVER!!! With over 240 cars, polished to perfection parked inside Fairfield Showgrounds. A huge thankyou to all those who came along!

Saturday saw the kick-off of Club Veedub Sydney's 2023 VW Nationals with a cruise, organised by Euro Cruisers, from Prospect HomeMaker Centre to Wisemans Ferry. We had great support from both air-cooled and water-cooled cars. We travelled in convoy, via a short stop at the Vineyard Hotel, enroute to the Wisemans Ferry Bowling Club for lunch. The new lower car park had more than enough space for the 40 odd cars and will be a great location for future events. Again, thank you Paul for pulling this all together!

On Saturday night it was off to Fairfield Showgrounds to set everything up - unpacking trailers full of gear, setting the layout, putting up signs, setting up tables and chairs, hanging banners, getting the office and shop areas organised and all the other work getting the venue ready. Thank you to all the helpers who came along. The beers and pizzas afterwards were well deserved.

Early Sunday it was clear and very cold, as show cars, traders and swappers lined up well before dawn. Our volunteers were there early, some even camping there overnight, and soon suited up with fluoro vests and radios. The club shop and office were ready, the entry gates were manned and opened right on 7:30am, and it was on!

The car show entry is usually the bottleneck, but this year we had plenty of volunteers to make things run smoothly. Clipboards with entry forms and tap-n-go payment were run up the queue, so that most cars had them filled out and paid by the time they reached the entrance. They got their

stickers and judging forms, their photos taken, and then directed to their parking areas by more of our volunteers. The traders and swappers were also in place early, and by 9am the show was looking great. By 10am most of the show cars were in place, and the gates were closed at 10:30. The showgrounds were packed with cars, traders, swappers and spectators, what a sight!

We simplified the show categories a little this year, with some dead categories removed (race categories) and others simplified (exotics included with off-road, and SEAT/Skoda merged). The Brian Walker award was retired (it's been five years since he passed away), and the Pleydon trophy was named for both Ray and Shirley - she had passed away a few weeks earlier. We also introduced the Pam Withers Award thanks to Paul from Euro-Cruisers.

Last year, as we were still recovering from the pandemic, we only had 177 cars in the show. Pre-covid, in 2019, we had 198 cars. Our best years were 213 in 2016, and the record 231 in 2017. This year, however, we got 241 cars in the show - the most ever!!! And 84 of them were on Historic Registration, which is also the most ever. They made up 35% of the entries.

There were 159 air-cooled cars in the show, much more than the 117 last year, and just one less than the record 160 air-coolers in 2017. It's great to see people bringing their classics out again after a few years of lockdowns. And significantly, there were 80 water-cooled cars, by far the most ever and easily beating the 58 last year. This is the future and it's great to see our younger-generation VW Golf fans coming along and enjoying the show.

By types, there were 76 Beetles across 6 categories (24 more than last year); 45 Kombis in 5 categories (7 more than last year), and 49 Golfs in 7 categories (9 more than last year). The most popular show category was Beetle 68-on Modified, with 23 entries (11 more than last year). Kombi T2 1968-79 Standard had 19 entries (5 more than last year); Beetle '58-67

DAVID BIRCHALL TRIBUTES WANTED!



David Birchall was a Club VW member from the club's earliest days in 1985. He served on the committee every year from 1986, including President for 8 years 2003-2011, and Vice-President for 22 years (1986-95, 1997-01, 2012-23). He was also the driving force behind the VW Nationals every single year since the first one in 1988 – 36 years straight.

With Dave's recent passing after a long fight against aggressive cancer, we want to make next issue a tribute to him.

We invite our members to write a short story about Dave and your memories of him. How he made you laugh, how he helped you with your VW project, how you enjoyed his company.

We also want to include nice photos of Dave, so if you have any, please send them on.

Please send all contributions to editor@clubvw.org.au by Thursday 6th July – thank you!

Standard had 17 entries (6 more than last year); Beetle '58-67 Modified had 15 entries (1 more than last year).

For the water-coolers, Golf 7 2013-2020 had 11 entries (6 more than last year), while Golf 1 1976-83 had 10 entries (5 more than last year). VW Sports (Scirocco, Corrado, New Beetle) had 8 entries (6 more than last year!). Golf 2 1984-92 also saw a big increase, 5 this time up from just 1 last year.

Almost all of the 42 categories in 2023 increased in number over last year, which was just wonderful to see, and those that didn't were usually only a few less. Classes like Pre-'57 Beetles, Karmann Ghia, Buggies and Off-roaders matched their longer-term averages. Rat Class saw 10 entries, 5 more than last year, but 10 is the long-term average.

There were just 2 Modified Type 3s, down from 4 last year and 10 in 2017, so modifying Type 3s is not the done thing any more. Standard Type 3s were up to 4 from 3 last year, but a way to go to match the 7 in 2017. We only saw 5 T3 Transporters, down from 7 last year.

There were slightly fewer Polos, Golf 3, 4 and 6 than last year, but more Golf 1, 2, 5 and 7. There were 5 Audis, the most ever, and just the one Porsche (mine!). Again there were no SEATS or Skodas, the only category with no entries. However Cupra (a SEAT subsidiary) has been launched in Australia so we might see one or two next year, hopefully.

There were just two entries for the Concours d'Elegance category, the only one judged by a panel of VW industry experts, and for the first time both of them were water-cooled!

All car show entrants received a judging sheet, allowing them to wander through the show and choose up to 20 different cars of their choice (air and water). Altogether some 1,685 separate votes were cast on these (164 more than last year), and posted in the blue box at the club stand before the 12:30 close-off. In addition, there were 404 People's Choice voting coupons dropped into the box by show spectators, making 2,089 votes altogether (plus the 241 entry forms)

for Phil to type into his laptop computer. This took all morning and lunchtime, but data entry was complete by around 1:45 pm.

Phil's custom-designed Excel spreadsheet uses the COUNTIF function to count the number of times each particular entry number appears as a vote. Then sorting by category and vote totals gives all the results in correct order. Then it only remained to create the powerpoint presentation by matching the car photos to the winning cars. Phil and Sam had everything worked out by 2:15.

Presentation could then be started a bit earlier, and it was quite quick as we no longer do 3rd place trophies and only about ten 2nd places for the most popular categories. We were all finished by 3:30pm and most people started heading home. We still had another hour's work packing up!

I want to express my sincere gratitude to all the volunteers who helped make the 2023 VW Nationals a huge

success. Your dedication and hard work did not go unnoticed, and I am deeply appreciative of your efforts. Your selflessness and commitment to this event are truly remarkable, and it is because of you that the event was able to run.

This year I would like to make a special mention of David Birchall, who due to his terminal illness was not able to attend or finalise the event. This being his 35th year of single-handedly organising this event, he still did 90% of the organising work leading up to the event. We are grateful that he lived to hear about the biggest-ever VW Nationals before he passed away. His unwavering dedication, hard work and attention to detail have been instrumental in making the event what it is today.

From coordinating volunteers and vendors to ensuring the safety and enjoyment of attendees, his contributions will never be forgotten. We all say THANK YOU DAVE from the bottom of our hearts. You will be greatly missed.

We want to make next issue a tribute to David Birchall. We invite you to write a short story on your friendship with Dave, how he helped you with your VW project and how you remember him. We'd also like to see your favourite photos of Dave. Please send all your stories and photos to Phil at editor@clubvw.org.au we will include them next issue.

I also want to mention another long-time member who passed away last month, Shirley Pleydon. She and her husband Ray joined the club in the 1990s and were familiar at many meetings and runs over the years. Both were on the committee for a long time. Shirley used to organise the trophies every year and was always generous with a cake at the Christmas meeting. Ray passed away in 2013 and the Ray Pleydon Award was set up in tribute. This year it was the Ray and Shirley Pleydon Award. Our thoughts and sympathies to Ray and Shirley's family.

Mit mehr Wertschätzung, als

Worte ausdrücken können (With

more appreciation than words can express,)

Lee Woods



Kanberra Kapitel report.

Congratulations to all the winners from VW Nationals over the weekend! It sounds like I missed a seriously impressive turn out. A massive thank you to the Sydney Club VeeDub crew for all their amazing hard work in creating such a great event. I know how much hard work and dedication goes into creating and pulling off an event of this scale. I did

get to see a lot of photos and videos of the day on social media, which was fantastic, seemed to be a lot of new entries and a lot of old faces.

Planning is well underway here in Canberra for the next two events, the first being the Canberra AGM on Sunday 18 June 2023. We are hoping to finalise the venue at our monthly club meeting next week. Just a reminder that all committee positions are up for grabs, even the president's position. So, if you've ever wanted to conquer an empire... I mean *clears throat*... become part of the committee and make a difference on how the club runs, now is your chance to do it. Current club members will receive a \$20 meal voucher per membership. Keep an eye out on Facebook and via email for more information.

On that note, I want to take a moment to thank Willie and Cookie for all their help and hard work over the last 12+ months with the Canberra committee, it's been another interesting year and we keep on going. Also want to thank those who step in to help when they can, your efforts have not gone unnoticed.

Our second event is our German Cars and Coffee on Sunday, 16 July 2023 from 9am at the Spanish Australian Club in Narrabundah, all German marques are welcome for this one. Bring your thermals and come along for a coffee, a bacon and egg roll and great cars. I also have it from a good source that there may also be Spanish donuts available as well. This is the first time we're hosting our events at the Spanish Club, but Chris from the club is keen to get involved with events like this or other local community groups and charities.

Willie has already emailed more info on the new ACT Historic Vehicles rules to our members. As he has previously said, the new Concessional Registration Scheme (CRS) is still in its infancy and clarification, changes and/or fine tuning will be ongoing.

Next month we will include the latest information sent from the Council of ACT Motor Clubs in Zeitschrift (that was in Willie's email.) All members on or considering historic or modified historic rego are strongly encouraged to read the info thoroughly.

Of note is the adjustment to the anniversary of the logbook year. i.e: when do you change from year 1 to year 2 etc. It was previously indicated that this falls on the anniversary of your club membership renewal; however we are now informed that it will coincide with your registration renewal date. So if your rego is due in September, then your logbook yearly change-over date will also be in September. This makes much more sense.

Also - if you have a vehicle currently on historic rego and you haven't changed to new system OR had Willie sign and stamp your logbook - YOU CANNOT DRIVE YOUR VEHICLE - IT IS CONSIDERED UNREGISTERED!

Now that the colder weather is upon us here in Canberra, I of course took it upon myself to hand wash the Scirocco on the weekend (yes, I still own it). One, it was unfortunately covered in bird droppings and leaves and two, my parents' car is currently dead as a doornail and waiting on repair (it's not a VW), so they are using my daily (also not a VW) and I get to drive Monster. I think I chose what could have been the coldest day of the month to do it. By the end of it I couldn't feel my fingers, or my nose and my high-pressure hose had sprung a leak out the side of the unit, so I was having

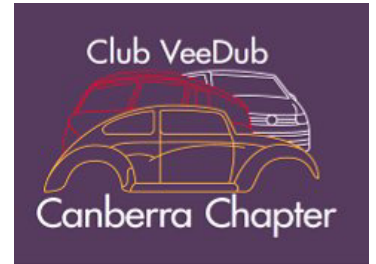
a bath at the same time and then it decided to rain. I need to get a new high-pressure hose and take the Scirocco for another bath to wash off everything that fell on it from the rain. I seem to be having a small run of bad luck!

I hope everyone is having a slightly better run than I am. Until next month. Who knows it may not be me making this report!!

Take care and drive safe.

Cheers

Dot



Klub Kalender.

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

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

June.

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

July.

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

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

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

Thursday 20th:- CLUB VW MONTHLY MEETING at the **Strathfield Golf Club**, 52 Weeroona Rd Strathfield. Get the latest VW news and views, plus VW socialising, drinks, raffles, trivia and plenty of prizes. Enjoy the Club's bistro and sports bar too. Lots of fun, all welcome. 8:00pm start. **This meeting will also be the 2023 AGM.** All committee positions will be vacated and new nominations will be called for. Members are invited to stand for a 2023-24 position.

August.

Tuesday 1st:- Canberra General Meeting at the Spanish Australian Club, 5 Narupai St Narrabundah, from 7:30pm.

Thursday 3rd:- Magazine Cut-off Date for articles, letters and For-Sales.

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

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

Sunday 20th:- Shannons Sydney Classic 2023 at Sydney Motorsport park, Eastern Creek. Organised by the CMC, it's the largest classic car show in Australia. Club displays, double-decker bus rides, trade stands, historic race cars, Concours, and a parade lap of the track for all show entrants. Over 2,000 classic cars! Club Veedub will again have a Volkswagen display, with 20 spaces booked. Cars should arrive by 8:00am. You must book with our Secretary Norm Elias at the monthly meeting to secure your reserved space and display ticket for the day. Please only reserve a ticket if you are SURE you will be attending - don't get a ticket then fail to turn up on the day.

September.

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

Thursday 7th:- Magazine Cut-off Date for articles, letters and For-Sales.

Thursday 14th:- Committee Meeting and magazine pack at the Strathfield Golf Club, 52 Weeroona Rd Strathfield, from 7:30pm.

Thursday 21st:- CLUB VW MONTHLY MEETING at the Strathfield Golf Club, 52 Weeroona Rd Strathfield. Get the latest VW news and views, plus VW socialising, drinks, raffles, trivia and plenty of prizes. Enjoy the Club's bistro and sports bar too. Lots of fun, all welcome. 8:00pm start.

Marktplatz.

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

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

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

New ads.

For Sale:- I have a range of **parts** in Canberra for **1800 Kombi** if any of your members are interested, Here is a list of what is available: Side mirrors, Windscreen rubber, Windscreen wiper arms, Windscreen wiper frames, Pair of brake shoes, Rear axles with CV joints, Front door pull straps, 3x Wheels, Sliding door striker plate, Dashboard blank for radio, Some in dash air flow fittings, Turn signal mounting bracket, Rear view mirror, Battery clamps, Oil filter removal tool, Shock absorbers (new), Petrol pump, 1800 crankshaft and connecting rods, Rear window rubber for beetle 1971, Apac garage jack. Please contact Warwick on 0404 469370 or email warwick.fulton@gmail.com

For Sale:- 1976 VW Beetle for Sale. Sought after model, last of Australian made. Beam front and IRS rear suspension. Mileage 70,000 on clock. NSW Road registered August 2023. Motor: Pobjoy 1916 cc, twin Kadron carburettors custom under guard exhaust. This motor is low stressed low compression happy on standard fuel with plenty of low revs torque, a pleasure to drive. Reconditioned transmission and HD Clutch. Adjustable Spax Shocks all round. HD Torsion bar on front suspension. Long range fuel tank fitted, Rally trip meter, and CB radio. Half roll bar, front and rear stone guards





available but not fitted (these were removed to pass Blue slip)
14 inch Hotwire mag wheels brand new tyres. Set up as two seater new leather cloth seats and rear parcel shelf and stowage boxes. Has participated in Flying Doctor Charity events . This car is great to drive and in excellent running order, recent passed blue slip to take it off club plates. \$18,000 ono. Contact Barry on 0425 275097 or email bpparks1@bigpond.com



For Sale:- One owner 1990 T3 Kombi fully decked out camper with near new engine, new radiator, new front brakes in good condition. Sopru conversion with double gas burners and grill, new Dometic three way fridge, fitted sink with 20 litre storage tank, double fold out bed below single slide out bunk up top, plenty of cupboard space with hanging option. The last of the rear engines and first of the water cooled complete with bull bar and driving lights. Fully lined interior and priced \$15000 for quick sale. Location Gloucester NSW. Phone Allan on 0413 188633 or email allanwarnel@gmail.com

For Sale:- 1967 VW 1300 Deluxe Beetle. One owner, original straight condition. Unmodified except for conversion to 12V. Still has original rego plates. Birch green colour, runs well, long service history. Hardly used the last five years. Needs minor cleaning up. \$20,000 ONO. Contact Hendrik on (02) 4945 4811.

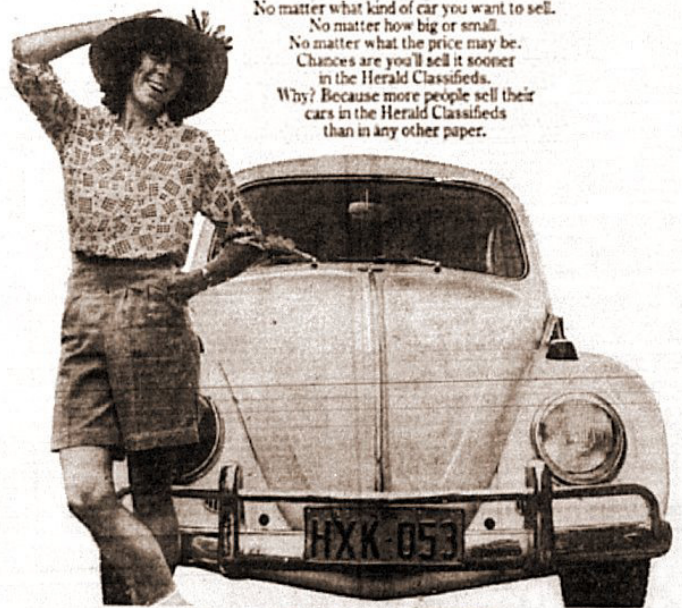
For Sale:- 1989 T3 Transporter window van, white. No rego, deceased estate. Rebuilt gearbox. 2.1-litre motor runs but has two broken head studs. Rear aftermarket seat, a bit rough. Front bull bar, lights. Car located in Belmont North, NSW. \$4,000 for quick sale. Contact Hendrik on (02) 4945 4811.



For Sale - 1966 1300 Beetle, one owner last 40 years. Rebuilt to 1600 single port (much torque), 12 volts. Just had comprehensive service with complete brake system overhaul - 4 new wheel cylinders, new master cylinder and brake hoses. Continually registered with 5 months remaining. Very straight car, comes with many new parts supplied, replacement engine lid strips and rubber seals, door hinge mirrors with pins etc. As featured in the July 2015 issue of Zeitschrift. Open to offers above 23K. Contact Bill on 0438 478404 or email forbsiedw@gmail.com

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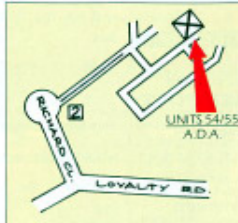
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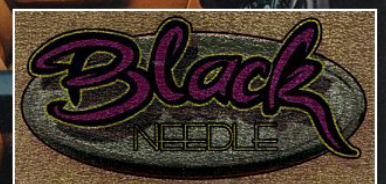
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Amarok 2 pricing.

The new 2023 Volkswagen Amarok ute are now due in Australian showrooms, priced from \$50,990 to \$79,990 plus on-road costs - up to \$7,500 dearer than the model it replaces - and a couple of thousand dollars dearer than most Ford Ranger equivalent models.

The second-generation Amarok - a twin under the skin to the new Ford Ranger - will be available in a choice of five model grades and four Ford-designed engines, including turbo-diesel V6 and a turbocharged petrol four-cylinder option.

Pre-orders have been open since Volkswagen announced specifications in August 2022 ahead of showroom arrivals for the Style, PanAmericana and Aventura now, followed by the base Core and Life a few months later.

The entry point into the range costs \$5,100 more than before - at \$50,990 plus on-road costs - for a six-speed manual, single-turbo diesel four-cylinder. All models are dual-cab pick-ups.

The top-selling high-grade diesel V6 models are up to \$7,500 more expensive to account for a raft of new features that will bring the Amarok from the back of the pack in terms of the previous model's technology, to equal top of the class with its Ford Ranger twin.

The only model that is cheaper than before in the new line-up is the Amarok Life, which costs \$1,000 less than the outgoing Amarok Sportline. However the new model uses a 500 Nm twin-turbo diesel four-cylinder, rather than the old 550 Nm turbo diesel V6.

Compared to its Ford sisters, the entry-level, mid-range and top-of-the-range Volkswagen Amarok variants are generally dearer than equivalent Ford Rangers - but are better equipped, with the largest screens on most models, and LED headlights across the range.

The new Ford Ranger and Volkswagen Amarok were developed alongside one another, and share much of their underpinnings, engines, transmissions, key technology, and capabilities.

However, Volkswagen has gone to great lengths to differentiate its new Amarok inside and out, including unique sheetmetal for every panel other than the roof, and a completely revamped interior which adopts a Volkswagen steering wheel, digital displays, and unique switchgear,

among other changes.

The new Amarok will be built in the Ford factory in Silverton, South Africa (near Pretoria), alongside Ford Rangers for Europe and Africa. However, the Ford Ranger for Australia will continue to be built in Thailand.

Other unique features that distinguish the Amarok from the Ranger include 21-inch alloys and different suspension tuning on the Amarok Aventura, versus 20-inch wheels on the Ranger Platinum edition.

Five model grades are offered: Core, Life (succeeding the Sportline in the old Amarok range), Style (succeeding the Highline), off-road-oriented PanAmericana (succeeding the Canyon, last offered as a special edition in 2020), and luxury on-road Aventura.

Four engines are available: a 125 kW/405 Nm 2.0-litre single-turbo diesel four-cylinder, 154 kW/500 Nm 2.0-litre twin-turbo diesel four-cylinder, 184 kW/600 Nm 3.0-litre single-turbo diesel V6, and 222 kW/452 Nm 2.3-litre single-turbo petrol four-cylinder.

The three diesel engines are shared with the Ford Ranger in Australia. The petrol four-cylinder (designed and built by Ford) will be available on the Ford overseas, but it is not offered on the Ranger in Australia, making it a Volkswagen exclusive here.

The 2.0-litre single-turbo diesel engine is available in the Core with a choice of six-speed manual or six-speed automatic transmissions, and in the Life with a six-speed auto as standard.

The Style offers a choice of 2.0-litre twin-turbo diesel and 3.0-litre V6 diesel engines, both with 10-speed automatics - but a part-time four-wheel-drive system with the 2.0-litre four-cylinder, or full-time four-wheel-drive with the V6.

The PanAmericana is diesel V6 and 10-speed auto only, while the Aventura can be specified with the 3.0-litre V6 and 10-speed auto, or the 2.3-litre turbo petrol engine and 10-speed auto (both with full-time 4WD). All Amaroks are equipped with low-range modes as standard.

The entry-level Amarok Core single-turbo diesel auto is equipped similarly to the Ford Ranger XL, but costs \$2,810 more (\$50,180 plus on-roads for a Ranger XL dual-cab pick-up single-turbo 4x4).

The mid-range Amarok Style V6 is better equipped than a mid-tier Ford Ranger XLT V6 - adding features such as a larger touchscreen, matrix LED headlights, larger wheels, power driver's seat, a widescreen digital instrument cluster, and a wireless phone charger.

However, at \$70,990 plus on-road costs the Amarok Style V6 is \$5,800 dearer than a Ranger XLT V6 - and similarly priced (\$200 cheaper) to the better-equipped Ford Ranger Wildtrak V6 (which adds some features exclusive to dearer Amarok grades, but also lacks some items standard on the Amarok Style).

The top-of-the-range Amarok Aventura V6 diesel is not as well equipped as the top-shelf Ranger Platinum - adding 21-inch alloys, but lacking the Ranger's ventilated seats, heated steering wheel, and flexible tray rack system - but is



Tiguan and Golf R paused.

Volkswagen Australia has stopped taking orders for most versions of the five-seat Tiguan family SUV - including the high-performance Tiguan R - and the Golf R hot hatch and wagon amid severe parts shortages.

Orders for the Golf R range, and the four all-wheel-drive (AWD) variants of the standard-wheelbase, five-seat Tiguan - the 132TSI, 147TDI, 162TSI and R - will be paused "until further notice".

Volkswagen attributes the order pauses on the Tiguan 132TSI, 147TDI and 162TSI to parts shortages for the AWD system from April 2023 onwards, while the R models are affected by shortages on other parts (as they have a different AWD system to standard Tiguan).

The Golf R is also included in a shortage of reversing cameras shared with the wider Golf hatchback range, which as previously reported is set to slow deliveries to a trickle over the coming months.

Order books will remain open for the long-wheelbase Tiguan Allspace range - including the all-wheel-drive models - which are built in Mexico, rather than Germany as per the affected cars.

"For reasons of demand, orders will now be paused [for Tiguan R] for the foreseeable future. Golf R and Golf R Wagon orders are also paused due to previously announced component shortages," Volkswagen said in a media statement.

Volkswagen Australia announced in September some key safety technology - including blind-spot monitoring - would become unavailable due to parts shortages on the first batch of Model Year 2023 vehicles, for a period of about six months.

There is no firm date for these items to return - for buyers already in the queue - and their availability is believed to vary case by case.

While orders have been paused for a number of top-selling models, Volkswagen Australia says it has "ample supply" for all three versions of the T-Roc (Style, R-Line and R), as well as the Tiguan Allspace range, and the entry-level, standard-wheelbase Tiguan 110TSI Life.

Volkswagen says there are "4,313 T-Rocs of all types available" - with the current order book making Australia the number-one market globally for the T-Roc R.

Although new orders for the Tiguan R have paused -

\$3,000 dearer.

Most advanced safety systems are available on all Amarok models, including autonomous emergency braking, adaptive cruise control, lane-keep assist, and traffic sign recognition.

However - unlike much of Volkswagen's passenger-car and SUV line-up, prior to parts shortages - blind-spot monitoring and rear cross-traffic alert are not available on the base model, and are only standard from the Life model grade and up.

This is an odd omission given even the cheapest Isuzu D-Max 'traffic controller' tray-back model from \$31,990 drive-away comes with a full suite of advanced safety tech (including blind-spot and rear cross-traffic alerts).

Front parking sensors, a 360-degree camera, automated parking, and automatic headlights and wipers are also exclusive to higher-grade models.

All Amarok models are fitted with nine airbags, including one between the front seats, and knee airbags for both front occupants, matching the Ford Ranger - a big improvement over the old Amarok, which lacked rear airbags, and did not offer any form of advanced safety technology.

The 2023 Volkswagen Amarok is now in Australian showrooms in Style, PanAmericana and Aventura forms, ahead of Core and Life grades by in the second-half of the year.

2023 Volkswagen Amarok Australian pricing:

Core TDI405 2.0-litre single-turbo diesel I4 manual 4x4 - \$50,990

Core TDI405 2.0-litre single-turbo diesel I4 auto 4x4 - \$52,990

Life TDI500 2.0-litre twin-turbo diesel I4 auto 4x4 - \$56,990

Style TDI500 2.0-litre twin-turbo diesel I4 auto 4x4 - \$66,990

Style TDI600 3.0-litre turbo diesel V6 auto 4WD - \$70,990

PanAmericana TDI600 3.0-litre turbo diesel V6 auto 4WD - \$75,990

Aventura TDI600 3.0-litre turbo diesel V6 auto 4WD - \$79,990

Aventura TSI452 2.3-litre turbo four-cylinder petrol auto 4WD - \$79,990



and component shortages will soon affect production - Volkswagen says Australia's allocation of vehicles on the production line has improved, with "more Tiguan Rs incoming for waiting customers."

The company says it is currently holding approximately 1,000 Tiguan R orders.

"Only the Tiguan R has a higher overall order bank [than the T-Roc R], and improved production for Australia has meant that a greater number of these orders are being fulfilled," according to VW Australia.

The company says it also has stock of the Tiguan Monochrome special edition - with the 162TSI petrol engine, but fewer luxury features than the standard models to navigate stock shortages - as well as the Passat wagon, Passat Alltrack, Arteon and Touareg.

In a media statement, Volkswagen Australia said "between Tiguan and Tiguan Allspace there are 3,572 [examples] of the 132TSI, 147TDI and 162TSI variants in dealer stock."

It also highlights a drive-away deal of \$49,990 - included with three years' free servicing - it offered on the Tiguan Allspace 132TSI Life until the end of March 2023.

"Volkswagen was in a strong position for Tiguan 132TSI, Tiguan 162TSI Monochrome and Tiguan Allspace Adventure deliveries in the first quarter of this year [January to March], before 4Motion [all-wheel-drive] deliveries are impacted in the second quarter," Volkswagen Passenger Vehicles Director Michal Szeniecki said in a media statement.

"It became increasingly important to balance this with improved Tiguan 110TSI Life and Tiguan R supply. The 1000 Tiguan R orders will be assisted by this, while additional T-Roc and T-Roc R stock will help balance continuing restrictions on Golf."

Volkswagen has introduced a new 'Welcome Experience' website which allows customers to track their order over 11 stages from the factory to the dealership.

More T-Roc Rs coming.

Wait times for the 2023 Volkswagen T-Roc R small performance SUV are due to be slashed from six months to a few weeks, as an additional 1,500 examples - plus 300 special editions - are secured for Australia.

Volkswagen Australia has confirmed it has "negotiated extra production" for 1,500 additional examples of the T-Roc R, which are due to be produced over the next six months.

A company spokesperson said the increased allocation of vehicles is expected to reduce wait times for a new T-Roc R from six months today, to "close to immediate delivery."

These 1500 examples of the fully-featured T-Roc R flagship model are in addition to a limited run of 300 T-Roc R 'Grid Editions', due to arrive in local showrooms next month.

The Grid Edition removes items such as matrix LED headlights, a power driver's seat, electric tailgate, and blind-spot monitoring to navigate delays caused by a shortage of computer chips.

It is worth noting the missing technology cannot be added to vehicles at a later date, though could return on future models when semiconductor supply eventually returns to normal.

Prices for the Grid Edition start from \$54,300 plus on-



road costs - \$6000 less than the standard T-Roc R (\$60,300 plus on-road costs), which was hit with a \$1000 price rise from January 1.

"We can accept supply shortages of popular models or we can try to effect solutions. Ours is a primary R market so in addition to securing extra T-Roc R production, we'll offer a unique to Australia T-Roc R Grid Edition," Volkswagen Australia passenger vehicles director Michal Szeniecki said in a media statement.

The 1,500-vehicle allocation of additional T-Roc R performance SUVs follows a batch of 1,000 extra Touareg large SUVs the car maker secured for Australia late last year.

These are bright spots after multiple years of stock shortages for Volkswagen Australia, due to factors ranging from new emissions regulations in Europe that limited supply, and lengthy periods between old and new models, to production slowdowns and parts shortages caused by COVID-19 and the war in Ukraine (which manufactures key electrical components).

However, VW continues to face long wait times on other popular models - including the Golf R hot hatch, last announced as a 12-month wait late last year, and the Tiguan 162TSI R-Line five-seat family SUV.

ID.2 to be next Golf?

Volkswagen has radically altered its plans for the upcoming ID.2 electric hatchback and come up with a completely new exterior and interior design - which could be seen in concept car form in Europe next month.

Due in overseas showrooms in 2025 with a target price of 22,500 Euro (\$AU34,750), the five-seat hatchback could also wear the iconic Volkswagen Golf badge.

Insiders at Volkswagen's global headquarters in Wolfsburg, Germany, say a Golf GTI hot-hatch variant has also been discussed during recent internal strategy meetings for the new electric model.

The ID.2 is expected to be the first Volkswagen based on the new MEB-Plus platform - an updated version of today's widely used MEB electric-car structure - but equipped with new lithium iron phosphate 'prismatic' battery cells, delivering charging speeds of between 175 kW and 200 kW, among other developments.

In place of the controversial micro-SUV plans previewed by the ID.Life concept at the 2020 Munich motor show, the heavily revised Volkswagen ID.2 will receive more conventional hatchback styling developed by a team of

designers working under the guidance of Volkswagen's new styling boss, Andreas Mindt.

The change in design direction comes after new Volkswagen brand CEO, Thomas Schäfer, rejected the ID.2's original SUV styling proposal, which is credited to Mindt's predecessor, Jozef Kaban.

After months of internal debate over the design of the upcoming price-leading electric hatchback, Mr Kaban has accepted a new position in the Volkswagen brand's design operations as creative art director.

The decision to provide the ID.2 with a completely new look comes after Volkswagen performance offshoot Cupra revealed its uniquely styled version of its new electric vehicle, the UrbanRebel, with a hatchback shape.

The two models are planned to be produced alongside each other at Cupra parent company Seat's Martorell factory near Barcelona in Spain, as indirect replacements for the Volkswagen e-Up and Seat Mii. A third model from Skoda is also expected to arrive at a later date.



One Volkswagen source familiar with the early proposals of the redesigned ID.2 hatchback says the vehicle is positioned in size and styling themes between the current Polo city hatch and Golf small hatch - with an overall length of "around 4250mm."

With a relatively short bonnet and a flat floor, the VW ID.2 is said to offer "the sort of interior space of models typically one segment higher" than the VW Golf.

"We have great tradition and product strength in this segment. It is not a whole new beginning, but a logical continuation of what Volkswagen has excelled at in the past, albeit with electric drive," the VW insider said.

The Volkswagen ID.2 is initially planned to be offered in single-motor, front-wheel drive form only. However, the MEB-Plus platform will eventually support dual-motor, all-wheel-drive models.

"It will be relatively lightweight by electric car standards, somewhere between 1600 and 1700kg," the VW insider said.

Volkswagen's plan to use the Golf name for the production version of the ID.2 electric hatchback was first hinted at by Mr Schäfer at the Los Angeles motor show in October 2022.

At the time, he said: "The Golf name has huge value. The recognition it receives at [customer] clinics, people absolutely understand what we are talking about. So, to change the name to something completely different, doesn't make sense."

Initial suggestions were the Golf name may be reserved



for a facelifted version of the ID.3. However, this is denied by Volkswagen sources, who say "the true values of the Golf lay in a car the size of the ID.2".

Whether it retains the ID. identification of other electric-powered Volkswagen models remains to be seen. One possibility is the name ID. Golf.

In another significant development, Mr Schäfer is also said to have given the go-ahead for a return of the GTI badge on Volkswagen's electric models. It is planned to replace the GTX badge introduced on the ID.4 in 2020.

"The GTX is dead," a senior VW source said. "A decision has already been made to replace it with the traditional GTI name, and it is being considered for the ID.2."

A budget-priced, front-wheel drive, electric performance car with the GTI name mimics the philosophy of the original petrol-powered Golf GTI introduced in 1976, say insiders.

While a final decision on a GTI version of the ID.2 has not yet been made, there are suggestions a separate electric hot hatch concept car could be revealed at Volkswagen's annual Wörthersee GTI fan festival and car show in Austria this summer, or the ID. fan festival planned to take place in Locarno, Switzerland, in September 2023.

The Cupra UrbanRebel unveiled in June 2022 reportedly provides a clue to the approach Volkswagen could take with the electric-powered Golf GTI, say company insiders.

Fitted with a front-mounted electric motor, the most powerful version of the upcoming Cupra model is claimed to deliver 161 kW and boast a 0 to 100 km/h time of 6.9 seconds.

By comparison, today's VW Golf GTI (with a turbocharged 2.0-litre petrol engine with an output of 180 kW) has an official 0-100 km/h acceleration claim of 6.2 seconds.

Meanwhile, the reborn VW ID. 2 is also said to adopt a new-look interior with a cabin claimed to offer similar space to today's VW Golf.

Additional changes centre around a new infotainment system. They include the provision for a rotary dial controller, a development that will initially appear on the third-generation Volkswagen Tiguan due to be unveiled later this year.

The centre-console rotary dial - a first for a Volkswagen model - is designed to supplement touch screen controls, and is expected to replace the unpopular touch-sensitive 'slider' introduced on the ID.3 in 2020.

The sweeping changes made to the upcoming VW ID.2 are part of a 'comprehensive reset' for the Volkswagen brand and its electric car strategy under new management.

Together with the ID.2's redesign, the new Volkswagen CEO has also ordered a comprehensive reworking of the company's Project Trinity, a new showcase model whose development began under the guise of Volkswagen's former CEO, Hebert Diess.



Mr Schäfer is understood to have reservations about Project Trinity's liftback-style sedan design. Now, Volkswagen designers are reportedly trying to reshape this car as an SUV to rival the Tesla Model Y.

The changes to the upcoming VW ID.2 and Project Trinity come as Mr Schäfer - who was previously in charge of Volkswagen's South Africa operations before becoming chairman at Skoda and then being appointed CEO at Volkswagen - instigates a more product-driven business culture at Volkswagen than his predecessor Mr Diess, who was known for his obsession with cost-cutting and profitability over product.

"It's a balance, but in the end, it is the product that we are judged upon" a Volkswagen insider said. "With the changes taking place, we want to get back to a position of strength with new cars reflecting traditional Volkswagen qualities, and with names that will be familiar to long-time customers and other new car buyers alike."

Meantime, earlier speculation suggesting Volkswagen was preparing to produce the ID.2 in China at a factory operated in partnership with its joint venture partner Anhui Jianghuai Automobile (JAC), has been denied by the head of the company's Chinese operations, former Volkswagen brand CEO, Ralf Brandstätter.

Speaking to Chinese media earlier this month, Mr Brandstätter said, "Volkswagen plans to launch the ID.7 sedan in China, as well as a new model below the ID.4," adding, "It won't be the ID.2."

ID.Buzz GTX.

A GTX version of the Volkswagen ID. Buzz will inject extra performance into the born-again battery-electric Kombi next year.

As previously reported, the ID.Buzz is set for

Australian sales in 2024. Now Autocar in the UK has details of a GTI-style performance boost.

It reported a GTX version of the ID. Buzz with more power and all-wheel drive, with confirmation from the head of R&D at Volkswagen, Kai Gruenitz.

"The GTX will be a cool high-performance version, with 250 kW, a dedicated interior, new exterior colours and some additional features," Mr Gruenitz told Autocar.

News of the ID. Buzz GTX has already triggered a response from Volkswagen Australia.

"We're keen for it," the spokesman for Volkswagen Australia, Paul Pottinger, said.

"We're keen for any and all ID. Buzz variants, not least this one. And we will be looking into all the possibilities."

Despite the confirmed 2024 local timing for the ID. Buzz, Volkswagen Australia has admitted it is pushing for the earliest possible arrivals and the maximum number of models across the ID range of electric vehicles.

Australia currently trails the European roll-out of the ID range by four years, although Volkswagen Australia has an aggressive roll-out plan for 2024.

In addition to the power upgrade compared to the 150 kW and 300 Nm outputs of the standard ID. Buzz, the GTX will use the dual-motor, all-wheel drive system shared with other members of the ID electric family.

Autocar reports Volkswagen is also considering launching a non-GTX model of the ID. Buzz, still with all-wheel drive.

Mr Gruenitz also provided more detail on the upcoming long-wheelbase version of the ID Buzz, which gets an extra 25 centimetres between the wheels and a seven-seat cabin.

"It will have three rows and seven seats, and you can pull them all out of the back. It will also have captain chairs that turn around," he said.



He also talked about work on a 'California' campervan version of the ID. Buzz.

"There will be a camper version. The first concept is being worked on now. It's interesting what's possible and what would be cool and usable," Mr Gruenitz said.



Flat Four Autumn Cruise.

On Sunday 6th May our Flat Four friends organised their annual 'Autumn Cruise,' on a beautiful sunny day.

The day began at the premises of Indian Automotive at Penrith, where there was parking for a couple of dozen VWs.

The Indian workshop was open for inspection, with a lot of stock and modified VW components stored about.

A neat little coffee kart kept the fans happy until Kevin called everyone over and gave a quick rundown of the drive – stay together, lights on, behave yourself, stay safe etc. Then we saddled up and headed off a little after 10:30am.

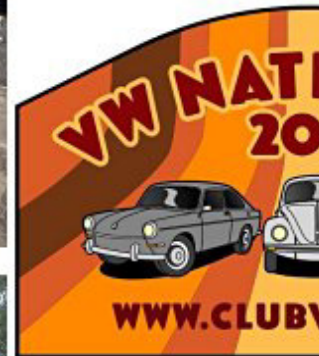
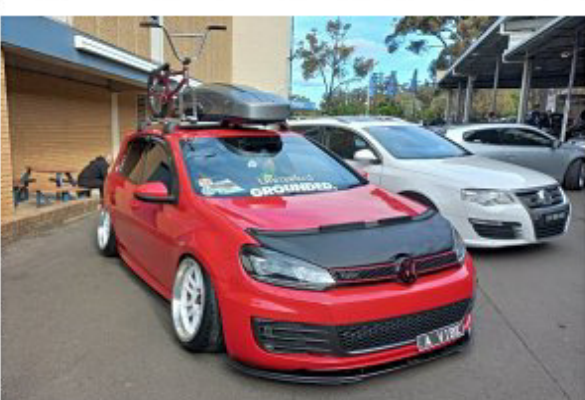
We headed north up Castlereagh Rd and past the lakes turned right onto Cranebrook Rd, which runs almost dead straight all the way to South Windsor. Through the historic town, we turned onto Pitt Town Rd and headed out past Cattai to South Maroota. Then left onto the Sackville Ferry Rd, right at the RFS garage and finally into Lower Portland.

The Paradase Café by the river is a lovely spot to enjoy the sunshine, along with a cold drink and a pizza. Thank you to our Flat Four friends for a very enjoyable day.





VW Nation

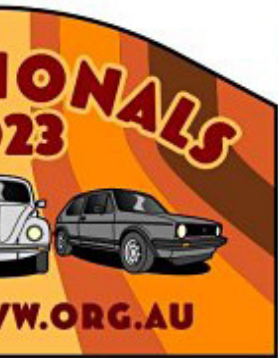


Photos: Brendo



Club

nals 2023



an Matthews





Pre-Nationals Cruise.

Saturday 27th May saw the first running of the Pre-VW Nationals Cruise, kindly organised by Paul Stewart and the Euro-Cruisers internet group.

The day dawned clear and sunny but quite cold. We met up from 8am at the Prospect Homemaker Centre, which has a huge centre carpark and a welcome hot coffee shop.

It was a great mixture of old and new VWs there, and the owners happily mixed and chatted in the early sunshine. At 8:30am it was time to saddle up and we cruised in convoy to our next stop at the Vineyard Hotel, half an hour away.

By this time the sun was warm and a few more VWs joined us. The we headed off on the longest and final leg - to Windsor, Pitt Town, Cattai, Maroota and the end at Wisemans Ferry.

The new council carpark was the perfect spot to park together and enjoy the cars and scenery. The Bowling Club was right next door and a short walk saw us enjoying a cold drink and a counter meal.

A fantastic relaxing day for a drive and get-together - thank you to Paul and the Euro-Cruisers gang for organising it for us.







2023 VW Nationals trophy winners.

(2nd places were awarded for categories with large entry numbers, based on averages from previous years)

1. **Beetle - up to 1957 - Standard**
1st: Marino Perillo
2. **Beetle - up to 1957 - Modified**
1st: Robert Zabek
3. **Beetle - 1958 to 1967 - Standard**
1st: Mohammad Bamy
2nd: Michael Pratley
4. **Beetle - 1958 to 1967 - Modified**
1st: Koray Mamuk
2nd: Kevin Stewart
5. **Beetle - 1968 onwards - Standard**
1st: Evan Ademovic
2nd: John Wild
6. **Beetle - 1968 onwards - Modified**
1st: Rae Khorbathi
2nd: Graham Ingram



7. **Kombi T1 - up to 1967 - Standard**
1st: Dean Smith
2nd: George Karimi
8. **Kombi T1 - up to 1967 - Modified**
1st: Liz Bradley
2nd: Byron Raine
9. **Kombi T2 - 1968 to 1979 - Standard**
1st: Simon Moylan
2nd: Judi Brookes
10. **Kombi T2 - 1968 to 1979 - Modified**
1st: Craig Mason
2nd: Mel McLintock
11. **Transporter T3 - 1981 to 1992 - All**
1st: Scott Pitcher
12. **Type 3 and Type 4 - Standard**
1st: Bob Hanna
13. **Type 3 and Type 4 - Modified**
1st: Ryan Cole



14. **Karmann Ghia - All Years - Standard**
1st: Blygh Workman
15. **Karmann Ghia - All Years - Modified**
1st: Alan Cottee
16. **Factory Karmann Cabriolet - All Years - All**
1st: Ross Spencer
17. **Factory Air-cooled Off-Road and Exotics - All**
1st: Brendan Percival
18. **Non-factory Off-road and Buggies - All**
1st: Peter Campbell
19. **Aussie Convertibles and Kit Cars - All**
1st: Doug Spence

20. Rat class - All Years - All Types

1st: Karstan Maxine
2nd: Klaus Rohl

21. Polo, Up! - All Years

1st: Phil Richards

22. Golf 1 - 1976 to 1983

1st: Maher Azzam
2nd: David Evans

23. Golf 2 - 1984 to 1992

1st: Leigh Parker

24. Golf 3 - 1993 to 1997

1st: Cameron Spiteri

25. Golf 4 - 1998 to 2003

1st: Eddy Thomas-Bratkovic



26. Golf 5 - 2004 to 2008

1st: Peter Kemp

27. Golf 6 - 2009 to 2012

1st: Joel Daws

28. Golf 7 - 2013 to 2020

1st: Tim Watters
2nd: Mariss Stewari

29. Golf 8 - 2021 onwards

No entries this year

30. VW Convertible (Golf Cabrios, EOS, etc)

1st: Mikayla Gonzalez

31. Sports Coupe (Scirocco, Corrado, New Beetle)

1st: Sofia Calleja

32. VW Sedan (Vento, Bora, Jetta, Passat, Arteon)

1st: Passion Garage

33. SUV (T-Cross, T-Roc, Tiguan, Toureg)

1st: Brodie Maxwell

34. VW Commercial vehicles (T4, T5, T6, Caddy, Amarok)

1st: Darby Quoyle

35. Audi - All Years

1st: Chris Niblock

36. Porsche - All Years

1st: Lee Woods

37. SEAT/Skoda/Cupra - All Years

No entries this year

38. Concours d'Elegance

1st: Jonathan de Vos

39. People's Choice - Air-cooled

1st: Alan Cottee

40. People's Choice - Water-cooled

1st: Maher Azzam

41. Ray and Shirley Pleydon Award

1st: Phoebe Betts

42. Pam Withers Award

1st: Lee Papaioannou





Navin and Nathan Halstead, and the #84 AC Store, CP Dental, Performax VW Scirocco of James Hay and Paul Ansell.

There was also one Volkswagen entered in Class D: the #75 Surfside Properties Golf GTI of Darryl Leslight and Henderson Leslight.

The race began in mostly overcast, cold and windy conditions on Mt Panorama and featured three lead changes in the first two laps.

Beric Lynton (BMW M3) led off the start before Anton De Pasquale (BMW M4) forged through from third place to lead the first lap. Then Jayden Ojeda (M4) passed De

Pasquale at the Chase on lap two to be out in front.

The race settled down until the 40 minute mark when the first safety car appeared due to Tony Levitt crashing his Mercedes AMG C63 on top of the mount.

Just into the second half of the race, Kris Mackie (Mazda RX8) overdid it at Hell Corner and smacked the inside wall which meant the appearance of the safety car for the sixth time.

Bathurst 6-hour.

A tense and thrilling 2023 Hi-Tec Oils Bathurst 6 Hour has finished with one-lap flyer after the eleventh Safety Car with Jayden Ojeda driving Simon Hodges' Class X BMW M4 to victory.

The race had everything with eleven safety cars, a red flag for a period and close results in most of the classes.

The Bathurst 6 Hour has been part of the Festival of Sporting Cars since 2016. The race is for Group 3E Series Production Cars and other invited cars and is held on Easter Sunday, with practice and qualifying sessions taking place on the preceding two days.

Entrants in the Bathurst 6 Hour are divided into six classes: Class X: Ultimate Performance; Class A1: Extreme Performance (Forced Induction); Class A2: Extreme Performance (Naturally Aspirated); Class B1: High Performance (Forced Induction); Class B2: High Performance (Naturally Aspirated); Class C: Performance; Class D: Production, and Class E: Compact.

60 cars qualified for the 2023 event, across the six classes. There was a great spread of manufacturers represented, including BMW, Mercedes-Benz, Lexus, Ford, Holden, Mitsubishi, Subaru, Renault, Mazda, Mini, Toyota and Honda.

There were two VAG vehicles entered in Class A1: the #71 Audi TTRS Plus of Ben Bargwanna and Jude Bargwanna, and the #222 Harding Performance Volkswagen Golf R of Cem Yucel and Iain Salteri.

There were also two Volkswagens entered in Class C: the #77 Iolar/MRPS/AED Group VW Scirocco of Patrick



The next Safety Car was for Michael Ferns with his Class B2 Holden Commodore SS-V off at the Chase and with a sufficient oil dump that saw several others went skating off the road, but at least they were able to continue.

The oil deposit was enough to temporarily suspend the race with a red flag situation.

This resulted in the unusual sight of all the healthy cars lined up in pit lane, many of which were undergoing tyre changes while waiting for the race to resume.

The pause for the clean up took just over 20 minutes before they took to the track behind the safety car.

The race resumed just before the culmination of the fourth hour with Tim Leahey (BMW) in front ahead of Duane West (HSV GTS), Ian Sherrin (BMW), Ben Bargwanna (Audi TTRS), and Dylan O'Keeffe (Mercedes AMG A45). Then followed Cameron Crick (Evolution X), Adrian Sarkis (A1 VW Golf R), Darren Forrest (A2 Clubsport), Keith Bensley (A2 Lexus) and Grant Denyer (Ford Mustang).

The eighth Safety Car came when Bensley (Lexus RC) had contact with Nic McLeod (Holden HSV) into McPhillamy Park and fired off into the tyre barrier.

At that time Sherrin (BMW M4) had dramas and pitted briefly to check the front suspension and it was found to have



broken a rear mount.

With an hour and 15 minutes remaining the ninth safety car was out for Paul Razum (HSV Clubsport) stopped in the Cutting.

It was a blessing for the Class X cars to complete their last mandatory stops and also get the last fuel replenish, that would see them run to the flag.

While under the cautionary period the Bargwanna Audi was blowing smoke and pitted with what appeared to be a coil failure.

The fifth hour passed with the Safety Car still on the circuit. Ojeda was leading from Russell, Randle, De Pasquale, Davison, O'Keeffe, Ian Salteri (Golf R), Casha, Cowham and Crick.

With 37 minutes left on the clock Jason Walsh was at the wheel of the Class D Honda Integra Type R when it expired in a plume of smoke after Hell Corner. That brought out the tenth safety car.

The last safety car came five minutes from the end. Coleby Cowhan (Mustang) was into the wall out of Murrays Corner and Paul Loiacono (EVO X) similarly so at Forrest's Elbow.

Ojeda in the BMW M4 had the pace for the last hour, survived a tap with a lapped car that bent the steering, and finished in first place outright just 2.7s ahead of the Russell family, father Wayne and brothers Drew and Aaron (BMW M3).

Third across the line was Tyler Everingham but the M3 he shared with Garth Walden and Michael Auld was docked 15 seconds for passing under the last yellows.

That elevated Anton De Pasquale, Anthony Soole and Adam Burgess (M4) to third ahead of Thomas Randle, Ben and Michael Kavich (M2 Competition).

Everingham was relegated to seventh ahead of polesitter Will Davison, Beric Lynton and Tim Leahey (M3) while the battle for seventh and A2 honours went right down to the wire with Ryder Quinn (sharing with Tony Quinn and Grant Denyer) passing Ryan Casha (also Rylan Gray and Chris Delfsma) on the line, the two Ford Mustangs just 0.1 seconds apart.

Behind them came Dean Campbell and Cameron Crick (Mitsubishi Lancer Evolution X) after they took the A1 lead off Dylan O'Keeffe, Brett Hobson and Michael Sheargold (Mercedes AMG A45) with 15 minutes to go.

Third in class and eleventh were Ian Salteri, Cem Yucel and Adrian Sarkis ahead of Nathan Callaghan, Chris Lillis and Matt Holt (A2 HSV Clubsport).

Next were the B1 winners Jordan Cox, Scott Turner and Rob Rubis (BMW 135i) who started last in 59th position.



B2 went to Brent Edwards, Cody McKay and Brad McDonald (Holden Commodore SS-V) while Murray Dowsett, Mitch Maddren and Lachly Bloxsom were the winners of Class D.

Despite a drive through penalty for contact with another car and later a stop to replace a driveshaft, Nic McLeod and Brock Giblin (HSV Astra VXR) took out Class C after pacesetters Jake Camilleri and Scott Nicolas (Mazda3 MPS) were stranded on the circuit after 86 laps.

Class E was also a close contest between the two Mazda3 SP25s where Andrew Jackman/Cameron Beller/Mark Taubitz won by less than two tenths of a second over Phil Alexander/Stephen Doorey/Shane Fowler.

And the Volkswagens? The #71 Audi TTRS expired with electrical problems after 87 laps, 4 hours and 50 minutes into the race. However the four Volkswagens all finished the race.

The #222 Harding Golf R ran strongly all day and was always a threat to the BMWs. The Golf's fastest lap of 2:34.7 was just 9.4 seconds slower than that of the winning BMW, and the Golf completed 112 laps - the same as the winning BMW, and just 44 seconds in arrears. The Golf finished third in Class A1 and 11th overall.

The #84 VW Scirocco finished 2nd in Class C with 105 laps, a lap behind the leading HSV Astra, and 25th overall. The other #77 Scirocco

completed 85 laps and finished 6th in Class C and 35th overall.

The #75 Golf GTI finished 5th in Class D with 104 laps, six laps behind the winning Toyota 86, and 29th overall.

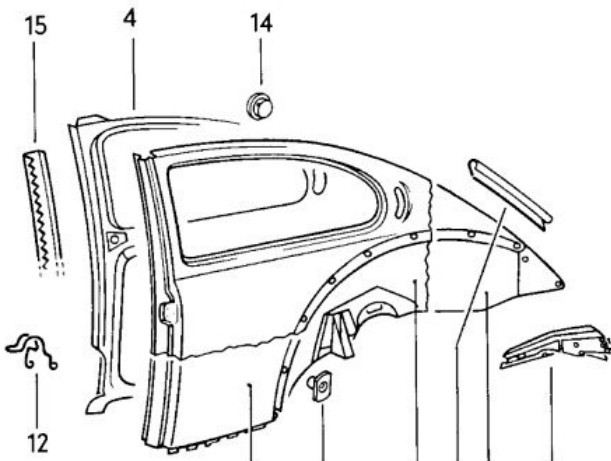
Just 36 cars finished the 6-hour race, with 24 failing to finish.

BMW's have won every Bathurst 6-Hour since the race began in 2016, now 7 straight victories. The 2020 race was cancelled due to the covid pandemic.



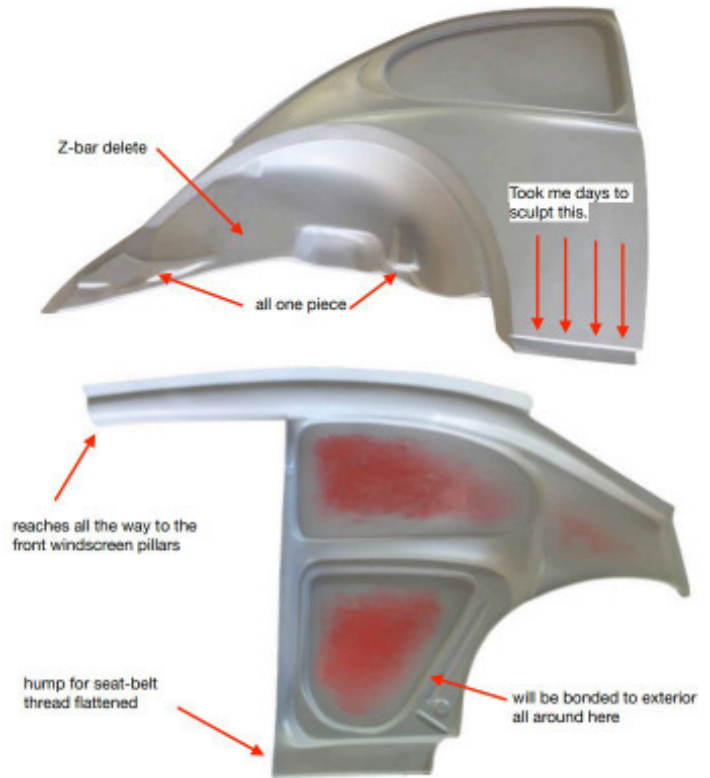
The Project of my Life - Progress 9 .

Developing prototypes of the quarter panels and the rear inner side panels has occupied much of my recent time. The problem was finding straight donor shapes; my Mexican body has had a hard hit on the right side and the '68 hulk has badly rusted-out areas around the base of the right window and the bottom part near the running board. After much sizing up, I decided that each body would be able to give up the best of its original shape and I would be able to make true-to-form prototypes by merging bits and pieces. One area which was completely rusted out on the hulk and badly bent on the Mexican needed to be completely reshaped in body filler after I had made three templates to transpose the true shape from the other, straight side. I was also lucky that the Mexican body could donate the shape of the crescent-shaped ventilation outlets behind the windows.



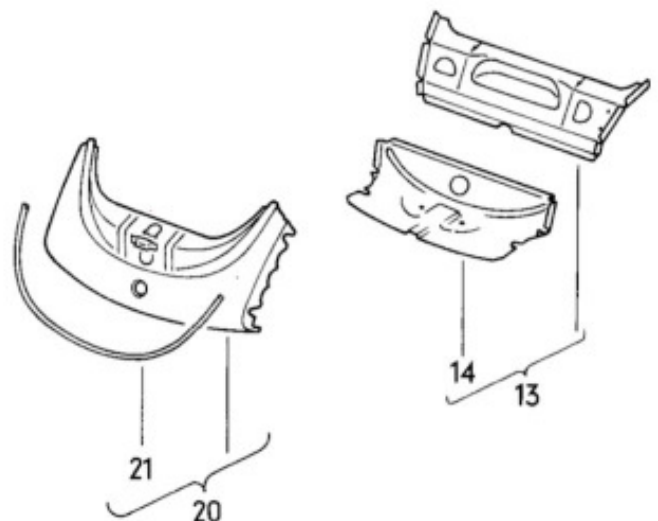
On the quarter panels, the outer parts, VW has seriously reinforced all around the body-to-pan mounting points and the Z-bar attachment areas as well as the bumper brackets, so there are multiple pieces of steel spotted together. I decided to take an impression of the outer shape in each case, because my reinforcement will be through the use of tube steel on the inside. I filled-in the triangular brackets where the body is bolted down and simplified the shape where possible for easier moulding. I've already decided to dispense with the Z bar; anybody who wants to screw one of my bodies to a swing-axle car can get him/herself a camber compensator and keep all the suspension loads isolated to the chassis. That means I could further simplify the shape by filling-in the holes where the Z bar would normally screw on.

The inside panels were similarly challenging and required me to sit inside the body while adding and shaping gobs of filler. The areas each side of the back seat behind where the trim boards attach do not extend to the outer panels, because that would mean spot welds being visible on the outside, but I have decided to make it so in fibreglass for enhanced strength and stiffness. I spent quite a bit of time grinding through all the spot welds to remove item 15 in the exploded diagram, as well as extension pieces beneath them. These sharp claws hold the factory trim strips in place. With them gone, there are two neat edges which come together for spot welding. I like this very much, as the raw edges will be able to be trimmed with pinchweld strip. But right down the



bottom the shape is changed; there's a sort of hump where the bottom seat-belt thread is housed and the two panels no longer go parallel to each other for spot welding. I've cut all that away and simplified it, so the pinchweld trim strip will go right to the bottom and the seat-belt inertia reels will sit a bit more outboard. I can't see any downsides to this solution.

I sawed-off the front apron, what VW calls 'front cross panel;' item 20 below, and have excised item 13, 'reinforcement plate,' which will stay welded to item 14. The shiny gelcoat finish needs to be on the outside for the front apron, but the inside for the reinforcement panel, so I'll be making two pieces and bonding them. With the front apron on the bench, freed of leftover spot-welded panel work from the inner wheel wells, it's a lot easier to straighten it out with hammer and dollies. It has received the body-filler treatment



Item 21 was not present on the Mexican, saving me some work.

to simplify the shape. The access hole for changing the gear-shaft bush and the reinforcement plate for the bonnet catch have all been filled in. I needed to change the angle of the back edge, lifting it up a bit to make it at least parallel with the bottom edge, otherwise any fibreglass product would lock in to the mould and you'd never get it out intact. The factory steel panel must have been pressed in multiple stages.

The Mexican body does not have the recess for the windscreen-washer bottle; it's just a flat plate, but I would like to keep that concave shape to provide space for a stock windscreen-washer bottle, if that is even needed, so I'll have to wait till I get my Malaysia-delivered Beetle body from KL and cut-and-shut the old shape back in.



Mudguards aren't part of the core project of building a fibreglass Beetle body, but my own car is going to need them too. I've sourced some from the mainland, not in great shape, but days of banging and filling over rust can put most things right as long as you don't plan to put them back on a car. I'm making moulds which have a flange across the middle, behind the headlight, which will allow me to make combinations of front and rear shapes. I will be able to make up to eight different combinations of front guard:

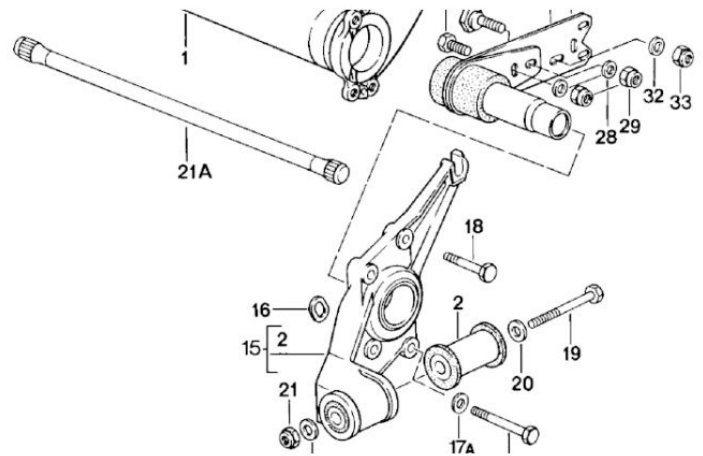
- stock vertical headlight
- stock sloping headlight
- vertical headlight with bucket for bolt-in LED
- sloping headlight with bucket for bolt-in LED

and just an idea at this stage, but after some future aerodynamic testing, all the above with the rear half reshaped using aerodynamic separation edges. To understand what that's about, do a search on Youtube for 'Julian Edgar separation edges.'

www.youtube.com/@JulianEdgar He's an Aussie bloke whose work I admire.

My Porsche 924 IRS must have been out of a post-1980 model, because the outer spring-plate brackets are an aluminium casting instead of Beetle parts used on the 1976-79 models. This was because of a redesign which suspended the whole rear end in rubber mounts.

Item 15 has had all the aluminium extensions cut off so that it more resembles a VW part, but there's a problem: the



outer spring-plate grommet is not in great shape and it's a longer, Porsche-only part. I managed to find urethane replacements at PowerflexUSA. This addition means that now all three rubbers on each trailing arm have been replaced with soft, 'street' urethane equivalents; I just hope that the ride will be bearable.

www.powerflexusa.com/shop/category/volkswagen-1054

Call me slightly obsessive, but I've come up with a third way to secure the deep sump. The way they expect you to do it is to replace the studs in the case with longer ones, then screw the casting on with M6 nuts. My worry is about those nuts and washers coming loose and then banging around inside the bottom end. Plan 1 was to use an old aluminium strainer to make locking tabs. Nothing wrong with that idea, but I thought I could improve on it with Plan 2, drilling holes in some acorn nuts and safety-wiring the assembly on. Turned out to be a bit fiddly to assemble, so Plan 3, the ultimate and best yet, is to get some M6 coupling nuts, which are like threaded hex bar, 25 mm in length, then screw the sump up against the case with them and finally fit some cap screws with a Torx head into the bottom of the coupling nuts. The round head of each cap screw disappears up into its slightly enlarged hole and the screw cannot become loose because it gets held in place by the sump plate and a drop of Loctite™.



The left hole has the coupling nut and cap screw in place. The holes in the bottom of the sump needed drilling out to allow the screw heads to pass through. I will also be using these Torx socket-head cap screws for securing the tinware.

Tip of the day: use your leftover M6 coupling nuts to hold on your wiring cover under the bonnet.

A new discovery for sourcing some highly desirable parts: Hoffmann Speedster in Germany. They manufacture many parts, or at least have them made exclusively, which I

think is a very important thing for the continuation of our automotive obsession. They only deliver to Europe; luckily I'm going to France this year and have a friend I'll be visiting who is OK with me sending VW-parts packages to her address. Check out their English-language site for some great stuff that you won't see anywhere else. When I get my treasures back home I'll reveal them to you.

www.en.hoffmann-speedster.com/

Back in KL, Mr. Hafeez has been hard at work designing and fabricating my AC bracket. My design brief: "centre-mounted, using the room normally occupied by the distributor and fuel pump. Serpentine drive. No separate adjustment, as the drive kit comes with its own idler wheel. Material: aluminium, welded to a supplied aluminium alternator bracket and using the fuel-pump studs for extra bracing." I supplied an AC compressor based on the advice of my local AC technician. It's a vane-type, which apparently stands up to high rotational speeds better than other designs. Mr. Hafeez found it difficult to build a bracket around that particular compressor and found a different one, also vane-type, with mounting holes all in one plane.

It's strong enough that the extra bracing onto the fuel-pump studs isn't needed. The idler wheel needed to be relocated. I love the way it turned out.



Much simpler than other AC brackets I've seen here, and much lighter also

Rod Young
rod.young2@icloud.com

Greg's 1972 VW.

Hello Carl, I purchased a glove box handle from you some time back. We had a chat about my Beetle I was restoring, and you suggested to send you some info about it.

The vehicle is now finished and there is a story about its rebuild which your members may enjoy.

The following information is from what I recall and as both Dad and his mate are no longer with us I will do my best to present what I believe how the build progressed.

In the late 1970s a mate of my Dads started a project on a 1972 VW Beetle pan. At that time, the pan was only a few years old and in perfect condition. I was working up in Northern Qld and all I know is that there was no body, just the pan. There were lots of suspension mods done as well as cross bracing and adjustable spring plates on the rear. The pan was sent away and powder coated. He purchased a new AS 41 case and a Scat counter balanced crank, 92 mm barrels and pistons (2180cc) twin 40mm dcn Webers. I know he had head work done, but not sure what. I recall the box was beefed up and taller gearing.

Dad had a few Beetles in the shed and his mate was ready for a body to go on. The body was stripped to bare metal and painted in white acrylic. That was a far as it got. His mate lost interest, so Dad bought it from him, only to sit in the shed for many years unfinished.



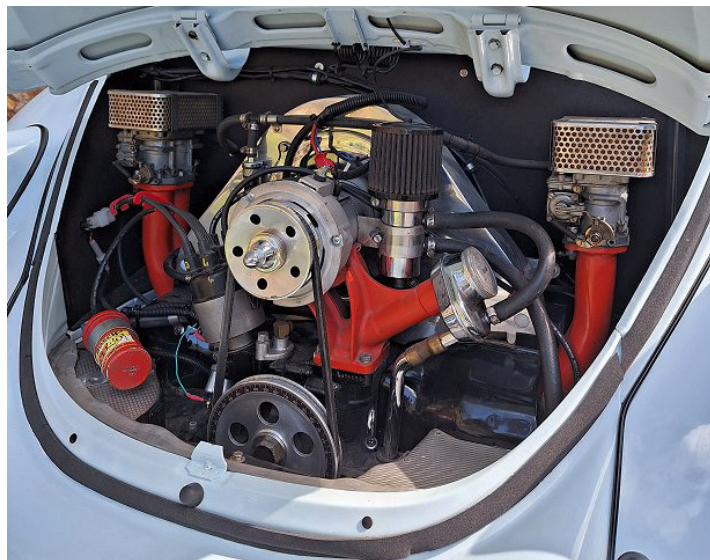
After Dad passed away in 2018 I had the car towed to my place, as well as a 'donor car.' I retired 3 years ago and decided to finish off the project. Over the years I have played around with cars and trucks and repainted a few, so I was confident I could finish it off.

The donor car had good doors but no guards, so with the help of an impact screw driver and oxy and I managed to heat the door screws up enough to undo them. I lifted them up into position and noticed that the strikers and door line was different. I had no idea what was wrong. As far as I knew a Beetle was a Beetle. I had a mate come and have a look and he identified the body as a small window pre '68 body. What was confusing was the body has a fuel flap ('68 on), so all I can think of is that at some stage the body has had a hit and was updated to a later front. The panel beater that did the job must have been first class, as it is very hard to find where it was altered.



I sourced a pair of '68-on doors from a guy on the Gold Coast that had no rust but had a few tin can dents and took them to a panel beater to straighten them out. Then I found a good set of guards off a '68 Beetle and so started to strip the body and panels back to bare metal. Apart from the dash which had the 3 part instrument area cut out, body was in such good condition that just a slight wipe of body filler was needed in a few spots. I welded in a new dash section and cut the holes for the new gauges, and again, just a wipe of bog to tidy it up.

With the motor out, I started to modify the rear section to allow the motor to pull out from the rear, rather than drop down, as the inlet manifolds would not allow clearance. I found a few photos on a web page that detailed how to cut and weld in a removable rear section which works well. Also, you may notice on the photos, the alternator stand is offset and fan shroud places the alternator directly above the crank pulley. I have never seen any photos of this set up, so maybe someone may be able to shed light on to who sold these. Remember, this is over 40 years ago. The problem with this is that the carb linkages are between the fan shroud and the fire wall, which makes adjusting the linkages near impossible unless you pull the engine lid. The fan shroud has no provision for an oil cooler, so there is 16mm copper tubing from the motor up to the front bumper which cools through a Mazda RX7 oil cooler.



The motor is now back in after carb kit rebuild, inlet manifold gaskets, rear oil seal, tappet adjustment, new oil cooler seals, new Kennedy stage 1 clutch and pressure plate, plugs, leads new oil and filter and fuel filter. Fitted a new wiring harness from Heritage UK and wired up the gauges etc. Cranked it over and did cold compression test and showed 150 psi on each.

I checked the rear trailing arms (IRS) and all the nolathane bushes had crumbled to small pieces, so I replaced all with rubber ones. On the front, all ball joints and sway bar bushing was OK. I wondered why the clutch had a hydraulic line running to a slave cylinder on the bellhousing. A guy told me that it was a semi auto originally as the ball joint front end and double-joint rear only came out in autos prior to 1976.

I realise that this build may not appeal to everyone, and it would have been great if it had all the same year guards, lights, engine lid etc, but as I recall back in the late '70s you could buy a '64 Beetle for \$250 and guys were chopping them up for Manx buggies and Baja bugs as well as various kit cars at the time, so keeping it original was not part of the plan.

I am only finishing off a project which started many years ago and it is a shame the old man and his mate are not around to see the finished product. In case someone is interested in the colour, it is a Dulux house interior colour called Sea Cliff Quarter. Quarter denotes the proportion of the tint. I took a sample card to an automotive paint supplier and he scanned the colour and matched it up perfectly.

Happy VW motoring to all.

Greg and Janice Jones,
Tallebudgera, QLD





in Darwin, so was wondering if you or anyone in Club VeeDub have any contacts top there or know of anyone suitable? I continue to search everywhere I can think of but so far have been unable to locate anyone except just a 'general' mechanic - Who may well be absolutely fine, but if there are any classic VW people up there, I would prefer to find them!

Any ideas you may have on finding someone up there would be more than welcome.

Finally, I will keep my eyes open in Zeitschrift of meetings and gatherings in the club in about August / September, and I will try to coordinate my travel through Sydney to enable me to show my face at the Club for once, rather than just being on the end of an

Klub Korrespondenz.

We had some correspondence in 2020, and the story of the rebuild of my Type 3 Fastback was in the November 2020 Zeitschrift. In that article I mentioned a plan to take the car to Alaska and the Arctic.

Unfortunately Covid got in the way more than expected, and I had a couple of minor heart attacks, while shipping costs for the car to the USA went through the roof, all of which together conspired to keep me grounded in Queensland - Although I do help look after a friend's collection of some 50 classic vehicles on 2 days each week, which keeps me out of mischief!! And of course I drive Clementine almost daily.

Anyway, I write just to make an enquiry. I am finally planning my lap of Australia in 2023, potentially leaving Queensland in late June / early July, and heading over the top first, down to Perth, and then back across the bottom.

Together with my self designed 195 kg lightweight trailer (which has a tent permanently fixed to it), I intend to camp all the way round, except for when weather makes it no fun! In the planning stage at the moment, I calculate that I will need to get oil changes etc in Darwin, Perth, and maybe Adelaide or Sydney. This presents no problem except for Darwin - I am unable to find any air cooled VW specialists up

email!

Till then, best regards,

Giles Cooper
Bentall@hotmail.com
0400 215474

Closing down sales.

You might think, just because the price of some Volkswagens are rising, that this is a boom time, but you'd be wrong.

You see all the cars at shows and think things are bigger than ever but you're wrong.

Nothing today compares to the late '80s or the '90s.

That was the height vintage Volkswagen enthusiasm in Australia.

Old Volkswagens were everywhere, it was only ten years after they had been available for sale new, and people spent money freely fixing them up to their own taste.

If you drove around the north shore or the eastern suburbs, you would have seen countless numbers of Beetles, Kombis, Type 3s and even Ghias.

Our club started in 1985, we ran the first VW Nationals in 1988 and VW Power magazine began shortly after.

Many independent Volkswagen service business looked after all of the cars, owned and run by guys that used to be VW technicians at VW dealers and had been to official VW training at Lanock Motors.

For many, this was good way to make money and most of these business powered through the '80s and '90s, sometimes without any competition from anyone.

As the new century rolled around, many of the independent VW workshops closed up as the owners grew old and retired. People stopped spending money and the whole industry started a slow decline, from which it has never recovered.

For example, every weekend I used to sell \$200-\$300 worth of parts and now all these years later nobody ever buys parts from





me, even though I have a large collection of cars and parts for sale.

Luckily for me it's a hobby and I create my own work and recycle my own spares but many Volkswagen business just couldn't keep carrying on without customers and their money.

So over the years, they have all pretty much gone, one by one.

Even though it's obviously sad, when they go, they usually have a closing down sale.

These closing down sales can make you money, because the stuff has to go quickly and it's priced accordingly.

There have been some legendary closing down sales over the years, such as Beetle Wreckers, VW King, C&S



Auto, Inchcape motors, Klaack motors, and mine and everyone else's favourite, Figgis motors.

Next time another Volkswagen business closes down make sure you get down there with plenty of cash in your pocket and stock up.

Especially when you consider that there aren't many left now (keep an eye on Mosche's Bug Parts at Riverwood).

Ashley Day.



NEWS from

VOLKSWAGEN (AUSTRALASIA) PTY. LTD.

VW (Australasia) Fully German Owned.

The Sydney Morning Herald, Friday 14 April 1961

Volkswagenwerk A.G., Germany, has acquired the remaining shares in Volkswagen (Australasia) Pty Ltd., previously held by Regent Motors (Holdings Ltd., Victoria, and LNC Industries Ltd., Sydney.

Announcing this yesterday, Baron von Oertzen, managing director of VW's export division, said the company is now fully owned by the German concern.

The Volkswagenwerk had recently purchased the shareholding held by Clyde Industries Ltd.

Volkswagen (Australasia) Ltd was formed in 1957 to make Volkswagens. The German parent held 51 per cent of the shares, and the three Australian companies, Clyde, Regent and LNC, 49 per cent.

Plans for restructuring Volkswagen (A'asia) and converting it to a public company had been upset by the downturn in the economy, he said.

The acquisition of the shares of the minority shareholders would clear the way, when the circumstances were more propitious, for considering the question of making the shares available to the public.

The board, management and staff of Volkswagen (A'asia) would remain Australian.

The arrangements for Regent Motors and LNC Industries - for distributing Volkswagens in Victoria and N.S.W - would be unchanged.





What is new about the '79 Golf engine is its sense of well-being and sparkling response. As a saying says ... if it were any fitter it'd be dangerous. After the tardy one-foot-in-the-grave disappointments of the first-generation 'clean' engine of 1977/78, the second son is a real revelation. It's an ever-willing free-revving delight to drive. There's not the slightest hint of hesitation or hiccup when you put your foot down, and no overrunning delay when you let it up either.

The latest engine also starts easier, runs smoother and quieter,

1979 VW Golf GLS - The Clean-Air Golf.

Wheels Magazine, March 1979

Well, praise the Lord and pass the stopwatches. Now there's no doubt about it because we've got the facts in ticking black and white . . . the Golf is again a performer and healthier than ever.

The performance figures confirm what the seat-of-your-pants feelings indicate - that the Golf is reborn; or revitalised at least. The '79 edition is even quicker in most conditions than the original 'dirty' 1976 version, which was a pace-maker in its class at the time. It follows that the latest version is simply streets ahead of the 'clean' 1977/'78 model. And if, when comparing the acceleration tests, you think the '77 car was clearly off the pace, another one we ran in 1978 was slower again. So now you can understand why we're enthusiastic about the new Golf engine.

New? Well not new in the sense that it still has four cylinders with 79.5 x 80 mm bore and stroke for 1588 cc capacity. And not new in the sense that it still claims the same 119 Nm at 3200 rpm maximum torque as before. On paper the engine's maximum power is 53 kW at 5600 rpm. That's a couple of kW less than before. On paper. Not on the road.

and probably has thriftier fuel economy than its immediate predecessor. We have to say probably because the cruising and everyday-driving figures were accidentally misplaced. (Yah, knuckles haf been wrapped mein herr). All we can say with certainty is that the new Golf gave about 11.3 L/100 km (25 mpg) during a hard-driven stint that included the performance-testing session. Experience suggests that that ought to mean 9.5 L (30 mpg) and better in normal conditions.



Actually, during the fortnight or so it was with us, the Golf seldom saw normal driving though it was driven a lot. Our crew queued to get behind the wheel. And having had a turn, everyone queued again for seconds and thirds, because it's that sort of a car. The engine's punchy acceleration and gutsily raspish exhaust note are icing for the enthusiast, just as the fuel economy is for the practical-minded.

It all goes to show how engineers can learn to live with ADR 27A's anti-pollution levels when they have the skill and their employer has the will. Like so many (too many) others, VW initially took a relatively easy way out with an air pump and other fairly unrefined means of detoxing the engine. In the process of becoming 'clean' it also became thirsty, noisy and temperamental. But the new engine discards the air pump, and the anti-emission measures are designed-in, not bolted-on.

Ready identification of the re-engineered model is made simple by the super-size plastic bumpers. Look closer and you'll also find detail improvements including internally-

PERFORMANCE			
	1979	1977	1976
ACCELERATION			
0-50 km/h	3.8	3.9	3.8
0-70	6.1	6.9	6.7
0-90	10.2	11.1	10.5
0-110	15.2	17.4	16.1
0-130	23.1	27.9	25.6
Standing 0-400m	18.3	18.8	18.6
PASSING ACCELERATION			
Fourth gear			
30-60	9.3	11.3	10.9
40-70	9.1	10.1	9.9
50-80	9.1	9.8	9.4
60-90	8.9	9.5	9.2
70-100	9.5	9.9	9.5
80-110	10.3	10.5	9.7
90-120	11.3	11.6	11.0
100-130	12.8	13.5	12.7

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CAN'T SUPPLY A DIESEL GOLF
FOR IMMEDIATE DELIVERY.
WHY NOT A PETROL GOLF AT
A SAVING OF \$1699*?**



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APPLIES FOR
7 DAYS
ONLY**

**This saving is our price of a 3-door petrol Golf compared with the recommended retail price of a diesel Golf.*

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adjustable exterior mirror, self-adjusting rear drum brakes, front and rear towing eyes, further extended service intervals, and the front safety belts' latching sockets being integrated into the seat guide rail to move with the cushion when it is adjusted fore-aft.

While the latest Golf handles, steers and stops as well as ever (meaning brilliantly) and has best performance of any



in its family tree, it also highlights the need for a reasonably tall fifth gear to polish its cruising capabilities. Fourth is fine for most driving and you seldom need change down for overtaking because the engine responds so strongly. But its exceptional flexibility is paid for above 100 km/h when the Golf sounds increasingly and, by 130-140 km/h, intrusively busy.

Patchy surfaces and corrugations bring rattles to remind you that the Golf is a European car of highly efficient, ultra-modern (equals lightweight) design and construction. Yes, there are small cars from elsewhere that feel and sound more solid. And, yes, they are considerably cheaper. But, NO, they don't perform as well, not nearly as well. With Golf, you see, the proof of the pudding is in the driving. Enthusiasts wouldn't have it any other way.

Mike McCarthy

 **CLOUGHS** 

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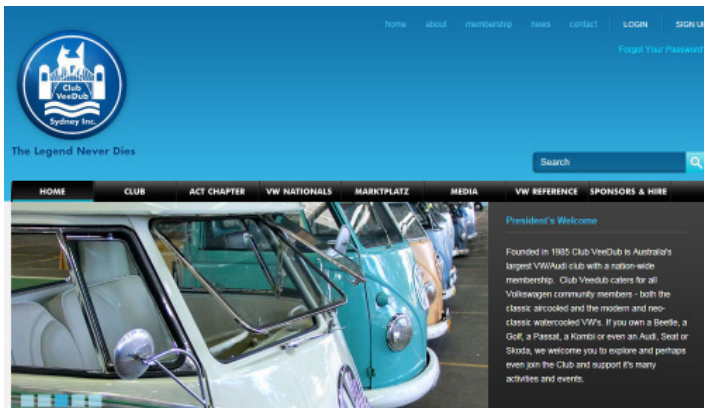
PARTS MON-FRI 8-5.30, SAT 8-12, SUN 9-12.

From our website 34.

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/

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?



14/9/20 Hello, thank you for accepting me into Club VeeDub, I received my membership card in the mail today. I actually want to ask you and your members for some help in restoring a 1997 T4 Transporter. I have had her since 2002 after my dad had a T2 back when we as kids we growing up, he was a salesman and used to load it up and take it out, it really went well and I knew that I would also want one one day also. I have had her since 2002, it has been regularly serviced by the same mechanic for the past 10 years. The only thing that is failing her is the exterior - needs new paint job, no clear coat left on it, missing two inner hubcaps that I can not manage to source (have the rim number), and mudflaps. Interior - small parts from the dashboard (I have the code), 1 x drivers side seat belt reel cover, 2 rear wiper arm caps, two inner door shoulders for both passenger and driver doors...I am slowly wanting to get all of this done. I decided rather than buy a new second hand car that I would restore this one. It has been a challenge but I hope to do this slowly and properly and that this lovely club can assist me :) If you could please let me know where I should seek these parts. I was thinking of visiting the Vee Dub Supplies store in Campsie one day soon. Thank you Kind regards Karen

5/10/20 Chasing a replacement vin plate and colour sticker for my restoration even pictures would be great so I can have reproduced. VIN shows as 1122617551. Many thanks, Sarah

7/10/20 Hello. I was wondering how we become a member and if we have to be a member for a certain time before we are able to access the club registration on the rms. We have a 1973 VW. Jackie

10/10/20 Hi there, Hope you're all well and having a good weekend. I have a 2001 Generation Golf that no longer works and I'm looking to sell. Not sure what needs to be fixed to get it going. It has leather seats mostly in pretty good condition, a subwoofer and amp with bass control and the exterior is still in quite good shape so could be useful for spare parts. I loved the car so would prefer to see it be purchased and made road worthy or used for spare parts. Rather than go to scrap metal. Would this be a place to sell my beloved golf? Cheers, Lauren

15/10/20 Hi there. We're a smash repairer down at Bomaderry. A customer has a 1984 T3 Caravelle with a bent tailgate and we're having trouble finding a replacement one. Just checking if maybe you knew someone or somewhere that we could source one. Thanks, Peter

19/10/20 I have a 1969 vw beettle bumper, if anyone in your club would like it. In the wollongong area nsw Susan

3/11/20 Hi, looking for some info, i have a 2016 Golf GTi and i need to upgrade the stereo to the newest version possible. I have found an aftermarket unit that fits but its not 100% Bluetooth and requires the phone to be plugged in via USB cable to access music, maps etc. Question is, which off the later model VW, stereo units are compatable with my car. I would much rather keep it 100% VW than put a Chinese unit into it. Any info or guidance would be much appreciated. Regards Simon

8/11/20 Inquiring about hiring a vw camper van for my daughter's year 10 formal i live in windsor nsw any help would great Ian

10/11/20 Hi, I am interesting in joining the club. I own a 1972 VW Beetle (commemorative edition). Thanks for your great web site. If you could send me further information on membership application it would be most appreciated. Thanks Kate

16/11/20 Good morning. I sent an email to the club secretary requesting some information about a 1975 kombi that I am thinking about buying to restore. Could you check if I have sent it to the right person for information as requested. Thankyou. Malcolm

16/11/20 Do you know if any VWs have 87mm pistons. I would like to find out as I want to fit one to a 1927 AJS motorcycle. I know this is out of the realm of your club but someone may be able to help me. Regards Ian PS drove a Kombi around Canada, US and Mexico in 1960-70, memorable experience

18/11/20 To whom it may concern, I have just joined your club & need assistance in obtaining Historic Registration. Can I ask for someone to help out, Regards Tim

20/11/20 Hi i was looking for information regarding a metal badge i have from the vw 1988 nationals and i am wondering if it is a collectable item and if it has any value as i cannot find any picture of it anywhere Erika

23/11/20 Need info please. VW engine GY039065...What

size, service specs. Please Herman

25/11/20 I have a VW 1985 Transporter. It is living in Lancelin WA and still runs! I was considering fixing this car up. My late husband picked it up for \$500.00 and used it on the beach to transport his windsurfing gear. I see VW's hold their value. I am not a mechanic. Is it worth while fixing? I am curious! VIN: WV2ZZZ25ZF015026

31/11/20 are 2020 T-Shirts available Alastair

1/12/20 Hi I need to talk to someone about my Caravelle 1989. I need advice re having a reconditioned engine fitted. Very unsure about wether to proceed or not. Any help with this would be appreciated. Regards Lynda

3/12/20 Hi, are there any vw club's in the rural area NSW Rob

6/12/20 G'Day I have my grandson building VW beach Buggy and he need an expert to help him in Sydney. Your help is much appreciated. Regards Michael

1/1/21 Hi,I'm about to make an offer on a 1958 beetle that appears to have been painted with a brush. I'd like to strip and restore it and join your club. I'm an engineer and not a vehicle restorer. Would you be able to assist with details of reputable quality restorers? Chad

9/1/21 Hello, How do I become a member of ClubVeeDub? Kind regards, Maryanne.

15/1/21 Hi! I have a 1997 Volkswagen Golf convertible cabriolet. It has recently had some work done however has some issues with the battery going flat. And also a small tear in the canvas of convertible roof and missing lock barrel in driver door. Instead of sourcing all the parts and selling it I was reaching out to see if anyone in the club would be interested in purchasing it as is? I'm in the hunter valley region nsw and thought I'd reach to you all first. Thanks Aisha

27/1/21 hi members got a 1200 VW Beetle 1961 for sale,she drives well and is all original,where is the best place to advertise for it, run out of time to drive her,someone else should enjoy her. thanks for your help Kat

8/2/21 Hi, I'm just wondering if any members of the club would be interested in a 1964 Beetle that's currently up on blocks in Beverly Hills. Beyond budget to restore but I'd hate to see it go for scrap. My mother bought it new in 1964. If you could let me know if there's anyone who might want it. Thanks, Clare.

8/2/21 Hello. I am trying to find out some information on a VW that belonged to my grandfather.... year model etc, but I live 3 hours away from it and only have a few photos. I was wondering if someone in your club may be able to give me some help. Thank you Erin

9/2/21 Hi,I bought 1972 beetle and need to join the club. Can you please tell me what I need to do. Regards, Sam

16/2/21 Recently acquired a mk4 golf and would be interested in joining this club. Dan

18/2/21 I've been tasked with selling my 90 year old Nanna's VW beetle which she purchased brand new in 1964, it was her everyday drive until 10 years ago when she stopped driving. It has been in the garage since but not driven. I don't know what is the best method for selling or what it is worth therefore I am looking for some advice. Rhodina

21/2/21 I own a 1972 VW Kombi & would like to register it for Historic Plates. How do I go about doing this please??Thank you Bruce

6/3/21 Hello, I have a 1963 VW Samba vin: 1 215 220, which was imported from South Australia to the UK in 2001 by the previous owner from whom I bought it. However he never registered the Samba in the UK because it was not road worthy at that time and needed a full restoration. I bought the vehicle in 2019 and have now restored it and need to register it with the DVLA, here in UK. However, in order to do so I have to provide evidence of the date the Samba was built in Australia or the date the vehicle was first registered in Australia. I do not know how to get this information and would be very appreciative of any help you can provide. I have to Certificate of manufacture from the Stiftung AutoMuseum Volkswagen however it was a CKD (completely knocked down) and exported to Australia so I now need the date the vehicle was manufactured in Australia or the original date of registration in Australia as well. The South Australia registration plate on the Samba was SDV918 Thank you for your help. Kind regards Kerri Leigh

19/3/21 I am looking at buying a Kombi, after looking for many years. I would like to participate in some club events and drive it socially otherwise. I am a bit time poor for the next few years and hope to be more free then. On reading your website information, I am not sure how much I can drive outside club events. I assume I will need standard rego for the first year until I have been a club member for 12 months. I live in Queanbeyan, so would look at the ACT branch. many thanks for your time. Peter

23/3/21 Hello, I hope you have been well.I am looking for a Volkswagen CC 2014 VIN WVVZZZ3CZCE715002Driver Side mirror. Would you know someone that has it a little cheaper than VW?They want way too much \$1500. Best regards Robert

15/4/21 Hi, I am based in Canberra and have recently bought a 2017 Golf Mk7 Comfortline 92TSI. I was wondering whether I am able to join the Canberra Chapter, I am interested in participating in cruises and social events. James

22/4/21 Hi Team,Just checking if VW Nats are on this year? Trying to make some arrangements - rang the landline (number disconnected)? Cheers Jonathan.


26/4/21 Hi, I have a 77 kombi and only seem to have a 10 digit vin. I was hoping to look up original to get correct colour (red) - many thanks if you can help, Peter

Oscar's Scrapbook.



Wednesday, October 3, 1979 THE TORCH

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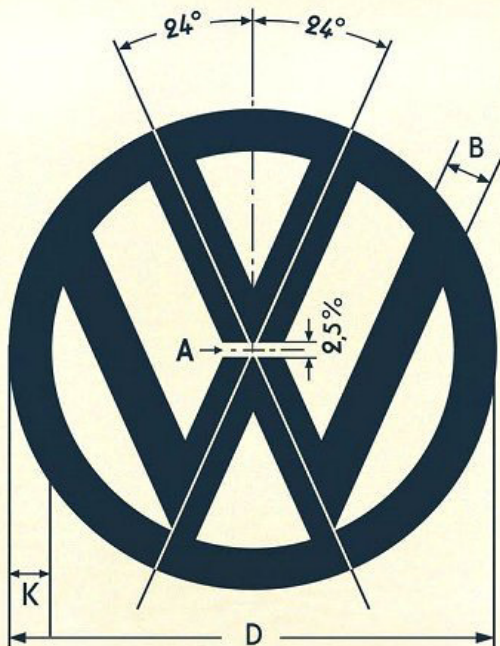
Telephone: 759-8504, 759-2078, 759-1818.



Øystein Asphjell
Rally Viking Norway, 1959:
FRI AT 8:09 AM

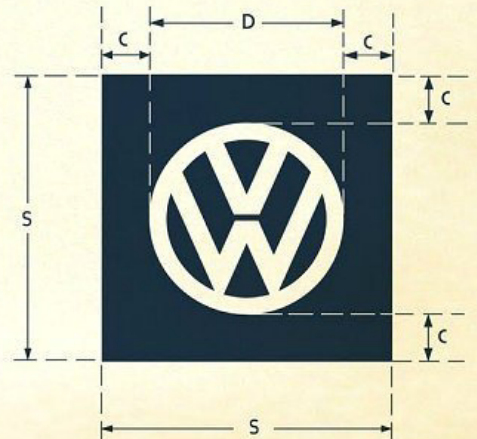
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110 010



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 $B = 10\% D$
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Artwork recreated by **imjustcreative**
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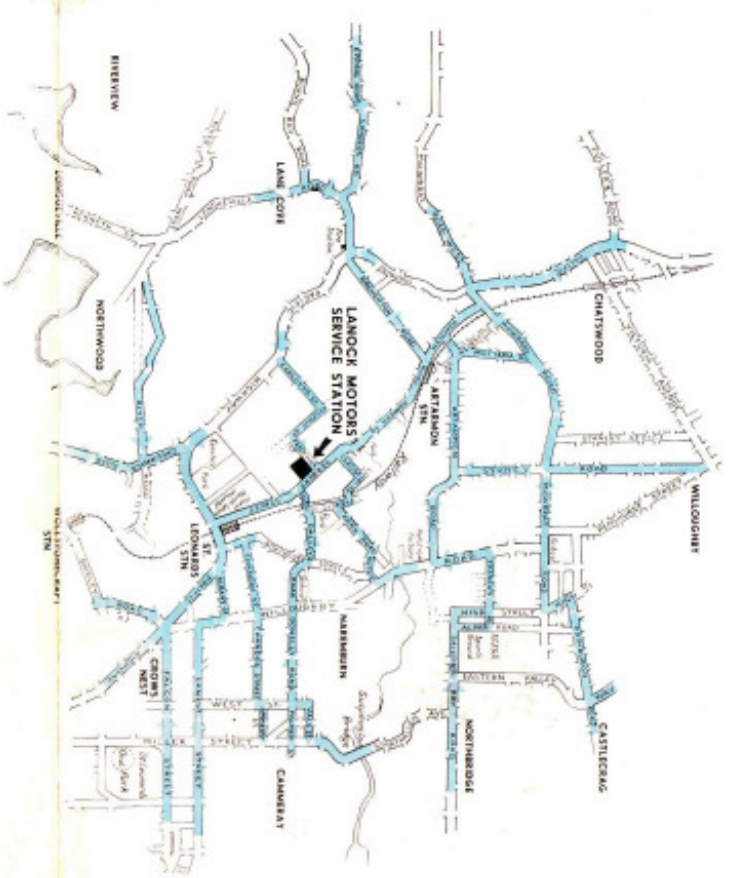
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The late news.

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

At the Bakers Delight hot bread shop at Revesby yesterday, a baker accidentally received an electric shock. He was preparing the mixture and a currant ran up his arm.

The Australian Family Planning Association today released the results of their survey on the use of the contraceptive pill. 90% of all parents are, or have been, on the pill, and 85% of them are women. Of those 85%, 40% are at present on it, 20% are off it, 11% are on it on and off, and 12% are off it off and on. 9% are off and on it, 8% are on and off it, 7% are off it and wish they were on it, and 3% are on it and off it so often it doesn't matter. Of the rest, 5% are don't knows, 3% are don't cares, and 1% were disqualified for ruining their survey form.

At the gala fashion parade at the opening of the Sydney Motor Show last night, designers revealed the latest thing in women's' clothing - Peter Wherrett.

Last week Prince Harry took Meghan on a dinner date. Who paid? The British taxpayer.

Greens leader Adam Bandt today inspected the new wind farm installation at Collector, near Canberra. He admired the ten giant windmills, but was told the site used to have 20. They removed half of them as there wasn't enough wind.

Police in Brookvale were questioned this afternoon after searching for an escaped criminal with one eye. Surely it would be faster to use both eyes?

Problems with electricity supply at Parramatta police station last night caused the blue outside lamp to turn red. Constable Andrea Wainwright made three arrests and \$200.

The Queensland minister for tourism, Stirling Hinchcliffe, said today that the Japanese are continuing to buy up much of the state's land and infrastructure. In fact so much of the state is now owned by the Japanese that travellers will now have to leave their shoes at the NSW border.

The rare African spotted canary at Taronga Zoo has just been diagnosed with bird flu. Taronga's vets say it will be receiving the very best tweetment.

There was confusion at the State Library today when a man walked in and asked for a large fish and chips. The librarian said 'I'm sorry sir, this is a library.' Oh sorry, the man whispered, 'a large fish and chips please...'

In New York yesterday, Australian ambassador Kevin Rudd was poo'd on by a passing seagull. His attaché suggested he find a piece of toilet paper. Don't be stupid, Rudd snapped, it'll be miles away by now.

A man was arrested at Sydney airport yesterday for importing a large trunk full of illegal drugs, even though he claimed that he had actually lost the trunk on the way through. However, Customs reported his trunk came up today, and his case comes up tomorrow.

The Corrective Services Department of NSW have released a report on the number of prisoners who have escaped from state gaols in the past twelve months. These are, Silverwater 19, Goulburn Supermax 5, Long Bay 12, and Parklea 21. Silverwater will now meet Parklea in the final.

The Jehovah's Witnesses have teamed up with the Comancheros bikies organisation. They will knock on your door and tell YOU to piss off.

There was confusion yesterday when an Englishman, a Scotsman, an Irishman and a doctor went into a pub. The doctor apologised for being in the wrong joke.

NSW Premier Chris Minns revealed last week that his Visa card had been stolen. However he said today he will not be reporting it to police, as the thief was spending less on the card than his wife had.

Sport. The Wests Tigers have broken their long losing streak by winning their first match of the year yesterday. The players were keen to do a lap of honour, but they decided to shake hands with the crowd instead - it would be quicker.

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

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Fast, spectacular, road-racing cars travelling at over 100 miles per hour and production car events for standard cars. Refreshments available, trains to the gate and plenty of picnic space for the family.

AUSTRALIAN RACING DRIVERS CLUB



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This is an open invitation from every VW agent for you to check out the exceptionally high "Extra Bonus" trade-in allowance he is in a position to give you right now. But remember this offer is for a short period only.

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LIVERPOOL:
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