

Zeitschrift



Remembering David Birchall. (Photo by Luis Guarch)

July 2023

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Remembering Dave Birchall
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What Steel is That?
More Ash articles

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Drive VW to Work Day
1970 Audi 100LS
Plus lots more...



The Legend Never Dies

Club VeeDub Sydney.
www.clubvw.org.au

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



Club VeeDub Sydney Committee 2022-23.

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Canberra Committee.

President/Secretary:	Dot Bryan	clubveedubact@gmail.com
Treasurer:	Dave Cook	clubveedubact@gmail.com
Registrar:	Willie Nelson	clubveedubact@gmail.com
Events Coordinator:	Willie Nelson	clubveedubact@gmail.com
Council Rep:	David Cook	clubveedubact@gmail.com
Ordinary Members:	Eric Grimm, Aldred Gonzalez	

*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:

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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** had to step down as Vice-President after 22 years, Nationals Co-ordinator after 36 years and committee for 38 years, due to terminal cancer. He passed away in May 2023.
- **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!**



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.**

2023

All VW's Welcome

Hi Guys you are invited to the 2023

Annual Australian Split Window Kombi Klub

"Winter European Cruise" to Mt Wilson

in the Blue Mountains NSW

For a BYO Picnic Lunch on

Sunday 27th August

2023

WINTER EUROPEAN CRUISE

MT WILSON



AUSTRALIAN SPLIT WINDOW KOMBI KLUB



Split Kombi's To Lead Cruise



THE DAYS ITINERARY:

From 8.00am: Meet for Breakfast at McDonalds Windsor (McGrath's Hill)

Chr Windsor Road & Groves Ave.

9.30am: Splitting from McDonalds.

10.15am: Coffee Stop - The Fruit Bowl Bilpin (depart 10.45am)

11.00am: Arrive at Mt Tomah Rest Area - Photo Shoot, (Depart 11.20am)

12.00pm: Expected Arrival time at Cathedral Reserve, Mt Irvine Road Mt Wilson.

12.30pm: BYO Picnic Lunch

1.30pm: Sponsor Awards

2.00pm: Thanks Everybody For Your Attendance You Can Now Split



Find us on:
facebook

Event Contact: Simon Barnfield
Email: kombis2u@gmail.com

Australian Split Window Kombi
VW Winter European Cruise 2023



VOLKSFEST

Australia's newest VW event!

Friday 8th to Sunday 10th September 2023
Swansea Lakeside Holiday Park, NSW



We want you to bring your Volkswagen, old or new, on a three-day Volkswagen holiday!

Our event will have something for everyone across the whole event:

- VW Cruises (Sat and Sun)
- VW Swap Meet (Sat)
- VW Car show - all models, old and new (Sun)
- Market stalls
- Trade stalls
- Live entertainment
- Food vans
- Children's entertainment



Located on the shores of beautiful Lake Macquarie inside a secure Holiday Park, with ample camping options including cabins, powered sites and safari tents. Water park, heated pool, tennis and basketball courts, mini golf, and much more.

We have taken all the feedback and visited many shows over the world to bring something big to Australia and NSW. We want you and your family to have fun and relax on a Volkswagen holiday and come back every other year for another!

For bookings and more information:

www.volkfestaustralia.com.au

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Tiktok: www.tiktok.com/@volkfestaustralia

Von der Frau Präsidentin.

Burr, es ist kalt ... (Burr it's cold ...)

Winter is well and truly here... at least for the southern parts.

It was good to see a big turnout of club members at Dave Birchall's funeral last month. This issue features some stories and photos of Dave, from Ash, Paul and Phil. Thank you also to Luis for the cover photo.

This month we have our Annual General Meeting at Strathfield Golf Club on Thursday 20th July at 8pm, where all roles will be available to be filled by any of our members. I really hope to see a huge show of hands to support our ever growing club. We look forward to seeing you there!

Not much on this month, but next month we have the Shannon's Sydney Classic on the 20th August at Eastern Creek Raceway. The club has been given 20 tickets to attend, if you would like to go, please get in contact with Norm - the meeting will be his last day as the club Secretary.

Short and sweet report this month,

Nun, das ist alles von mir,
(Well that's all from me,)

Lee Woods



Kanberra Kapitel report.

Welcome to July!! The home run into the end of the year and warmer months.

It looks like you're stuck with me as the Canberra Chapter President for another 12 months. I want to welcome back Willie Nelson (registrar/events) and Cookie Cook (treasury/council rep) and also a massive welcome and thank you to Aldred Gonzalez and Eric Grimm who have joined the committee as ordinary members (I think that's the term, but to quote one of my favourite actors "I don't wike it". So, they are hence for known as awesome committee members).

Canberra has unfortunately been lovingly embracing the cold weather over the last few weeks. Not since I got Monster in late 2015, I have had the doors and window frozen shut before, it was a completely new experience for me. I managed to get the driver's side door open eventually, but I had to wait till she warmed up before I could close the door again! Additionally, with our run of misty cold wet mornings Canberrans have forgotten how to drive. I don't know if this happens in NSW, but it's a thing here. I've been driving the daily this week so I've been in my little tank of protective plastic.

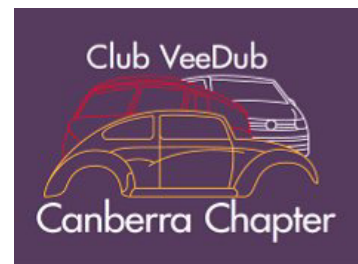
We've got a couple of big things coming up for the Canberra Chapter. On the 16 July 2023, we have our first ever German Cars and Coffee at the Spanish Club in Narrabundah - bring your thermals and pocket warmers, it's looking like this one will be a cold one. The BMW Club of Canberra have

invited us to attend their track day on the 30 July 2023 at Pheasants Wood track (spots are still available, and if any of our Sydney team or greater Canberra region team are interested in attending, please let me know by 20 July 2023 - \$250 includes entry and food), Cookies Cycles is hosting their annual Fish'n'Chips run to Bateman's Bay on Sunday, 20 August 2023. We'll also be having our impromptu coffee meets at the flags and monthly meetings.

As always keep an eye on the club emails and Facebook pages for more information on any of our upcoming events.

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

Canberra Chapter events are shown in dark blue. See www.facebook.com/groups/ClubVeeDubACTPublic/ for all info on these events.

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.

Sunday 16th:- Canberra German Cars and Coffee, Spanish Club Narrabundah.

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.

Saturday 5th:- Canberra Car Club Open Day in Cooma.

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.

Sunday 20th:- Canberra Cookies Fish and Chip Run - Canberra - Batehaven - Canberra.

Sunday 27th:- Split-window Kombi Winter European Cruise to Mt Wilson in the Blue Mountains NSW. Meet at McDonalds McGrath's Hill (Windsor Rd & Groves Ave) from 8am for breakfast. Cruise departs at 9:30am. Coffee stop at Fruit Bowl, Bilpin. Photo stop at Mt Tomah Rest Area. Arrive at Cathedral Reserve, Mt Wilson, at 12pm for BYO picnic lunch. Trophy presentation at 1:30pm. A free event in which all VWs are welcome but split Kombis will lead the cruise! Sponsored by Andrew Dodd Automotive and FortyHorse products. Please ensure your VW is full of fuel, food and drink before cruise departure as there is no fuel or food available at Mt Wilson (there are public toilets on site). Contact Simon at kombis2u@gmail.com for more info.

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.

Friday 8th-Sunday 10th: - Volksfest, Australia's newest Volkswagen event, based at Swansea Lakeside Holiday Park. We want you to bring your Volkswagen, old or new, on a three-day Volkswagen holiday! The event will have something for everyone. **Friday:** afternoon cruise and evening launch party. **Saturday:** morning cruise, all-day festival and super swap-meet. **Sunday:** all-day festival and show-n-shine with trophies. There'll be market stalls, trade stalls, live entertainment, food vans and children's entertainment.

Club Veedub AGM. Thursday 20 July 2023.

Our July monthly meeting at the **Strathfield Golf Club** will also be our Club's Annual General Meeting. All committee positions will be declared vacant, and new nominations for all positions will be sought.

Voting will take place as required, should more than one nomination for a position be forwarded.

All Club Veedub members are invited to attend, and if you wish, nominate for a position on the committee for 2022-23. The 'General Committee' is a great place to start if you haven't done it before. We are always looking for new blood, new enthusiasm and new ideas. Come on, get involved! We welcome your input to help make our VW club bigger and better than ever.

Whether you'd like to stand for a position, or just have a say on how your club is run, please come along to the AGM.

Drinks and snacks will be provided on the night, as well as tea, coffee and biscuits.

Located on the shores of beautiful Lake Macquarie with ample camping options including cabins, powered sites, safari tents, water park, heated pool, tennis and basketball courts, mini golf, and much more. We hope to see you and your VW there! Register now (and see lots of extra info) at www.volksfestaustralia.com.au

Sunday 10th:- Canberra Camp Quality Superheros Cruise - Arboretum

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.

Saturday 23rd:- Canberra German Auto Day - Cruise event and Club Dinner - TBA

Sunday 24th:- Canberra German Auto Day Car Show at

Queanbeyan Town Park.

Saturday 30th & Sunday 1st: VW Warwick Drags 2023. Two days of all-Volkswagen 1/8-th mile drag race action! Saturday Show'n'Shine, scrutineering and practice; evening tappet cover racing and entertainment. Sunday drag racing all day. Dave Stoker Memorial Trophy and VW Supercharged bracket. Great food and drink. Air- and water-cooled VWs welcome, stock or hotted. Entries open 1st September – pre-booking is mandatory; no entries on the day. Go to www.vwma.net.au/warwick for all bookings and info.

October.

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

Thursday 5th:- Magazine Cut-off Date for articles, letters and For-Sales.

Thursday 12th:- Committee Meeting and magazine pack at the Strathfield Golf Club, 52 Weeroona Rd Strathfield, from 7:30pm.

Thursday 19th:- CLUB VW MONTHLY MEETING at the **Strathfield Golf Club**, 52 Weeroona Rd Strathfield. Get the latest VW news and views, plus VW socialising, drinks, raffles, trivia and plenty of prizes. Enjoy the Club's bistro and sports bar too. Lots of fun, all welcome. 8:00pm start.

Sunday 29th:- Sydney German Autofest 2023 at Gough Whitlam Park, Earlwood, organised by the Mercedes-Benz Club of NSW. Come join us for the display day for all German makes - Audi, BMW, Mercedes, Porsche and Volkswagen. Bring your VW along (old or new) and join the VW display - let's try to outnumber the others! \$20 entry per car. Food and drink stalls on site, trophies for the best cars. Cars to be in place from 8:00am (no later than 9:00am).

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:- Hi. I have a **white Night Eos 2010** that had a timing chain failure which damaged the engine and can't afford to repair. Rego is personalised plate so won't be including that. Current rego expires 5th July 2023. No problem with the roof. 40,841 Kms Serviced annually. VW known problem with timing belt tensioner in cars from 2008-2012. Damage to engine. I couldn't get a quote to repair that was definitive and therefore need to sell. Was wondering if club members would



be interested to purchase for minimal amount. Good for enthusiasts to repair themselves. Price \$3,000.00 It's a beautiful car. Please contact Deb on 0411 126 810 or email debbeau@gmail.com

For Sale:- 1989 Volkswagen Caravelle T3. I have owned this great vehicle for 4 years after purchasing it from the original owner who purchased this vehicle brand new in 1989. This a



**Next Club Meeting:
Thursday
20th July.
8:00pm
Strathfield Golf Club.**

reluctant sale prompted by my deteriorating physical condition. Luxury 7-seating, 2.1-litre 4-cylinder, water-cooled boxer engine. 3-speed automatic transmission. Factory-fitted air conditioning. Savannah Beige Metallic paintwork, velour trimmed interior, anatomically shaped seats with adjustable armrests and fitted head restraints. Power steering, soft-feel steering wheel. Digital controlled fuel-injection, electronic ignition. Central locking, weather shields, reversing camera. Sony FM/AM Radio/Compact Disc player with remote control. All hoses and radiator have been replaced. All new tyres with spare and new maintenance-free battery. All window rubbers replaced (original OEM). Engine and transmission regularly maintained by qualified mechanic and always garaged. Comes with: Fiamma 3-metre Wind-out awning with attachable walls, original fitted ROO bar, variety of spare parts. This vehicle is in excellent condition for age and runs beautifully. Won Best T3 in Show Volkswagens in the Square (VITS) Albury. Currently registered on Club Plates (these are not transferrable) but has a Safety Inspection Report. Original documents included as well as a Bentley Publishers Repair Manual worth \$330. Selling Price \$26,800 Negotiable. Genuine offers considered. Please contact Gary Townend on 0488 971 662 or email gazsan60@gmail.com

2nd Month 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 allanwearnel@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 around \$18,500. Contact Bill on 0438 478404 or email forbsiedw@gmail.com

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Trades and services directory.

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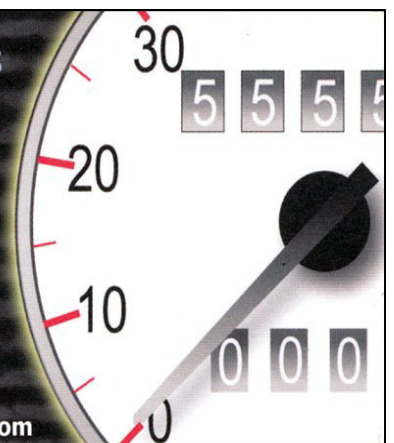
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Tiguan R orders reopen.

Australian order books for the Volkswagen Tiguan R have re-opened, following news that a fresh batch of the performance SUVs is on its way to local showrooms.

Orders for the Tiguan R were paused last month amid restrictions on stock and about 1,000 customers on the wait list.

While Tiguan R orders have now resumed, order books for other all-wheel-drive, standard-size Tiguan remain closed.

"In the last couple of weeks we've had confirmation the R division is sending us a lot more Tiguan Rs," Volkswagen Australia spokesman Daniel DeGasperi told Australian media.

"We briefly paused Tiguan R orders due to demand overwhelming supply... We're pleased to say the Tiguan R will go back on order, effective immediately, and we should start to see a real upswing in supply.

"We do anticipate about 10 times more stock in the Tiguan R for 2023 than we saw in 2022," he said.

The company estimates all existing customer orders will be fulfilled within the next month.

Among the influx of cars is a batch of 300 examples of the Tiguan R Grid Edition, a special-edition version of the Tiguan R with fewer luxury features to avoid delays due to a shortage of computer chips, and a lower price of \$63,990 before on-road costs.

Although roughly half of these vehicles have already sold to customers, VW Australia said it was looking at continuing the Grid Edition beyond the initial batch of 300 examples.

These Grid Edition models retain the high-performance engine and styling, but miss out on features such as a head-up display, power tailgate, scrolling LED rear indicators, and safety features including blind-spot monitoring, a rear cross-traffic alert, and proactive passenger protection.

The Tiguan R, which is priced from \$70,490 plus on-road costs, launched in Australia a year ago.

Powered by a 235 kW/400 Nm version of Volkswagen's 2.0-litre turbo four-cylinder engine, Volkswagen Australia says the Tiguan R has become the most popular R model locally - but has been plagued by stock shortages.

"The Volkswagen R division actually called Australia out as one of the top markets for Tiguan R... unfortunately in

2022 it's also the R model we most struggled to supply," Mr DeGasperi said.

Last month, Volkswagen Australia paused new orders of most all-wheel-drive, standard-wheelbase Volkswagen Tiguan SUVs, including the R variant, amid overseas component shortages.

Volkswagen Australia has urged customers to contact their dealership for more specific delivery timings.

Passat confirmed as wagon only.

Volkswagen has confirmed expectations the 2024 Volkswagen Passat mid-size car will be offered exclusively as a wagon, when it is unveiled later this year alongside its new 2024 Skoda Superb liftback and wagon twin.

The sedan was dropped from the current Passat range in Europe at the end of 2021 - and in Australia for all but police fleets at a similar time - after the wagon accounted for as much as 80 per cent of the model mix in Australia.

Volkswagen passenger cars boss Thomas Schäfer reportedly confirmed the sedan's axing to Automotive News Europe, and that deliveries of the new Passat are scheduled to start in Europe this September.

However, it is unclear if the new model will come to Australia.

"Yeah, there is a chance," Volkswagen Australia head of product for passenger vehicles, Michelle Rowney said last year when asked if the new Passat may not come to Australia.

When asked if the new Passat might be offered only as a plug-in hybrid in Australia, the executive said: "It could be. It depends on whether we can get it approved.

"We're still working on the business case, but we're still working with the factory on whether we can actually bring it in, whether we can get into the project. There are a lot of different milestones that we still need to work through."

The new Passat's Skoda Superb twin - which will retain 'liftback' and wagon body styles, according to Mr Schäfer - is scheduled to be unveiled sometime afterwards, with deliveries expected to begin at the end of 2023, or in early 2024.

Plans for the future of the Skoda Superb in Australia are unclear, but if it is given the green light for local showrooms, it is not due until later in 2024 at the earliest.

Skoda has confirmed the new Superb will be available as a plug-in hybrid with up to 100km of electric driving range. It's likely the Passat would adopt a version of the same system.



Volkswagen reported 759 Passats as sold in Australia last year, placing it ahead of the Hyundai Sonata, Peugeot 508 and Honda Accord - but behind the Skoda Octavia (963), Mazda 6 (1511) and top-selling Toyota Camry (9538) in the mid-size sedan category.

The Passat and Superb form part of a decline in sales of passenger cars - as buyers move to SUVs - with sales down 69 per cent for the VW, and 33 per cent for the Skoda compared to 2017 results.

Figures from Dataforce published by Automotive News Europe show the Volkswagen Passat was Europe's best-selling "mid-size" car with 66,621 sales - albeit down 20 per cent on 2021 - while the Superb was second, with 45,042 sales.

Automotive News Europe reports development of both vehicles has been led by Skoda, and they will be built alongside each other in the Volkswagen Group's factory in Bratislava, Slovakia.

Every Volkswagen Passat since the original in 1973 has been manufactured in Emden, Germany, though this factory is being converted to produce electric cars - including the upcoming ID.7 electric sedan.

Meanwhile, the current Superb is built in Kvasiny, Czech Republic. The move will free up production capacity for Skoda's stronger-selling SUVs, including the large Kodiaq, which is due to receive a new generation later this year.

Hybrid VWs still wanted.

Plug-in hybrid (PHEV) versions of the popular Volkswagen Tiguan SUV and Golf hatchback remain on Volkswagen Australia's wish list for a local launch.

The company says it is working to introduce them with the next major updates to both cars - a facelift for the Golf, and the next generation of the Tiguan, both anticipated in 2024 - but it is yet to receive final approval from head office.

"We're still heavily focused on trying to get those products and when they do come they will be with successor models, so facelifts and things like that," Todd Ford, product manager for Volkswagen Australia's passenger-car division, said.

"We're fully committed to [the] Touareg R plug-in hybrid for the facelift [due in early 2024], that's a given - but we're still heavily pushing for Tiguan and Golf [PHEVs]."

If it is confirmed for Australia, the Volkswagen Tiguan 'eHybrid' plug-in hybrid could reach in local showrooms with the new-generation model due to be revealed in Europe



sometime this year.

The current Tiguan eHybrid is powered by a 1.4-litre turbocharged four-cylinder engine, electric motor and 10.4 kWh battery, which combine for 180 kW, claimed fuel use of 1.7 litres per 100 kilometres (according to lenient NEDC lab testing), and an electric-only driving range of 48 km.

Meanwhile, the current plug-in hybrid Volkswagen Golf GTE shares the Tiguan's 1.4-litre turbocharged four-cylinder engine and electric motor developing 180 kW, but tuned for sportier driving.

The current-generation 'Mk8' Volkswagen Golf is due for a mid-life facelift in Europe this year, with the first examples expected in Australian showrooms next year.

Volkswagen Australia initially planned for its first plug-in hybrid to arrive before the end of 2022, the Touareg R large performance SUV - however supply constraints have delayed this rollout.

As a result, the plug-in hybrid Touareg R variant is now set to arrive with the facelifted Touareg range, which is expected to land in Australian showrooms in the first half of 2024.

"We'd hoped to get the [Touareg R PHEV] with the current car as publicised but [this changed] with the overseas demand, the timing, and the facelift around the corner," Mr Ford said.

In Europe the Touareg R PHEV is powered by a 250 kW 3.0-litre turbocharged petrol V6 and 100 kW electric motor, which together produce 340 kW and 700 Nm, for a claimed 0-100 km/h time of 5.1 seconds.

VW's investments.

The Volkswagen Group has announced plans to invest 180 billion Euro (\$A289 billion) over the next five years in new-car development, as part of a widening focus on electric vehicles (EVs) and automotive software development.

The investment is being made as Europe's largest car maker attempts to establish itself at the forefront of electric-car sales through its large portfolio of passenger car brands, including Volkswagen, Audi, Bentley, Lamborghini, Porsche, Seat, Cupra and Skoda.

The \$AU289 billion expenditure includes a new manufacturing factory for the revived Scout car brand in the US - due to launch in 2026 with an electric off-road ute and SUV - and a battery production facility in Canada.

Speaking at an event for investors and media this week, Volkswagen Group chief financial officer Arno Antlitz reiterated a target for electric cars to account for 50 per cent of global sales annually by 2030, with 122 billion Euro (\$AU196 billion) - or some 68 per cent - of the five-year investment budget allocated to electrification and software development.

This is up from the 89 billion Euro (\$AU143 billion) - or 56 per cent allocation - for electrification and software development in the previous five-year investment budget revealed by former Volkswagen CEO, Herbert Diess, last year.

"We expect to reach 20 per cent electromobility in new sales from 2025 and are already investing in that area. On the



other hand we need to keep [petrol and diesel] engines competitive. That is the double burden," said Mr Antlitz.

The Volkswagen Group confirmed it is finalising software for upcoming models from its luxury brands - such as Porsche and Audi - which it says it is considering employing across all brands in the future in an attempt to improve economies of scale at VW's software division Cariad.

The software division, established under Diess in 2020 and based in Germany, posted an operating loss of 2.1 billion Euro (\$AU3.4 billion) in 2022 on revenues of 800 million Euro (\$AU1.3 billion).

Included in the revised five-year business plan is a new electric-car manufacturing plant for Scout in the US state of South Carolina, as well as a battery production factory in St Thomas, Ontario, Canada.

Overall, the Volkswagen Group plans to build as many as seven battery factories, including six in Europe.

In its annual financial report, the Volkswagen Group has allocated up to 15 billion Euro (\$AU24 billion) for the establishment of battery plants and raw material procurement. It expects to generate annual battery sales of more than 20 billion Euro (\$AU32 billion) by the end of the decade.

While its focus is tilted towards electric-vehicle and software development, the Volkswagen Group says it will continue to develop petrol and diesel engines to meet touch new Euro 7 emission regulations.

However, it says it expects investment in this area to peak in 2025, when the new regulations are due to come into force.

Volkswagen Group recorded a 22 billion Euro (\$AU35 billion) profit for 2022, an increase of 12.5 per cent compared to 2021.

Included was a profit of 4 billion Euro (\$AU6.4 billion) from its 'Volume Brand Group,' which includes Volkswagen, Skoda, Cupra and Seat, as well as 7.6 billion Euro (\$AU12.2 billion) from its 'Premium Brand Group,' including Audi, Bentley, Lamborghini, Porsche and the Ducati motorcycle brand.

Further contributors include the Traton Commercial Vehicles brand with an operating profit of 1.6 billion Euro (\$AU2.6 billion), and Volkswagen Financial Services, which added 5.7 billion Euro (\$AU9.1 billion) to the bottom line.

The German company's best-selling electric vehicles in 2022 were the Volkswagen ID.4 and ID.5 with 193,200 combined sales globally. It headed the Volkswagen ID.3 with 76,600 sales and Skoda Enyaq iV and Enyaq iV Coupe duo with 53,700 combined sales.

Among the electric models planned for launch by the Volkswagen Group in 2023 are the facelifted ID.3 hatch, ID.7 large sedan, ID. Buzz long wheelbase, Cupra Tavascan and Audi Q8 E-Tron. The target is for electric cars to account for up to 10 per cent of total sales by 2024.

All of these vehicles (except the ID.7) are bound for Australia between the second half of this year, and sometime in 2025.

ID.1 confirmed.

Volkswagen has confirmed it's working an entry-level electric car, the ID.1, that will slot into the brand's range of battery-powered vehicles by 2027.

Set to be the smallest model in Volkswagen's electric car line-up, the company is, according to a report in the UK's Autocar, "working full steam ahead" on the city-sized model that the German manufacturer is hoping will go on sale for under 20,000 Euro (approximately \$AU32,000).

"We're also working on a vehicle below 20,000 Euro that will be even a bigger challenge," said Volkswagen boss Thomas Schäfer.

"It's part of our DNA where Volkswagen has also a commitment that we all have to embrace and we're working on at full steam ahead. In the next couple of months we will be reporting on this."

Smaller in size than the Polo-sized ID.2, the ID.1 is expected to share components with its bigger sibling including a shortened version of VW's MEB Entry front-wheel-drive electric platform.

Schäfer admitted there were challenges to producing an affordable, entry-level electric car, stating "it's not an easy game at all".

While the ID.2 measures in about the size of a current Volkswagen Polo, the company has flagged that it could adopt the Golf nameplate, leaving the smaller Up!-sized ID.1 to wear the Polo badge.

"The Polo is very successful and one of our icons, and we're going to use that vehicle concept in the future as well," said Schäfer.

"Whether we use the same name of the vehicle we don't know yet. We're currently working on those iconic names into the future to make sense of the product line-up."

Although unconfirmed, it's likely the ID.1 will share some of the electric technology from its bigger sibling, although with VW pushing to get the car below the 20,000



Euro entry point, it's likely the ID.1 will feature a smaller battery - and therefore driving range - than the ID.2.

Economies of scale means that the ID.1 platform will also likely underpin models from Cupra and Skoda.

The ID.1 was first revealed as a teaser sketch in 2022.

Australia is yet to receive any Volkswagen-badged electric cars, although the medium SUV ID.4 is set to go on sale locally by the end of the year with a refreshed ID.3 hatchback coming in 2024, along with the ID.5 coupe-like SUV and ID.Buzz people mover also in 2024.

ID.3 facelift.

The facelifted 2024 Volkswagen ID.3 has been revealed in Europe ahead of its Australian launch due next year, arriving in local showrooms after its ID.4 and ID.5 SUV siblings.

Images published by Volkswagen show the updated ID.3 - a heavy update of the now-three-year-old model - gains a new front fascia, minor rear styling tweaks and an interior refresh.



On the outside, a new front bumper incorporates vertical 'air curtains' on its outer edges, improving the flow of air around the car's wheels to reduce drag and increase its driving range.

While the ID.3's bonnet appears longer than before, this is due to Volkswagen removing the black trim which was located near the windscreen, now painting the whole surface in body colour.

At the rear, the Volkswagen ID.3 has been given a minor tweak to its tail-lights, while the 'dimpled' pattern on its C-pillar has also been removed for 2024.

Inside, the existing 13.5-cm digital instrument display, remains while the infotainment screen has been upgraded from 25 to 30 cm, now featuring an updated interface which is designed to make navigating the system easier.

Despite Volkswagen announcing it would be getting rid of touch-sensing interior buttons in the future, the updated ID.3 has arrived before the car giant makes the step back to physical controls.

According to overseas media websites, the interior materials are softer than before, with Volkswagen now using mainly recycled materials to upholster the ID.3's sports seats, door cards and dashboard.

Optional safety technology in the facelifted ID.3 includes adaptive cruise control, lane-keep assist and park assist plus, which now features a memory function.

Under the skin, the Volkswagen ID.3 continues to be powered by a 150 kW/310 Nm electric motor which drives the rear wheels in top-of-the-range models.

Overseas, a choice of 58 kWh and 77 kWh battery packs are available. Volkswagen Australia is yet to announce which will be available to local customers - however the latter is more likely.

It's expected the Volkswagen ID.3 will arrive in Australia with the larger battery pack which offers up to 550 km of driving range.

A high-performance GTX version with more than 200 kW is expected to follow overseas at a later date.

Australian prices for the Volkswagen ID.3 will be announced closer to its local launch next year, however the related Cupra Born with a 170 kW motor and a 77 kWh battery costs \$59,990 plus on-road costs.

VfL Wolfsburg 8th.

The 2022-23 season of the German premier league football competition, the Bundesliga, concluded at the end of May. It was the 60th season of the Bundesliga, which involves 18 professional football teams from across Germany.

The 18 teams play a full home-and-away season, playing each of the 17 opposition teams twice and thus 34 match rounds for each team.

The Bundesliga is one of the world's biggest and most popular football competitions, drawing bigger average crowds than the Italian Serie A, the Spanish La Liga or the English Premier League.

Our team, the VfL Wolfsburg 'Wolves,' was formed in post-war 1945 Wolfsburg as a sports and fitness club for the Volkswagenwerk employees. For years they were just an amateur sports club, competing in regional amateur football leagues. When the professional Bundesliga was formed in 1963, VfL Wolfsburg played in the third-division Northern Region League, where they played for almost 30 years.

In 1992 VfL Wolfsburg finally won through to the second division of the National competition (the 2. Bundesliga), and in 1997, by finishing second in the 2. Bundesliga, were promoted to the first division Premier League for the first time, where they have remained ever since. VfL Wolfsburg won the premier league Championship in 2008-09, their only premierships so far.

Today, VfL Wolfsburg is a fully professional organisation, 100% owned by Volkswagen AG, and they play out of the modern 30,000-seat Volkswagen Arena in Wolfsburg, right next to the VW factory and Autostadt. 'VfL' stands for 'Verein für Leibesübungen,' or 'Association for Physical Education.' The 2022-23 season was Wolfsburg's 26th consecutive season in the Premier League, and the 78th season of the club's existence.

The 2022-23 Bundesliga got underway last August, with the VfL Wolfsburg squad of 27 players headed by the captain Maximilian Arnold (Germany) and vice-captain Koen Casteels (Belgium). 11 of the squad were Germans, but as is typical for European professional football clubs, most of the players were from around the world - France, Netherlands, Austria, Poland, Denmark, Sweden, Czech Republic, Croatia, Brazil and even the USA.

The Wolves began the season badly with two draws and

three losses, and their first win wasn't until round 6 with a 1-0 away win over Eintracht Frankfurt. They then followed up with another loss, so after 7 rounds the Wolves were languishing in 17th place on the table, second-last.

Happily they turned it around, following with a 3-2 home win over VfB Stuttgart, three more draws, then an exciting run of six consecutive wins over VfL Bochum (4-0), Mainz 05 (3-0), Borussia Dortmund (2-0), 1899 Hoffenheim (2-1), SC Freiburg (6-0) and Hertha BSC (5-0). The Wolves had climbed up the table to seventh.

Unfortunately they followed this with three more losses and a draw, but the Wolves were still in seventh on the table. Then a slight recovery with two more wins, over FC Köln (2-0) and VfB Stuttgart (1-0) but four more draws and one loss saw the Wolves slip back to ninth on the table with just six rounds remaining.

The last six weeks reflected a season of what might have been, with three wins and three losses and a rise of just one place. The Wolves finished the 34 round season with 49 points, and finished in eighth place.

VfL Wolfsburg recorded 13 wins (1 more than last season), 10 draws (4 more than last season), and 11 losses (5 less than last season). There was no 'home ground' advantage for the Wolves this year, as only 6 of the Wolves' wins were at home, and 7 of them away. 4 losses were at home, and 7 away. 7 of the Wolves' 10 draws were at home, which must have frustrated their fans.

The Wolves scored 57 goals (14 more than last season), and had 48 scored against (6 less than last season).

VfL Wolfsburg did have some strong wins during the year, especially the 6-0 win over SC Freiburg at home and the 5-0 away win over Hertha BSC. The away 5-1 win over VfL Bochum was also memorable. However they also suffered some heavy losses, including 0-6 to Borussia Dortmund, 0-3 to RB Leipzig and 4-2 losses to both FC Köln and Bayern Munich.

The Wolves' top goal scorer was midfielder Yannick Gerhardt with 6, while Ridle Baku and Maximilian Arnold both scored 5.

The Bundesliga champions for 2022-22 were again the mighty Bayern Munich, one of the richest and most powerful football clubs in the world with over 300,000 members and valued at over 630 million Euro (\$A940 million), the third-biggest football club in the world behind Barcelona and Real Madrid. However it was a closely-run contest with Borussia Dortmund - both clubs finished with 71 points (Bayern 21 wins, 8 draws, 5 losses; Borussia 22 wins, 5 draws, 7 losses).

Going into the final round match-day on 27 May, Borussia Dortmund needed a home win over Mainz 05 to clinch the title, irrespective of Bayern's result. However, they drew 2-2, and Bayern's win against 1. FC Köln sealed the 11th consecutive Bundesliga for the Munich powerhouse - their goal difference was +54 compared with +39 for Borussia. This was the first time since the 1999-2000 season that the title was decided on goal difference.

It was Bayern Munich's 33rd Bundesliga title, and their 11th in a row since 2012-13. This equals the record of consecutive premierships in professional football held by the



St George rugby league team of Australia (1956-66).

Borussia Dortmund were again a close second, equal on points with Bayern but beaten on goal difference. RB Leipzig were third with 20 wins (66 points) and Union Berlin were fourth with 18 wins (62 points), their best-ever result. These four clubs qualify for the 23-24 UEFA Champions League.

SC Freiburg in fifth and Bayer Leverkusen in sixth qualified for the 2nd-tier UEFA Europa League. The Wolves, finishing eighth, again missed out on playing in the European championship.

At the bottom end of the table, the two lowest clubs - Schalke 04 and Hertha BSC with just seven wins each, are relegated back to the 2. Bundesliga for next season. Schalke 04 had just returned to the top level last season after one year of demotion, and now return to the lower level after one season. Schalke had been in the top division for decades previously, but have struggled over the last five years. Hertha Berlin had also mostly been in the top division for decades, but drops down to the 2. Bundesliga for the first time since 2013.

These two clubs will be replaced next season by the top two clubs from the 2. Bundesliga this season, which are FC Heidenheim and Darmstadt 98. Heidenheim has been playing in the amateur and lower divisions since it was formed in 1951, and enters the premier division for the very first time. Darmstadt has also spent most of its existence (since 1946) in the regional and lower divisions, although it was in the premier league for two seasons previously, 2015-17.

In addition, the third-last Bundesliga team is required to play off against the third-top 2. Bundesliga team for the right to play in the top division. This means that VfB Stuttgart (16th in 1B) had to play against Hamburger SV (3rd 2B). Hamburger SV was attempting to win this playoff for the second year in a row, after losing last year. However VfB Stuttgart was too strong, winning 3-0 at home at Mercedes-Benz Arena and 3-1 away at Volksparkstadion, Hamburg. Stuttgart therefore won the playoff 6-1 on aggregate and will remain in the Bundesliga next year. Hamburger SV will remain in the 2. Bundesliga.

The 2023-24 Bundesliga kicks off in the first week of August for its 61st season. We'll be cheering for the VfL Wolfsburg Wolves to have a more successful season than the one just finished.

You can follow the follow the Wolves and join in on all the fun at their website www.vfl-wolfsburg.de/en/home



East Hills Car Show.

The annual East Hills Charity Car Show was held on Sunday 18th June at Kelso Oval at Panania. All makes and models were welcome, to raise money for MS Australia.

We met up at Maccas at Moorebank, but it was a very small turnout. Just Phil, Frank and Noah in their Kombis.

On arrival the cars were directed onto the oval and marshals directed the parking spots with plenty of space around them. It was a good turnout on a sunny winter Sunday, but not as big as previous years.

Marino and Ken were also there in their Beetles, but were parked separately. There was also a Superbug S fitted with an electric motor and battery, which sparked a lot of interest from judges and spectators.

There were lots of Holdens and Fords as usual, as well as US and Japanese cars, customs and hot rods. There were some TV and movie replica cars - a 'Knight Rider' Trans-Am, a Nicholas Cage 'Gone In 60 Seconds' Eleanor Mustang, and Smoky and the Bandit Trans-Am.

The trophy presentation was hosted by organiser Glen Ward at 1:15pm, and Frank won Best Euro for his beautiful Kombi. It was a very enjoyable day.





Preventative maintenance.

You could be lucky and drive around for ages in your old Volkswagen and not really have many problems. Volkswagens are pretty reliable things when they're well looked after.

You could possibly service your own car or you might even have a good mechanic that takes care of things, but if you hate breaking down (like I do), you are going to have to do some additional preventative maintenance or extra servicing.

The air-cooled Volkswagens are now getting seriously old (like me). The last Type 3s were sold in 1973, the last Beetle in 1976, the last T2 Kombi in 1980, and last air-cooled T3 in 1983. So this means everything on or in the car is probably getting really old.

Engines, gearboxes, cooling systems, petrol tanks, tyres, brakes, fuel lines, electrical systems, paintwork, chrome and hundreds of other parts always need a little attention over time.

Your mechanic's time is valuable, because of their training and numerous weekly overheads, so any of these jobs

you can take care of yourself can save money and also make owning a old Volkswagen, at least, doable.

Not only that, these smaller or larger jobs are mostly fun and rewarding.

This sounds obvious and most club members are on top of these type of things but many others aren't (including myself), so don't feel bad if you're in the latter category.

The reason I was never great at preventative maintenance is, there's an old saying, if it ain't broke, don't fix it. Also it costs a bit of money, money I might not have had at the time.

Nowadays the cars are so old, this isn't true anymore and the "money part", you might just have to find it somehow?

My advice is, just do what you can as often you can, be patient, give all types of jobs a go and have mostly some fun with it.

Show your Volkswagen some extra love, they all thrive on it.

Always remember to factor servicing and extra preventative maintenance anytime you are considering buying a -, or another -, classic Volkswagen.

Ashley Day.

Right up your alley.

It doesn't really matter who you are, or what you do, we all have limitations, when it comes to working on our own cars.

Mostly we push through these barriers by paying someone else to do the job for us, and that's all good - but what if you didn't have to?

I'm not the best mechanic, I'm not great at electrical and I'm not the best at trimming ether, but what I am good at is panel beating.

The things I can do with body filler would most likely blow your mind and probably should be illegal in all states and territories.

So I like to buy Volkswagens that have good electricals, mechanicals, interiors and just need a little or a lot of panel work.





This sounds obvious but is it?

I wouldn't mind betting that you have a certain skill set, so look for projects where you can shine and that will make you proud to show off your own skills.

Sometimes we still need the help of professionals though but any money not spent with them, stays in your pocket, follow my drift?

After the recent purchase of a Karmann Ghia, a friend told me, "that car is right up your alley Ash!"

This is no coincidence and it's that obvious even to others.

Don't buy a car that needs a paint job if you can't paint it and don't buy a car with a bad motor if you can't fix it.

Picking the right project for you and your skills will always save you heaps of money in the long run and that's a good thing, right?

If you don't have a lot of experience at any of these jobs, don't stress, you have to start somewhere.

I recommend maybe giving a little bit of panel beating a try.

It's gets easier and easier the more you practice.

Be careful though, and I warn you, it can be very addictive.

Ashley Day.



You can even do a day's work at night if you choose. Forget about battling in the traffic to do some sort of Airtasker or other job.

The money you earn will be all up to you.

You will earn money, it's not a get rich overnight type of thing, but it is something and it's tax free.

Also it builds over time, with effort and experience.



I have a lot of work at the moment with my actual day job, but I know if that dries up for some reason, or I get sick of it, I have easily 5 years of paying work at home, or I have investments I can fall on.

Now maybe you can understand just one reason why some people play with old cars?

Ashley Day.

Diversification.

You might have a good job, or maybe you run your own business with a select clientele?

Things could be cruising along for you at the moment, but what if for some reason it was all gone or taken away from you?

Businesses close down or restructure all the time, also there can be pandemics or economic downturns, so it helps to have for yourself, some sort of backup or a plan B.

This is where wheeling and dealing in old Volkswagens or Porsches could be an option for you.

Work can be done in your spare time and at home.





The new Amarok.

Well, it's finally here, folks.

A whopping 12 years after the first-generation Amarok hit Australia, and nine months after its reveal in Germany, the second-generation Volkswagen Amarok has hit local shores.

It touches down with plenty of pressure on its crisply-styled shoulders. Volkswagen is expecting it to be a best-seller in Australia, sitting alongside the T-Roc small SUV atop its sales charts, and it'll be taking on the rampantly popular Ford Ranger and Toyota Hi-Lux.

The Amarok is a very different beast to its predecessor. It's widely known the car shares its underpinnings and engine with the latest Ford Ranger for starters, and the cabin features the sort of safety and infotainment technology that its predecessor couldn't have even dreamed of.

The V6 turbo-diesel lives on, but it's backed by a new twin-turbo four-cylinder diesel and a new 2.3-litre petrol engine that shares its bones with the Ford Focus RS and Mustang performance models.

That the new Amarok will represent a big step forward from its creaky predecessor is almost a given. But does it have what it takes to set itself apart from the all-conquering Ranger, and to take on the likes of the HiLux, Isuzu D-Max, and the Mazda BT-50?

How much does the Volkswagen Amarok cost?

The Amarok range kicks off just north of \$50,000 before on-road costs, and extends to just shy of \$80,000.

At the bottom end, the Amarok Core automatic is aligned with an almost-top-spec Mitsubishi Triton GLS 4x4, or an absolute base Ford Ranger XL - albeit one with the more powerful Bi-Turbo engine and a 10-speed automatic.

At the top end, the PanAmericana is a close match for the Ford Ranger Platinum on price, while the Aventura slots between the Platinum and Ranger Raptor based on its sticker.

2.0 TDI405 4Motion manual: \$50,990

2.0 TDI405 4Motion six-speed auto: \$52,990

Amarok Life 2.0 TDI500 4Motion 10-speed auto: \$56,990

2.0 TDI500 4Motion 10-speed auto: \$66,990

3.0 TDI600 4Motion 10-speed auto: \$70,990

PanAmericana 3.0 TDI600 10-speed auto: \$75,990

3.0 TDI600 4Motion 10-speed auto: \$79,990

2.3 TSI452 4Motion 10-speed auto: \$79,990

What is the Volkswagen Amarok like on the inside?

The new Amarok looks and feels like a Volkswagen behind the wheel.

There are some parts anyone who's driven a Ranger will recognise, but the design, materials, and cabin technology are distinct. Even the mid-range Style feels quite premium, and the range-topping Amarok Aventura is a very nice place to spend time.

Volkswagen offers a range of finishes on offer to make unique variants feel... unique. The mid-range style feels like a quality item, the PanAmericana with its special stitching and rougher leather will appeal to outdoorsy types, and the range-topping Aventura is posh enough to justify its \$80,000 price tag.

Most of the materials are nice to look at and touch, although the plastic trim pieces flowing from the dashboard into the transmission tunnel are pretty scratchy across the range. This is a commercial vehicle after all.

The fundamentals are good. The driving position is comfortable for long





stints behind the wheel, regardless of which model you opt for, and most of what you need to poke or prod is within easy reach. The steering wheel extends out to meet taller drivers, and the touchscreen doesn't require too much stretching.

Speaking of the infotainment, it's mostly good. It starts fast, has crisp graphics and identifiable fonts, and has wireless phone mirroring - but falls into some of the traps afflicting other Volkswagen Group products.

There are no dials for the climate control, for example, so you need to take your eyes off the road and prod the screen at least twice to change the temperature, and there are lots of sub-menus when you start diving into the driver assistance screens.

It's not far off being excellent, but bigger icons and a smarter layout would be welcome in a few places. It's also missing the handy front-facing camera that activates when you flick into one of the off-road modes.

Also missing is the app connectivity you get from the Ranger. Being able to test the indicators and lights on a trailer from the outside of the car using an app, for example, is very handy, as is the ability to control your zone lighting.

The digital instrument display is standout, however. It looks modern, and offers the right blend of information and legibility. The splashy graphics when you change drive modes add a hint of flair, and the fact no Ranger except the Raptor has the same full-sized digital dashboard as the Amarok is a tick for Volkswagen.

Storage spaces abound up front. There are cup-holders on the transmission tunnel, a wireless phone charger under the dash, and a deep central bin - although the trailer brake controller does make it harder to put a phone in that charger, and means the USB-A and USB-C ports are recessed to the

point of being hard to reach.

All of our testers featured a neat flip-top storage bin above the glovebox, complete with plastic ridges to stop objects sliding around.

As for the rear seats? They're a meaningful improvement on what was on offer in the last Amarok, which Volkswagen says was a key priority when developing the second-generation car.

Legroom and headroom are improved, although they're par for the class rather than standout.

The elevated rear bench will do wonders if your kids are prone to carsickness, and the inclusion of air vents will no doubt be welcome during hot Australian summers.

ISOFIX points feature on the outboard rear seats, and there's a trio of top-tether points for child seats. There are no rear USB ports, however.

The tray still features space for a pallet between the arches, and has up to six tie-down points. Bare metal, a plastic tub liner, and a spray-in bed liner are offered depending on the model, and the range-topping Aventura has a powered roller cover that can be operated from the key.

The tailgate features a torsion bar (just like a T2 Kombi rear hatch!), making it easier to open than it otherwise would've been.

What's under the bonnet?

The entry TDI405 engine in the Amarok is a 2.0-litre single-turbo four-cylinder diesel making 125 kW of power and 405 Nm of torque.

It's sent to the road through a six-speed manual or automatic transmission, along with a 4Motion four-wheel drive system with selectable 2H, 4H, and 4L modes.

The TDI500 has a bi-turbo 2.0-litre four-cylinder turbo diesel making 154 kW of power and 500 Nm of torque,



mated with a 10-speed automatic transmission and selectable four-wheel drive.

The TDI600 packs a 3.0-litre turbocharged V6 diesel making 184 kW of power and 600 Nm of torque, mated with a 10-speed automatic and full-time four-wheel drive.

The only petrol option is the TSI452, which is a turbocharged 2.3-litre four-cylinder petrol engine making 222 kW of power and 452 Nm of torque. It's mated with a 10-speed automatic and full-time four-wheel drive.

All models will have an 80L fuel tank. The Amarok does not require AdBlue.

How does the Volkswagen Amarok drive?

We spent most of our time behind the wheel of the V6 diesel, which Volkswagen expects to dominate sales.

Around 80 per cent of pre-orders have been for that engine, and even when early adopters have their cars and regular punters are laying down their hard-earned cash, the local VW office expects around 60 per cent of people to stump for the most powerful diesel.

As we know, it's a good engine. It fires quietly, with very little diesel clatter or vibration from behind the wheel at idle, and it's a smooth mover at low speeds thanks in no small part to the 10-speed automatic transmission.

It's hard to know what gear you're in at any given time because they're stacked closely - and because for the most part you just get what you need, when you need it. The 600 Nm torque peak hits at just 1750 rpm, so it pulls nicely from low in the rev range, and it's smooth and refined when you press harder.

The last Amarok had quite a heavy, direct steering rack. The new model has lighter steering that makes it quite wieldy at low speeds, despite having a longer wheelbase and body than the car it replaces, and the surround-view camera (on the Style and above) is welcome when you're trying to park such a big beast.

The broader suite of active driver assists is welcome. Adaptive cruise control is smooth and smart, and the active lane-keeping assist is confident without feeling like it's trying to wrestle the wheel from your hand. Combined with a quiet, refined cabin at highway speeds, the assists make the new



Amarok a very capable cruiser.

There are two suspension tunes on offer. The first features twin-tube dampers, and is offered on the Core, Life, and Style, and the second is a tauter setup with monotube dampers offered on the PanAmericana and Aventura.

The Style is more relaxed on the open road, with more body roll in the corners, and more movement over crests.

You're still aware it's a commercial vehicle with no load in the back (no great surprise), but you don't get the sense the tail is wagging the dog when you hit bumps at speed, and occupants aren't jiggled relentlessly.

Swapping into the Aventura reveals a different character. It's more tied down over bumps, with a taut-feeling body that places it somewhere between the previous-generation Amarok and its sportier W580S sibling, and you're more aware of smaller bumps thanks to the standard 21-inch (!!) wheels.

Volkswagen has always pitched the Amarok as an 'SUV with a tray' rather than a work vehicle at the top end, and the Aventura delivers on that pitch - especially with the 2.3-litre turbocharged petrol engine.

It's a bit different to what we're used to in dual-cab utes, with no diesel clatter and a revvier character, but it plays into the almost-luxury-SUV feeling Volkswagen is chasing.

There's plenty of torque on tap, so it doesn't feel slow, and it's a smooth mover towards the top end of the rev range.

No, you don't get a Focus RS-style bark, but the way it drives will feel immediately familiar to anyone hopping out of a Tiguan or Touareg.

It's a shame Volkswagen hasn't put paddles on the steering wheel, because it'd be a fun ute to push if you could keep it in the power band... if you didn't have to use the stupid Ford buttons on the transmission selector.

Although it's good to look at, the Aventura wouldn't be my pick. That honour belongs to the PanAmericana, which has the same suspension tune but rides on 18-inch wheels wrapped in more off-road oriented tyres that take the edge off the ride.

It's designed to be the most capable Amarok off-road, and dealt pretty effortlessly with everything we could throw at it.

As is the case in the Ranger, all the mode



shifts are clearly communicated on the digital dashboard, and the preset Mud and Ruts or Sand modes make life easier for nervous off-roaders.

The fact you don't have the same off-road camera system (the forward-facing camera locks out on the move) is a shame though, as it's very helpful technology on tight trails and over blind crests.

Volkswagen points to the Amarok's improved ground clearance (235 mm), wading depth (800 mm), approach and departure angles (30 and 25.6 degrees) as evidence of its off-road ability, and the ease with which it dispatched the off-road course we drove would suggest it's every bit as good as its dual-cab rivals when the going gets tough.

You can find out more information on all the options and inclusions offered via the official Volkswagen Amarok website, www.volkswagen.com.au/en/models/amarok.html

Is the Volkswagen Amarok safe?

The Amarok has a five-star ANCAP safety rating based on testing carried out by Euro NCAP in 2023.

It scored 86 per cent for adult occupant protection, 93 per cent for child occupant protection, 74 per cent for vulnerable road user protection, and 83 per cent for safety assist.

The adult occupant protection score for the Amarok is technically higher than what the Ranger received, with the Ford receiving a score of 84 per cent. The Amarok fared better overall in whiplash protection.

Standard safety equipment includes nine airbags, autonomous emergency braking, adaptive cruise control, lane-keep assist, speed sign recognition, multi-collision



braking, reversing camera and rear parking sensors. The Amarok Life adds blind-spot monitor and front parking sensors.

How much does the Volkswagen Amarok cost to run?

The Amarok is backed by a five-year, unlimited-kilometre warranty like the wider Volkswagen range.

Maintenance is required every 12 months or 15,000 kilometres.

Volkswagen has confirmed the Amarok will cost \$1800 to service for five years or 75,000 kilometres with one of its prepaid Care Plans, undercutting the price of the equivalent package for a 2022 four-cylinder diesel by \$200, and a 2022 turbo-diesel V6 by \$400.

Those who don't opt for a Care Plan on the new Amarok will pay \$329 for the first, second, and fourth service, \$414 for the third service, and \$400 for the fifth - equivalent to the same price over five years, but paid for at the time of service rather than being bundled into the car's purchase price.

In Summary: Volkswagen Amarok

The new Amarok improves on its predecessor in a number of key ways.

It's bigger and more modern inside, finally features a competitive suite of active safety features, and drives with the polish you'd expect of a Volkswagen dual-cab ute developed alongside the existing standard-setter from Ford.

Throw in a handsome exterior design, sharp service pricing, and the fact Volkswagen anticipates solid supply, and the Amarok has the makings of a major player.

What stands in its way? It's on the expensive end of the ute spectrum in Australia, even alongside the Ranger, and a bit more polish on the infotainment front wouldn't go astray.

It's also a shame some of the Ford's smartest touches - the off-road camera and tray step - haven't translated here.

Volkswagen is expecting the Amarok Style to be the best-seller, and there's no doubt it represents a sweet spot in the range. But an optioned Style is knocking on PanAmericana money, and the latter is a sharp looker, with a spec sheet that smartly balances luxury and capability.

See the latest Amarok range at your Volkswagen dealer now.

Scott Collie





Remembering Dave Birchall.

Like myself, Dave was one of the originals that met at Parramatta Park in February 1985 on our first run to St Albans. Dave and I had a common interest in vintage Volkswagens of the six volt variety.

In 1991 I accompanied Dave, Ray Black and Rick to Heinz Willi Lottermann's Vintage Treffen event for an overdose of vintage Volkswagens. I took this rather devilish photo of Dave checking out a high performance Judson Supercharger at the massive array of vintage Volkswagens only, at the sports place at the Bad Camberg event in Germany.

No doubt we will meet in vintage Volkswagen heaven again.

Paul 'Ridgy McKinley'

Most of the stories about David would be a bit rude or inappropriate...

Nambucca was always a lot of fun.

One time at Nambucca, David had a fancy brand new Volkswagen Arteon on loan from the Australian distributors. It was like a fast back Passat but better and longer. It was worth over \$70,000.

Whilst sitting out front of the pub I witnessed two drunk locals back their Ute halfway up the bonnet of Dave's fancy loan VW. They proceeded to then drive off.

I jumped up and ran next to the car tapping on the driver's window. They stopped and the driver put the window down.

I explained that they had hit a \$70,000 car on loan by Volkswagen Australia.

The driver denied hitting anything and a wrestle for the car keys quickly developed. It became heated and I shoved my lit cigarette into his face.

He quickly let go and I pulled the ignition key out. As I did this, the rest of his keys flew across the car park.

I ran into the pub and David was having his dinner. I explained to him what had happened and put the key on the

table. He said, "You're joking right?!"

We went outside to find them looking for the rest of the keys. As you can imagine, I was upset and the guy that copied a cigarette to the face wasn't happy either.

David controlled the whole situation and defused everything. Basically, telling me to go back inside the pub.

As a witness to the accident, I easily saved David \$2000-\$4000 in insurance excess.

No matter what he may have thought of me before, he always liked me after that.

He wasn't backwards in coming forwards in life and he loved it when you gave it back to him. He thrived on it.

I like that in a person!

One time I actually saw with my own eyes David put his finger in the fan belt of a running Beetle.

In a fraction of a second it pulled his finger across the top of the generator.

It probably should have taken his finger off but it didn't.

He just stood there looking at his finger.

That was actually funny.

Ashley Day.

Back in 1982 I used to drive my then-unrestored '64 ruby-red Beetle from Padstow to Kensington every day, to get to NSW Uni. Some mornings on Stoney Creek Rd I used to see a light blue oval window Beetle going the same way. The driver was a dark-haired guy with a black beard. We used to wave to each other.

One morning he pulled into the Shell servo on Stoney Creek Rd, just past King Georges Rd (now long gone), so I pulled in after him. We finally got to chat – he was David Birchall and he worked for Qantas – which was why he was going the same way. We ended up talking Volkswagens for half an hour and we were both late for work that day...

In 1985, when we were starting the club, we advertised a first get-together at Parramatta Park, in the Trading Post (remember it?) We also made up an A5 flyer, photocopied hundreds of copies and spent a Saturday putting it under





windscreen wipers of all the VWs we could find at Miranda Fair, Hurstville Westfield, Roselands and Bankstown Square. Dave's wife Sue happened to get one under her wiper at Roselands; she passed it onto Dave, and naturally he came out to Parramatta Park. And so his association with the club began, from day 1. He was elected Vice-President 1986-89; 1991-95; 1997-2001; 2011-14, and 2015-his passing – 22 years in total. He was also President 2003-2011, 8 years.

For the Bicentenary in 1988, we decided to organise a world-class Volkswagen show, which would become the VW Nationals. Dave was involved from the first Nationals committee meeting in November 1986, held at Boris' house in Lakemba, along with Steve Muller, Ray Black, Steve Carter, Rod Young and me. Dave has been on the Nationals committee every year since, soon becoming the co-ordinator of the whole thing. A special phone line was set up in his house for Nationals enquiries, which has remained the club's 'official' phone line ever since (now disconnected). It was Dave's idea to move from Hawkesbury Agricultural College to the Valentine Park Soccer Federation in 1991, then to Fairfield Showgrounds in 1998.

Dave was an enthusiastic collector of Volkswagen magazines. He had all four issues of New Horizons (1965-66); he had every issue of VW Power, the Paradise magazines, the later Express series and every one of Craig's VWMA issues (he always helped Craig with his advertising, information, photos and content. he also supported the VWMA drags at Warwick each year).

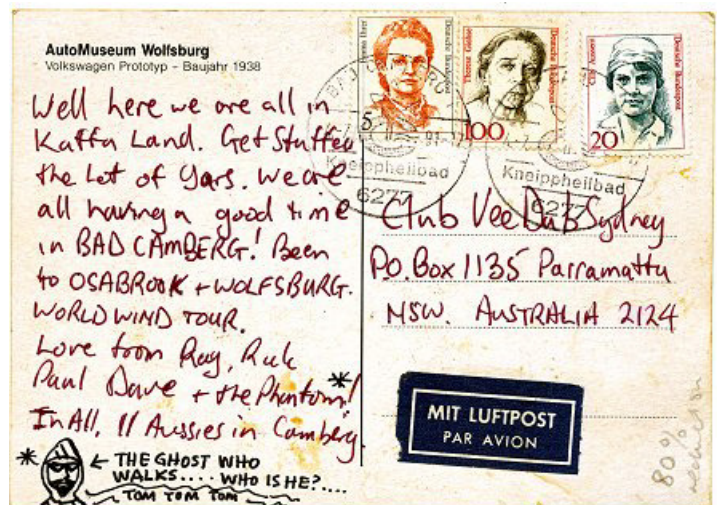
Before that, he used to boast that he bought the very first issue of US magazine VW Greats at his local newsagency in 1970, and of course he had every issue after that. The magazine changed to VW & Porsche in 1979, but Dave still enjoyed it. However in 1986 it changed again to VW & Porsche Etc, in order to include other European makes, and the VW content dropped. In 1987, when it became VW & Porsche Incorporating European Automobiles (catchy title!) Dave stopped buying it. You can read his summary of the magazine on our webpage at www.clubvw.org.au/media/oldarticles/oldart013

He also enjoyed collecting Dune Buggies and Hot VWs, which is still going today. He started buying and collecting them in the 1970s, and later found the early issues back to 1967 on his trips to the US. He would have well over 650 issues over 55 years in his collection, and still received the magazine by post up to his passing.

He also bought the UK magazines Safer Motoring (later VW Motoring) in the 1970s-90s, but lost interest as they slowly went to more modern VWs. He also bought Volksworld, Total VW and Ultra VW in the 1990s and 2000s but passed on Bus and Camper, and the watercooled titles such as VW-Audi Car, VW Driver and Performance VW.

He stored all his magazines in his garage, carefully organised in boxes by title and date, some older ones in plastic sleeves. I can still remember, at Dave's beer-fired 40th birthday BBQ, some of the VW boys swapping issues about between the boxes. I wonder if he ever noticed some of his issues out of place.

Dave enjoyed contributing articles to Zeitschrift in the early days. As a Qantas employee he was able to make plenty of trips to California and Europe, and liked reporting on his trips to big shows like the VW Classic, Bug-O-Rama, West Coast Caravan, SOTO meets and many of the US swapmeets. He also went to the Bad Camberg historic VW show in Germany a number of times, usually with Boris, Ray Black and Graham Lees. He got to know the organiser, the late Heinz-Willi Lottermann. Here is a post card he sent to the club on one of his trips - you can hear his voice when you read his words.



In 1987 he began writing a semi-regular series called 'Vintage Voice,' concentrating on pre-'58 VWs. Our club had just begun issuing the first NSW Vintage Rego plates for VWs

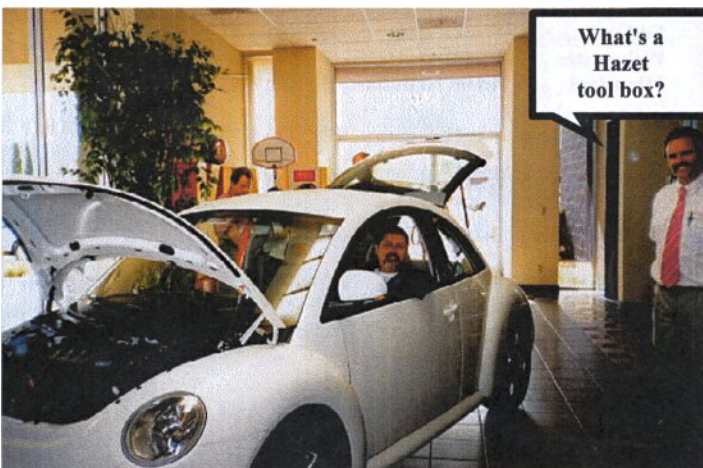


Who is this bloke winning stuff at Valla Park?

over 30 years old at that time.

He also wrote a series called Collector's Corner on his VW magazines, and a series called More On Ovals. This one was a year-by-year run-down on the changes made to the VW through the oval-window period. He listed the date, from-chassis number and particular change. This info is well documented in the Etzold VW history book series, which of course Dave owned.

On one of his many trips to the USA in the 1990s, Dave was able to see the exciting New Beetle long before it ever came to Australia. He was able to sit in it, and grab collectable VW



.... would you trust this man behind the wheel....

brochures, in a VW dealership in Long Beach. His photo appeared on the cover in May 1998. The dealer's speech balloon - What's a Hazet toolbox? - is actually what the dealer said when Dave was talking to him about vintage VWs. The dealer wasn't an enthusiast, he was just selling a product. The New Beetle finally came here in 2001.

In the 1980s there were plenty of air-cooled VW workshops in Sydney that could do repairs and service, but no one was 'restoring' them in the current sense, nor providing specialist VW restoration parts such as the rubbers, lenses, carpets, headliners, plastic parts and mechanical parts for a total rebuild. Some places did sell specialist VW hot-up parts, but nothing like those available overseas. This was the days when the internet and email had not been invented; most US shops didn't ship overseas, or if they did the postage/freight was too expensive. Most of us could only look with wonder at the Hot VWs multi-page ads for the giant VW parts places in California. As a Qantas employee, Dave was in a great position to go visiting them.



He was able to visit all the biggest and most famous VW shops in California, and bring back lots of stock and custom VW parts in his suitcases, trip after trip! You name the VW shop in LA, he has been there. Probably his favourite was Gene Berg Enterprises in North Lime St, Orange – he became great friends with Gene and Dee, and their sons Gary and Clyde – they later visited Australia for the VW Nationals on several occasions and the Bergs even shipped their famous '67 black drag car over in 1995.



Other places Dave often visited included: Bugpack Performance in Costa Mesa; Scat Enterprises in Redondo Beach; J-Bugs Upholstery in Hawthorne; Car Custom in Azusa; West Coast Metric in Redondo Beach; SCS (Small Car Specialities) in Anaheim; One Stop Machining in Downey;

Johnny's Speed and Chrome in Buena Park; Barrett Enterprises in Azusa; Topline Parts in Anaheim; the Old Volks Home in Covina; Veedub Parts Unlimited in Huntington Beach, and BFY (Bugs For You) in Orange.

Those who knew him would agree that he was a great farter. One of his favourite sayings was 'fart loud, fart long; fart proud, fart strong.' Groups of us sleeping in the big club tent at Valla Park are memorable for the frequent farts in the dark, followed by bursts of laughter. He used to joke along with the late Frank Watkins, who had a great sense of humour. Dave would save one up, then call out 'Hey Frankie, pull my finger!'

Dave was a great supporter of St George in the NRL, good or bad. He loved their premierships in 1977 and 1979, and the later St George-Illawarra's only premiership in 2010. He preferred to forget their GF losses in 1985, 1992-93, 1996 and 1999.

Even so, he was happy to help Boris support his Canterbury-Bankstown Bulldogs when they played in a grand final. We had a backyard BBQ for the 1994 grand final, when Canterbury played the Canberra Raiders. Dave turned up with his face painted blue and white. Canterbury lost to Canberra by 36-12. But the beers were great.

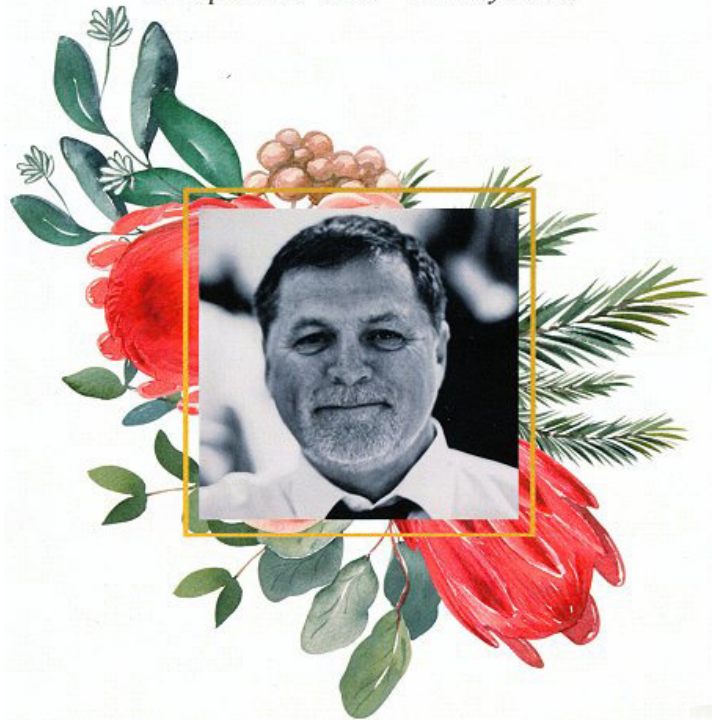
Dave owned quite a few VWs over the years. In the early days of the club when his boys were toddlers, he and Sue drove around in a Type 3 wagon, in addition to his blue '56 Oval sunroof. He later built his well-known 'orange smoothie,' a custom '65 Beetle which he sold in 2021. He



In Loving Memory

DAVID BIRCHALL

12 September 1954 - 30 May 2023



kept another '65, his sunroof sea-blue which took him 15 years to restore. For a while he had an '82 Audi 5+5 as a family car, and he inherited a Ford Focus for a runabout for a few years. His last VW was a brand-new T-Cross small SUV. Apart from that, his garage, storage unit and under his house were chock-a-block full of collected Volkswagen parts.

Dave loved playing pub trivia. We often played together at the Narwee Hotel ('the Wee'), where we did well with science, geography, history, and music-TV before 1985. He hated modern pop culture questions though, especially the 'name the famous faces' sheet of young people we'd never seen or heard of. He loved drawing moustaches and glasses on pictures of people like Lady Gaga, Post Malone, Beyonce, Harry Styles, Ariana Grande or Dua Lipa (none of whom we knew).

Naturally, when we played trivia together, our team was 'The Veedubs.'

The Wee's format was two rounds of 20 questions each, plus the picture sheet. Once you knew your final score, you could 'bet' as many of your points as you wished on three 'jackpot' questions. Get them right and you add however many points you bet. Get one or more wrong and you lost that many points. Many teams bet some, half or most of their points (or all their points but 10, say). Dave would always suggest 'Nah, let's shoot the works!' We lost more often than won, but it was great fun. We did often win bottles of wine on the True/False part, which he always took home for Sue.

It was a pleasure to know Dave and he will be missed.

Phil Matthews



International Drive Your VW to Work Day.

The 22nd of June is now recognised worldwide as the International Drive Your VW To Work Day, to mark the anniversary of the signing of the original VW contract between the RDA and Ferdinand Porsche in 1934. The RDA was the Reichsverband der Deutschen Automobilindustrie (the German Motor Car Association), the arm of the government that Hitler had delegated to create and organise the 'people's car' project.

The contract was to 'further the motorisation of the German people on the basis of co-operative action and by enlisting the best talents of German car manufacture.' It specified only 10 months for Porsche to create three prototype cars, to sell for the unrealistically low price of 900 Reichmarks. It ended up taking until 1938 to complete the last prototypes, by which time the price increased to 990 RM.

Alexander Gromow, cofounder of the Brazilian magazine Fusca Clube, first created the Drive To Work day in 1995 and it quickly spread throughout South and North America before taking off worldwide. It started as the International Beetle Day, but transformed into the International Drive Your VW To Work Day to celebrate and recognise all Volkswagens.



Previously, the ACT club has not participated as an official club event due to the rules for use of vehicles on the previous concessional (historic) registration scheme here in the ACT. However, with the new concessional registration scheme being introduced this year, vehicles on historic registration are now permitted to be used for commuting to work, amongst other restrictions being eased.

Therefore, on Thursday 22 June 2023, Club VeeDub (Canberra Chapter) participated in the International Drive Your VW To Work Day 2023. On this day, all members were encouraged to drive their VW to work and take a photo of it outside their workplace, on the way to and/or from work or any other photo of your car on this day. Photos were then shared on our Club's Facebook page.

Several of our members participated and those in older cars on historic rego revelled in the opportunity to drive their





prized possessions to work as an official club event. In my case, I was able to show off my baby to my long-suffering work colleagues who had endured many tales and photos of my car forced upon them over the years. The reaction was definitely positive and those willing to listen were genuinely interested in the car, the club and the comradery that club members displayed through their common love of the humble VW.

Of course it wasn't just the older cars that took part - many of our club members own newer water cooled examples of the marque and were equally proud to show off their babies.



We hope to include this as an annual event on the club calendar and we encourage all members and enthusiast, no matter where you reside and work, to take part in future International Drive Your VW To Work Days.

Willie.





What Steel Is That?

All of it looks pretty much alike, but there are simple tests that will help you pick out the type best suited to the job.

Popular Science magazine, November 1955

When the man in the machine shop said I could help myself, I fished the piece of steel out of the scrap barrel. It was a bar about 1/8" (3.2 mm) thick, 1 1/4" (31.8 mm) wide and 10" (255 mm) long - just the right size for the blade of the sheath knife I wanted to make. I put it in my pocket and went home happier than a pack-rat with a new penny.

But then I began to wonder what kind of steel it was.

Suppose I heat-treated it, fitted grips and worked down the cutting edge - only to find that I had wasted all my work on the wrong stock.

That evening I chased over to ask Dutch Morgan whether the bar would make a civilized knife. I found him in his basement, inching the flame of his blowtorch along an old clock mainspring.

"Making a cookie cutter," our best tool-and-die man admitted sheepishly. "Betty's invited the girls in her club to a get-together, and she thought it would be ducky to serve cookies shaped like the club emblem. I'm softening up this spring so I can bend it to outline. Then I'll solder it to a backing plate."

I showed Dutch my piece of steel. "Is this the stuff they use for cutlery?"

Dutch ran his thumb along one edge of the bar. "Ground stock," he said. "It's probably a piece of electric-furnace tool steel. Run-of-the-mill machine steel wouldn't have a ground finish."

What the sparks can tell

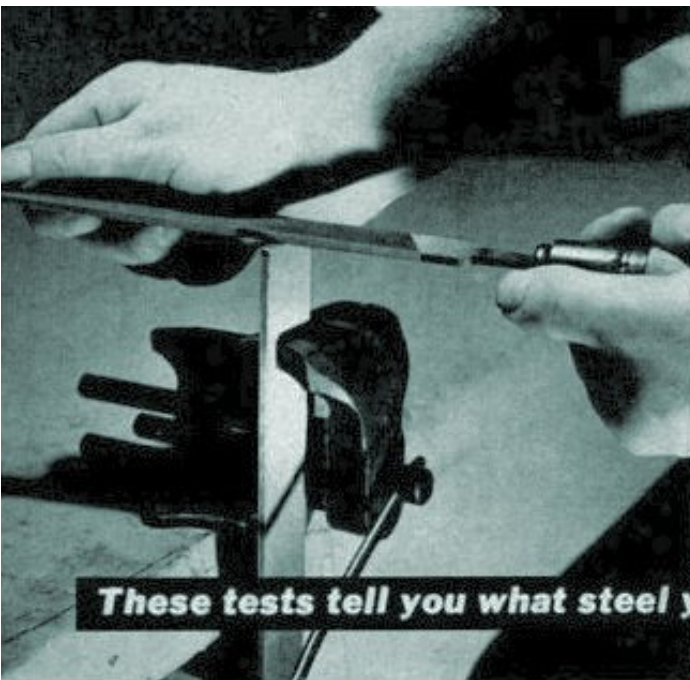
Loosening a screw, he removed the guard from his grinder and switched on the motor. Touching the stock to the top of the wheel, he studied the shower of sparks that streamed out horizontally.

"That's what I thought," he nodded. "It's a low-alloy chrome-vanadium tool steel. About point/90 or 1-point 10 carbon. Yeah, it'll make you a good knife."

I was impressed. "You mean you can tell all that from the sparks?"

"It doesn't give you a complete analysis," he admitted. "But it's a quick way to tell one steel from another. Here, try it. As a start, look for sparks that break up in bursts. The more bursts, the more carbon content."

I did as he suggested, taking experimental grinds at the



These tests tell you what steel you're using

FILE TEST. Mild steel files easily, tempered tool steel is fairly hard to file, and hardened, high-carbon steel can't be filed. Between the first two types are medium carbon steel and annealed (softened) tool steel. The difference in the two cannot be detected by the file test.

HARDABILITY TEST. To find out whether fairly easily filed stock is medium carbon steel or annealed, high-carbon tool steel, heat a sample until it glows bright red, and then plunge it into a can of oil. If it comes out file-hard, you've got yourself a chunk of tool steel.

tool steel, a nail, the end of a file, and the blade of my pocket knife. "The fireworks sure are different," I admitted.

The hardening test

"Want to whack a half inch off your ground stock and try hardening it in oil?" Dutch asked me.

While I went at the bar with a hacksaw, Dutch brought a can of oil from his garage, and pumped up the blowtorch. Propping the bit of metal I'd cut off on a firebrick, we heated it red-hot. With his pliers, Dutch snatched it up and dunked it in the oil. When it had cooled he wiped it off and tossed it to me.

"Try scratching that bottle there on the bench," he said. Sure enough, the steel scratched the glass.

"It works," I admitted, "but I don't see why. How come only high-carbon steels harden? Where does the carbon get in the act?"

"It forms hard carbides when you quench the stock. Any steel with more than 70 points of carbon will turn file-hard."

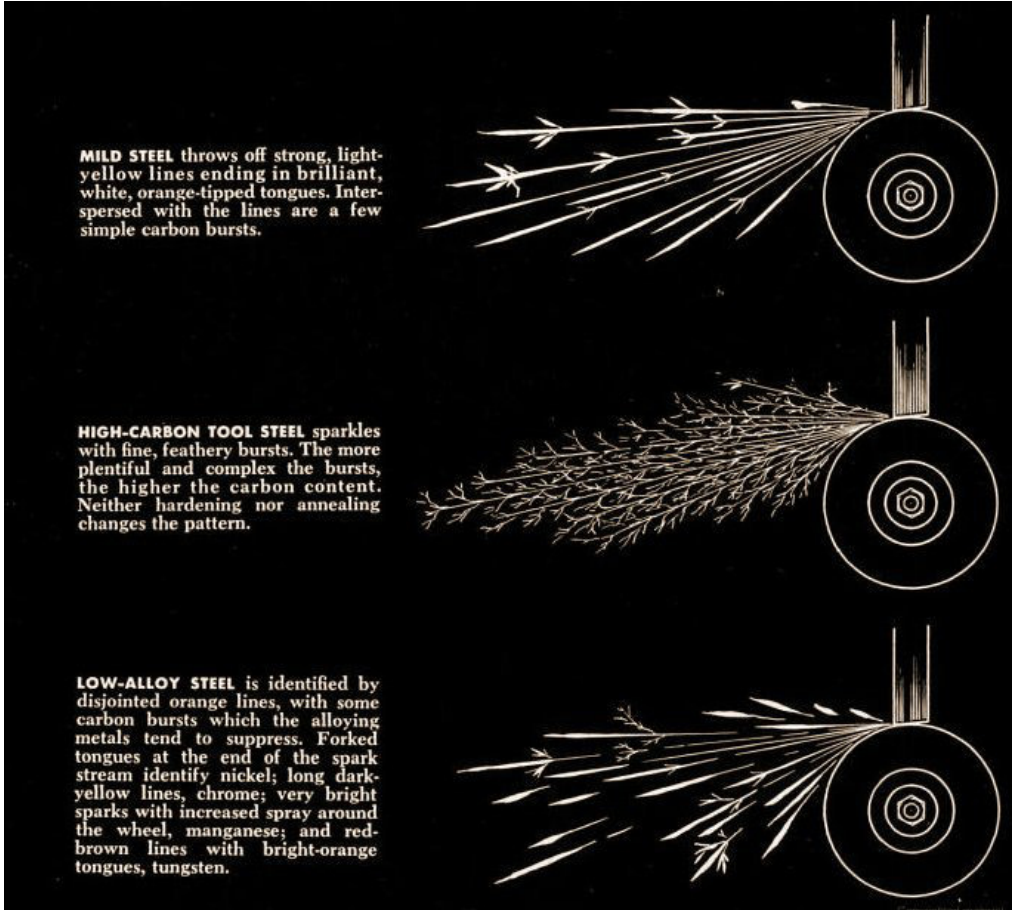
"Points?"

"That's just a convenient way to express the carbon content. A point is one-hundredth of one per cent, so 70 points is 0.7 per cent. The whole deal is a little like making fudge. How a batch of steel turns out depends on what you throw in the pot, how you cook it and how you cool it. It's either soft and gooey - tough, you'd say - or it's hard and

brittle."

Now that I came to think of it, I didn't know anything about iron or steel making. So I pumped Dutch on that, too.

"It's like this," he explained. "First you fire up some iron ore, coke and limestone, and pretty soon molten iron runs out at the bottom. If you pour it into moulds, it becomes cast iron.



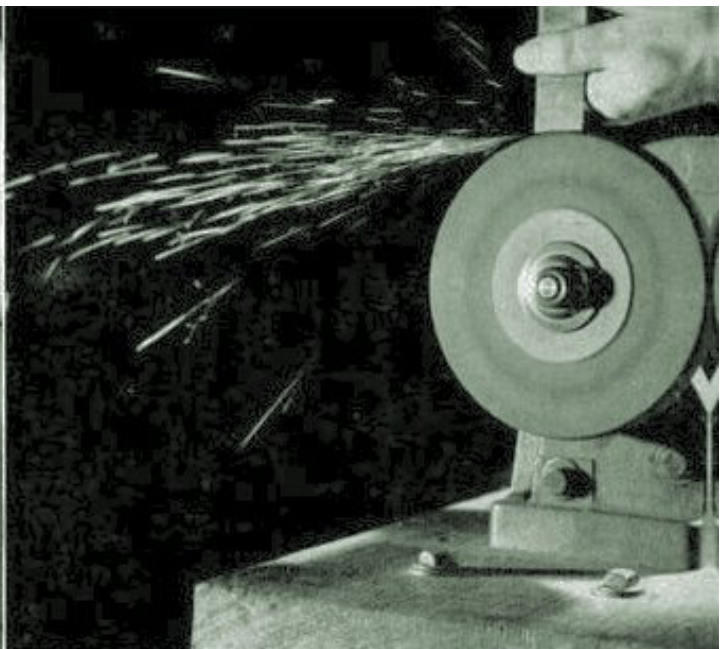
MILD STEEL throws off strong, light-yellow lines ending in brilliant, white, orange-tipped tongues. Interspersed with the lines are a few simple carbon bursts.

HIGH-CARBON TOOL STEEL sparkles with fine, feathery bursts. The more plentiful and complex the bursts, the higher the carbon content. Neither hardening nor annealing changes the pattern.

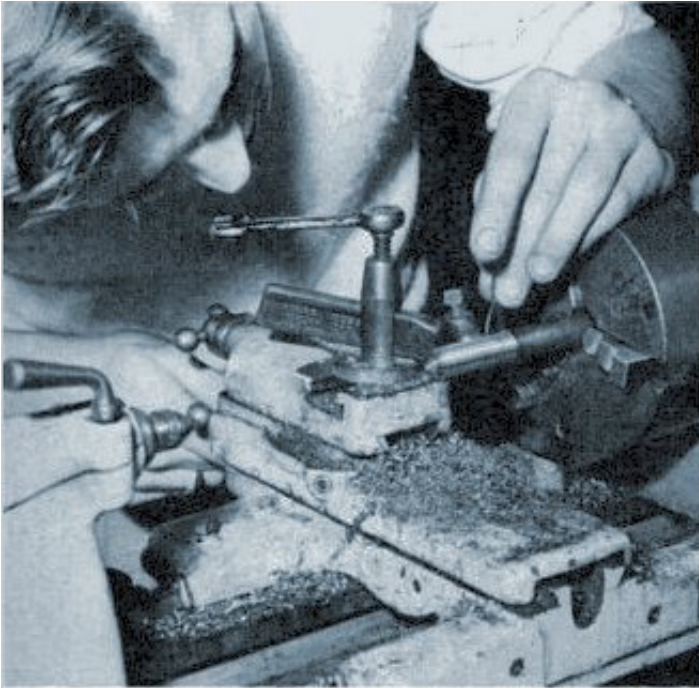
LOW-ALLOY STEEL is identified by disjointed orange lines, with some carbon bursts which the alloying metals tend to suppress. Forked tongues at the end of the spark stream identify nickel; long dark-yellow lines, chrome; very bright sparks with increased spray around the wheel, manganese; and red-brown lines with bright-orange tongues, tungsten.



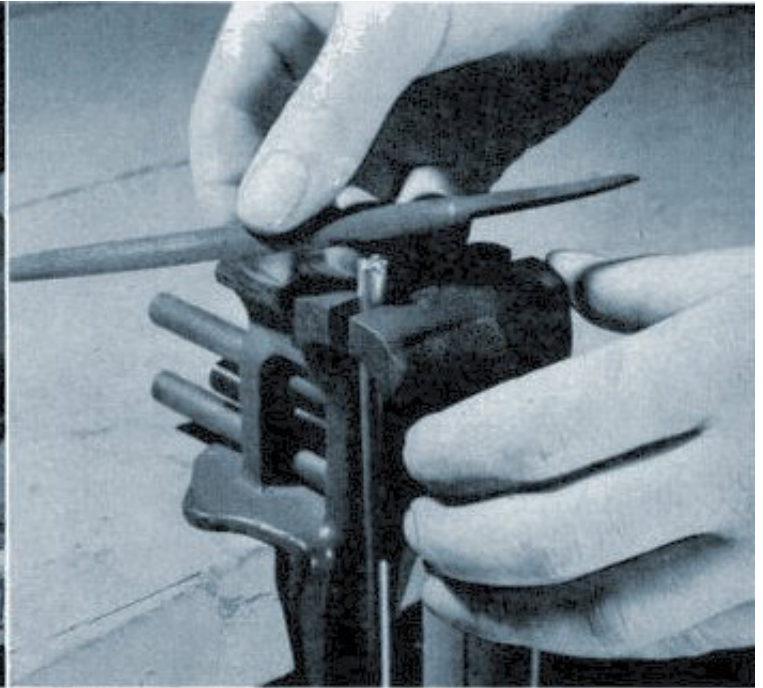
SCRATCH TEST. Draw a corner of the hardened sample across a piece of glass. Fully hardened, high-carbon steel will leave scratches in the surface. This kind must be worked while annealed, then hardened and, finally, re-heated at about 400° to relieve internal strains.



SPARK TEST. Touch the stock to a grinding wheel and study the shower of sparks in subdued light. Their pattern will tell you the approximate carbon content, whether the steel is alloyed, and with what. Typical spark patterns are shown in the drawings below.



COLD-ROLLED MACHINE STEEL, which comes in bars, rods and plate, is good for shafting and structural parts. Rolling it cold toughens this low-carbon steel and gives it a smooth finish.



HIGH-CARBON STEEL can be worked with comparative ease when annealed. This is the stock you use for making special tools like this star-tipped punch, lathe-tool bits or knives.

"Back there in the blast furnace," Dutch went on, "your hot molten iron picked up carbon from the coke. Dissolved it, like water dissolves sugar. There's about four per cent carbon in raw cast iron, making it crystalline and brittle."

"What about steel?"

"I'm coming to that. Suppose you put your cast iron in another furnace and burn out the carbon. Throwing in some iron oxide does it, or you can speed up the process by bubbling compressed oxygen up through the metal. The impurities in the iron combine chemically with the slag, and when you run out the batch it's relatively carbon-free iron. Just a trace left in it - about one-tenth of one per cent. That's mild steel."

"How about tool steel?" I asked.

"Simply add some carbon to your mild steel. Melt it up again and toss in a little ground anthracite coal, maybe, or a small piece of cast iron. Say you want some steel for cold chisels; then you increase the carbon content to eight-tenths of one per cent - 80-point steel, that is. Up the steel to 130 points and you can make razor blades of it. But you don't want to go much higher than that. If you do, your steel will be almost as brittle as cast iron again."

"While I'm making steel," I said, "why don't I stir in something to alloy it?"

"Alloy steels are a little tougher than plain carbon steels, and they're easier to harden."

"How come?"

"Because you can give them a slower quench. Plain carbon steels have to be quenched in water or brine in a hurry, to cool them fast enough to form hard carbides. Drastic quenching sets up strains in the metal which can warp or crack it. But if you use a steel with a little chrome or nickel in it, you can harden the tool in warm oil."

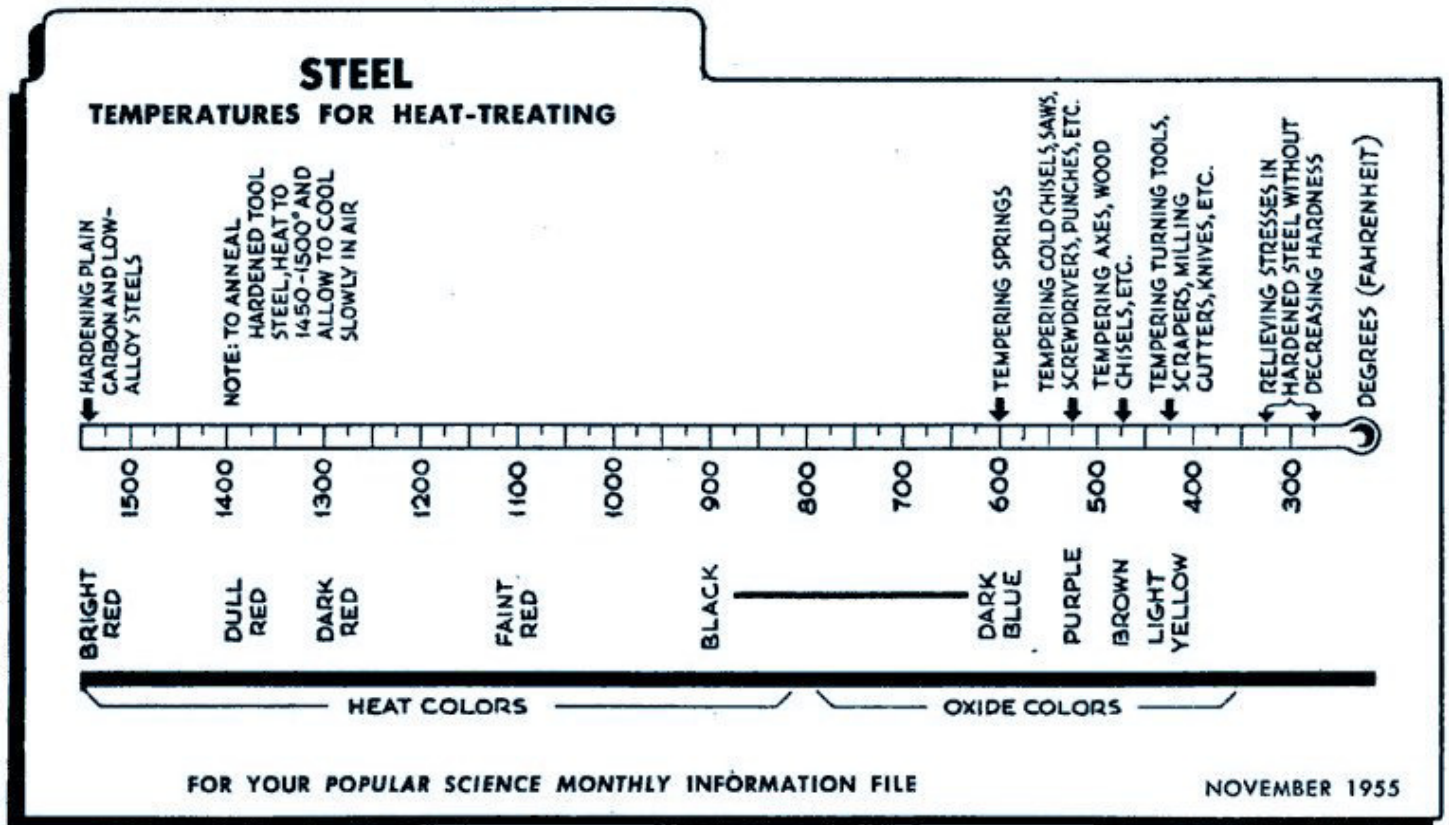
"I've read about 'oil-hardening steel' somewhere," I said.

Dutch nodded. "That's a definition for low-alloy steels,

just as plain carbon steel is sometimes called water-hardening steel. Then there's another group of steels containing about four per cent chrome called air-hardening steel. Just letting



HOT-ROLLED MILD STEEL is too low in carbon content to harden when heated. Tough, it can be twisted or bent; welds easily. Use it for assemblies like this decorative stair rail.



them cool in air hardens them."

"Stainless steel is a chrome alloy, too, isn't it?"

"It's a high-alloy steel," Dutch said, "with anywhere from 11 to 27 per cent chrome. Good enough for kitchen knives, though a butcher wouldn't use one."

"Getting back to knives," I said, "you told me this ground stock of mine is low-alloy tool steel. Then I quench it in oil?"

Can be oven-tempered

"You're learning fast," Dutch grinned. "It'll probably quench out file-hard. Then temper it at about 400 deg F (205°C) to relieve strains in the metal. Safest way is to put it in your kitchen oven for a couple of hours. If you use a torch it may get too hot, and before you know it you've got a spring instead of a blade."

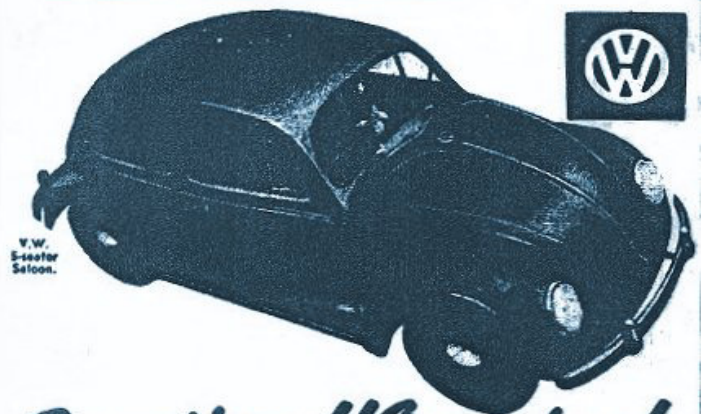
While we'd been talking, Dutch had finished shaping the spring for his cookie cutter. Setting it on the backing plate, he flowed solder around the joint with his torch and trued the cutting edge on his sanding disk. We went upstairs and his wife looked it over approvingly.

"Thanks, Hon," she said, "but what took you so long?"

My sheath knife? It turned out fine. As I always say, if you want a thing done right, first find out how to do it from somebody who's smarter than a treeful of owls. Then do it yourself.

John Burroughs

The S.P. Herald Motor Show Supplement, August 12, 1955

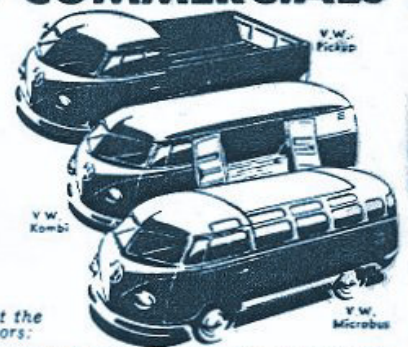


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Audi 100LS's identity can be mistaken.

The Sydney Morning Herald, Monday 9 March 1970

The motorist whose first view of the elegant Audi 100LS is from the rear can be forgiven for mistaking the car for a Mercedes Benz.

After all, the German-built sedan has similar lines and was in fact designed by Mercedes Benz in co-operation with Volkswagen.

The 100LS (Luxury Special) is the prestige model in the Audi range and is the only version yet to be marketed here by Volkswagen Australia Pty Ltd. The glamorous five-seater should appeal to the motorist who enjoys driving in comfort, obtaining an economical performance, and knowing his car is both responsive and safe.

It is powered by a smooth and surprisingly lively four-cylinder engine of 1760cc which develops 100 bhp (75 kW) and 111 lb/ft of torque (150 Nm).

The engine did not seem strained when cruising at a speed close to the top end performance of 106 mph (171 km/h).

But a tendency to understeer became evident - as one would expect with a front-wheel drive car - when the Audi was driven into corners at more than normal speed.

However, tyre squeal and a strong pull on the steering warned the driver well before the front end began to break away.

This allowed him time to reduce acceleration and make the necessary steering corrections.

The car available in Australia has a four-speed gearbox mounted in a floor console, although column gears are available overseas.

The gear lever has a soft-grip knob and a short and definite

movement, with a strong spring action towards the third and top gears.

The spring loading, although a little heavy, hastened the change movement when attempting rapid acceleration through the gears.

Accelerating from a standing start and holding the gears to their maximum, the car took 18.2 seconds to reach the quarter-mile marker peg.

It also moved from 0 to 50 mph (80 km/h) in the commendable time of 8.3 seconds.

The speedometer had the gear change points marked from first to third respectively at 29 mph, 52 mph and 77 mph (47, 84 and 124 km/h). We managed to obtain a maximum of 31 mph, 62 mph and 87 mph (50, 100 and 140 km/h).

The car at all times provided a delightfully cushioned ride, due to the highly effective front coil springs and rear torsion bar suspension.

The steering system - rack and pinion with spiral gearing - was one of the many other favourable features of the car.

The wheel remained very light, even when manoeuvring at low speed in the city, and required only 3.7 turns to bring it from one lock to the other.

The car also has a turning circle of only 35 ft (10.7 m).

The driving position was excellent, with all the important instruments and switches close at hand to the driver.

Contoured, thickly-padded individual front seats with high squabs eliminated fears that long-distance touring would become anything but pleasant.

The seats, covered in a thick vinyl-type material, could be adjusted for rake and leg requirements.

The rear bench, although slightly contoured, had a pull-down central arm rest and offered plenty of thigh support.

The floor in both compartments was covered in richly coloured deep-pile carpet.

We found the car surprisingly economical of petrol, consuming only one gallon every 26 miles (10.9 L/100 km).

Under less trying conditions, the car should give about 30 mpg (9.4 L), allowing it a touring range of 384 miles (618 km).

The acceleration times in gears, which were good for a car weighing nearly 21cwt (1070 kg) and powered by a four-cylinder engine, were:

Third:
20 to 40 mph, 6.2 sec
30 to 50 mph, 6.5 sec
40 to 60 mph, 6.8 sec

Top:
20 to 40 mph, 10.6 sec
30 to 50 mph, 10.1 sec
40 to 60 mph, 10.4 sec

DETAILS AT A GLANCE

PRICE: Fully imported, \$4,735.

PERFORMANCE: Maximum speeds in gears: Top, 106 m.p.h.; third, 87 m.p.h.; second, 62 m.p.h.; first, 31 m.p.h. Standing quarter-mile, 18.2 secs. Fuel consumption during test, 26 m.p.g.

ENGINE: Front-wheel drive, in-line four-cylinder of 1,760 cc (107.5 cubic inches) developing 100 b.h.p. at 5,500 r.p.m. and 111 lb/ft of torque at 3,200 r.p.m. Bore, 81.5 mm (3.21 ins); stroke, 84.4 mm (3.33 ins). Compression ratio, 10.2 to 1. Downdraught Solex twin-choke carburettor. Paper element air cleaner; full-flow oil filter.

GEARBOX: Four-speed, synchromesh on all forward gears. Floor-mounted change lever.

STEERING: Rack and pinion with 3.7 turns of the wheel from one lock to the other. Turning circle, 35ft.

BODY: Four-door, four to five seater. Large boot.

BRAKES: Vacuum-boosted front discs of 11.02 ins. diameter; rear drums of 7.87 ins. diameter. Pedal pressure of 0.5g stop from 60 m.p.h., 30lb.

SUSPENSION: Independent with coil springs, wishbones, telescopic dampers and anti-roll bar at front; dead-beam axle, torsion bars, trailing arms and telescopic dampers at rear.

DIMENSIONS: Overall length, 15ft 2in; wheelbase, 8ft 9.3 in; overall width, 5ft 8 in. Tracks 4ft 4.9 in. and 4ft 8.1 in. Kerb weight, 20.6 cwt. Tyres, 165SR x 14 radials. Petrol tank, 12.8 gals.

AUDI 100LS



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The brakes - vacuum-boosted front discs and rear drums - were at all times reliable, even after repeated heavy use.

The car stopped from the time the brake pedal was applied at 30 mph (50 km/h) in 31ft (9.4 m), while a similar application at 60 mph (97 km/h) stopped the car in 146ft (44.5 m).

On both occasions the wheels locked gradually and allowed the car to stop in a straight line.

There were no signs of fade after a series of 10 stops of 0.5g from 60 mph (97 km/h). Initially the brake pedal required 25lb pressure (11.3 kg), while at the 10th stop it had to be increased to 55lb (25 kg).

The brakes have dual circuits and a transparent reservoir.

A pull-up handbrake, locted between the front seats, locked the rear wheels on a level bitumen surface at 30 mph (50 km/h).

The interior of the Audi is certain to win the car many admirers as it is spacious and neatly appointed.

The steering wheel, with its 'T'-shaped crash-padded spokes, is set nicely in front of the driver, allowing him clear forward vision through the deep windscreen.

The facia panel, set in a separate binnacle, is faced with genuine light oak veneer and surrounded by crash padding.

The instruments comprise a clear speedometer on the left and a large circular dial on the right for the temperature and fuel gauges, with warning lights for oil, alternator, indicators and headlamps on the right.

A clock is set between the two instrument dials, with a blank beneath it for an optional odometer which is not yet available in Australia.

Rocker switches, mounted on either side of the steering column, operate the tail and headlamps (left) and two-speed

wipers and hazard warning lights (right).

Pressure on a small button at the end of the trafficator stalk turns on the electric windscreen washers and wipers, for as long as the button is pressed.

A steering column lock is standard equipment, along with a number of other refinements. These include a heating and ventilation system which is the next best thing to air conditioning.

Levers, set in a separate panel to the left of the steering wheel, separately control the flow of air to the floor and screen, with two other levers controlling the speed of the blower fan on either system. Another lever allows the temperature of the air to be gradually increased.

The system draws fresh air from in front of the windscreen and directs it through the car via 16 apertures. It is extracted through 22 slots in the rear and is said to give the car a complete change of air every 15 seconds.


A central pull-out drawer in the dash panel houses the cigarette lighter and ashtray. There are also ashtrays built into both rear doors.

Small parcel shelves are provided below the dash panel, while the glove compartment - with its own light - drops down from the panel on the passenger side.

The car was made available for testing by the distributor, Volkswagen Australia Pty Ltd.

Barry Seton and Phil Grose

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Anti-glare windshield

A new German windshield can be darkened to combat bright sun or glaring headlights, made clear again on dull days.

It consists of two sheets of glass clamped together at the bottom and joined flexibly at top. A screw-type plunger pump on the dash injects colored fluid between the upper edges to tint the windshield as far down as needed. When the pump is released, atmospheric pressure squeezes the panes together again and forces the fluid back into the reservoir.

**May you live
to be so old
that your
driving
terrifies
people.**

5 MILLIONTH VOLKS

The five millionth Volkswagen rolls down the assembly line at the sprawling factory in Wolfsburg, Germany. The factory produces 4200 units a day, even though the basic design of the car is more than 25 years old. The factory will aim at a target of 1 million cars in 1962. The President of the Volkswagen firm, Professor Nordhoff, described the achievement as a "symbol of one of the greatest industrial successes ever."

49 DAILY MIRROR, FRIDAY, DECEMBER 15, 1961 49



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The late news.

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

The Queensland Premier, Anastasia Palaszczuk, today confirmed her state was joining the world trade embargo on Russia. No more tropical fruit and vegetables would be sent there. She said she would cut off Vladimir Putin's coconuts.

Meanwhile former prime minister Malcolm Turnbull told reporters today that he planned to get a tattoo. However his wife Lucy vetoed the idea, saying that Malcolm could only get a tattoo if she was allowed to have a breast enlargement. She said it would be tit for tat.

On a poultry farm in Austral yesterday a hen laid the world's largest ever egg. She won the Pullet Surprise.

A one-armed man was arrested for attempting to rob a bank in Sydney today. Police charged him with unarmed robbery.

Next week we'll be interviewing Ed Jarvis, the man who runs the most successful flea circus in the country. He started his business from scratch.

In order to answer the question, a team of CSIRO scientists have ordered a chicken, and an egg, on Ebay. They'll let us know which one comes first.

A man was rushed to hospital last night after swallowing a large clock. Doctors say his recovery will be time consuming.

A factory worker lost his left arm, left leg and left eye in an industrial accident yesterday. His condition was serious but doctors said he's all right now.

The childrens' animal rides at the Easter Show had to be paused this afternoon when one of the ponies was diagnosed with a sore throat. The vet said it was a little hoarse.

The struggling flower shop at Mortdale closed down today. The former owner said he could see no fuchsia in it.

The head of the mathematics department at Sydney University explained today that there are 10 kinds of people in the world - those who understand binary notation, and those who don't.

A worker drowned last week in a vat of whisky at the Glenfiddich distillery in Scotland. His workmates tried to save him but he fought them off bravely. He was thoughtful enough to get out three times to go to the toilet before he finally drowned. He was cremated afterwards and it took three days to put out the fire.


A man was arrested today for trying to pass off a counterfeit \$100 note. Police said what gave him away was the Queen's face - it's supposed to be on the \$5 note.

French president Emmanuel Macron said today that the French are wise in the way of love. Every man should have a girl for love, for family and for companionship. And preferably at three different addresses.

The recent strike by airline staff has caused a Perth woman to not only have to carry her own luggage onto the plane, but she also had to finish her journey by rail. She said she left Hearne by plane for Tasmania, and reached Tasmania by train with a hernia.





Sport. Retired motor racer Craig Lowndes has revealed that he owns a dog with no legs. He named it 'Castlereagh,' as every day he takes it out for a drag.

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

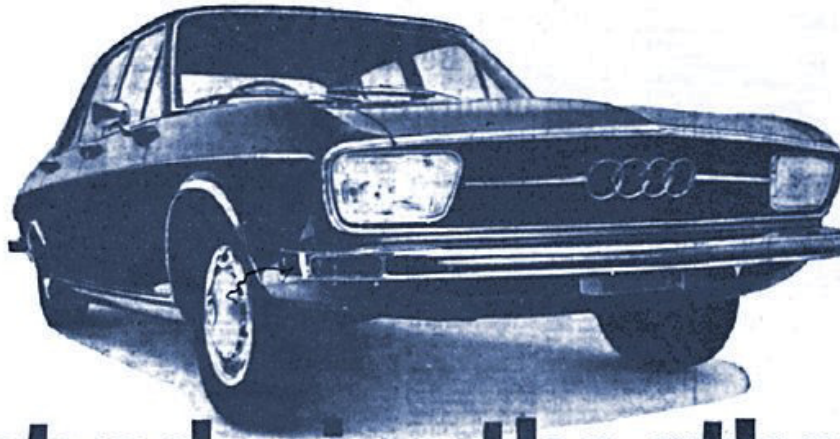


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The remarkable new Audi 100 LS. Superbly crafted by Auto Union, a legendary automotive marque that earned its reputation in the toughest field of all, Grand Prix racing.

A big car with sports go and saloon comfort. Plush, high-back, posture-designed bucket seats are infinitely adjustable from driving to layback sleeping positions.



The same genius that designed the other car's engine, designed ours. 1760 cc's turbo fuel induction, twin choke carburetion, 115 bhp, 120 ft lb torque at 3,500 rpm, roto-cap mounted valves and a five bearing crankshaft. Fast (0.60 in 11.7 secs, top and cruising speed 106 mph). Rigid, quiet-running and economical (over 30 mpg). Stubby floor shift is Porsche synchronised on all 4 gears.

The Audi 100 LS is pulled, not pushed. Front-wheel drive maintains lateral stability for incredibly safe cornering. Radials on the 14" wheels are standard. Dual-circuit braking (11" servo-assisted discs in front and 8" rear drums) stops the big Audi in 45 yards from 60 mph. Sensitive rack-and-pinion steering and independent front-wheel suspension tame the toughest road.

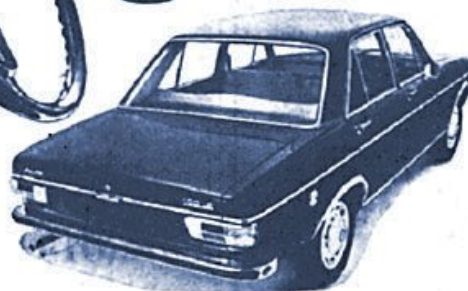
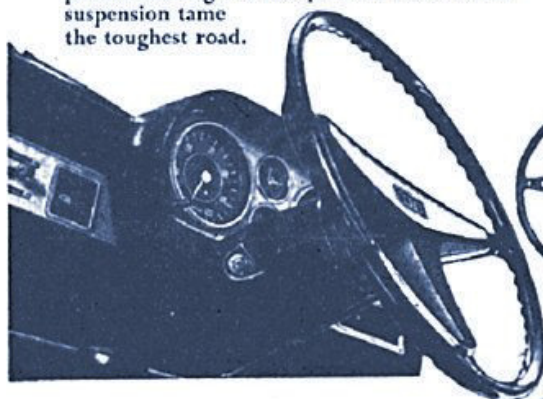
A 38 vent heater/ventilation system changes inside air every 15 seconds, warming or cooling. Real fresh air buffs can increase air flow with an infinitely variable flow fan.

Fully carpeted, superb finish. 65"-wide back seat with centre arm rest.



Audi's instrumentation is in the other luxury car's class. Fully padded instrument cluster is classically finished in African Bete Wood. All switches and knobs are pliable. Doors are fitted with pockets, arm-rests and door pulls. Generous shelves and a concealed drop down glove box give you a place for everything.

Now there are two great luxury cars from Germany. The other one costs about an Audi and a half. Test drive the phenomenal 100 LS at any authorised Audi dealer.



Audi 100LS

Audi NSU Auto Union AG

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