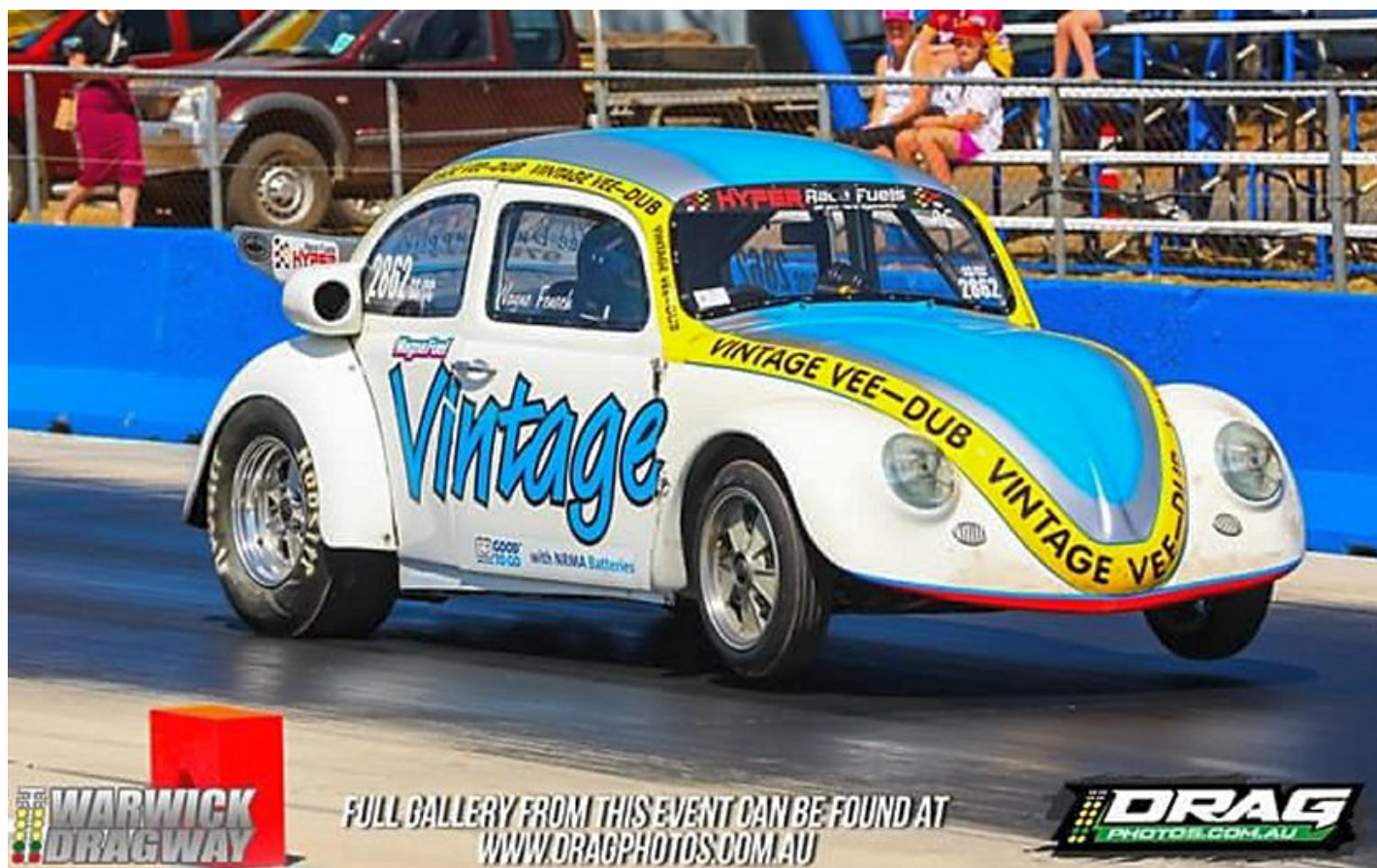


Zeitschrift



Wayne Fenech at the Warwick Drags.

November 2023

IN THIS ISSUE:

Warwick VW Drags
Canberra Hoist day
Continental Touring
More Ash articles

Sydney German Autofest
Performance Fan Housings
VW Golf 4-way test
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 2023-24.

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Vice President:	Stewart Burke stewart.burke@me.com	0403 481 636
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VW Nationals Committee:	Lee Woods Steve Carter Zelko Jurkovic Stewart Burke Daniel French	0414 952 509 Bob Hickman Eddie Flieta Sandy Benic Phil Matthews (trophies)
General Committee:	Danny Haynes Wayne Fenech	Mohammad Bamyia

Canberra Committee.

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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	

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*.

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See the back page for all the 2023 VW Nationals sponsors

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

Yes it's on again!

Boris' Picnic Day

2023



*** **GREAT NEW VENUE !!** ***

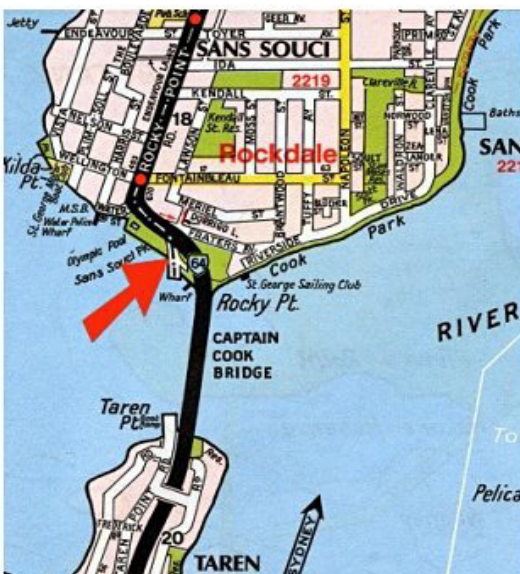
When: From 8:00am Sunday 12 November 2023

Where: Sans Souci Park, right near Captain Cook Bridge

Heading South: From Rocky Point Rd, turn right into Riverside Drive.

Heading North: Cross the bridge, turn left into Riverside Drive.

- **Come rain or shine! Free entry. Try to get there early!**
- **Toilets, kids play area, pool, fishing pier close by**
- **Juicy BBQ sausage sizzle, crusty rolls, cold soft drink, hot coffee and tea available. Club shop open.**
- **Display your VW (no judging or trophies). No swap stuff please.**
- **All VWs welcome - air and water-cooled, old and new.**
- **Shine up your VW and we'll see you there!**



For more info:

Phone Boris
(02) 9789 1777

Phone Wayne
0439 133 278

Phone Zelko
0419 807 807



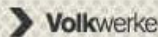


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Day of the Volkswagen



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SUNDAY 19th NOVEMBER

Yarra Glen Racecourse

Yarra Glen Racecourse Armstrong Grove Yarra Glen (Mel. Ref. 275 C1).
Public Entry 9am. Trade Display and Swap Site entry 8am. Show and Shine entries close 11am sharp.

Swap Meet
SHOW
'N' SHINE
Trade Displays

IN COMPLIANCE WITH YARRA GLEN RACECOURSE HEALTH AND SAFETY REGULATIONS NO DOGS OR BBQs ARE PERMITTED ON THE VENUE GROUNDS.



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PRESENT'S

SUNDAY 26th NOVEMBER

Volkswagen Show & Shine
Top 10 Peoples Choice - Trophy Presentation
Club Merchandise, Traders, Swap Meet
Volks Cafe - BBQ & Live Music

**TORRENS
PARADE
GROUND**
VICTORIA DRIVE
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10.00am to 3.00pm
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MEETS



Sunday 26th November 2023

Join us at Southern Highlands Cars
and coffee 8am -10am

South end of Berrima NSW

Cruise together from Uncle Leo's
Road House, Meet at 6:45am for
7am departure

**Group Lunch afterwards at
Sutton Forest Inn**



Von der Frau Präsidentin.

Weniger als 50 Tage bis Weihnachten!
(Less than 50 days until Christmas!)

Bet that got the heart racing... I know it did mine!!!

We have areports and photos this month on the VW Warwick Drags in QLD - Wayne in the VVDS drag almost won the event. And the recent Sydney German Autofest was a big day with lots of cars.

Festive season is fast upon us, but so are a few great events!

Upcoming events are :

" Boris's Picnic Day 2023, Sunday 12th November 2023 at a great new location in Sans Souci

" Day of the Volkswagen, Melbourne on Sunday the 19th November 2023

" Adelaide Volksfest at Torrens Parade Ground, Adelaide on the 26th November 2023

" Club Veedub Sydney Christmas Party Thursday 21st November 2023.

We are also crashing Southern Highlands Cars and Coffee on Sunday 26th November and meeting up with our Canberra Chapter for coffee and lunch, a great opportunity for the two chapters of the club to get together, talk cars, drink coffee and then head out to the Sutton Forest Inn for lunch. We will be aiming to have this as annual event, so be sure not to miss it!

Our Canberra chapter is needing some new committee members to help out next year while Willie is traveling, so if you can help out please get in touch!

Well that's all from me, see you at the next club meeting!

(So, das ist alles von mir, wir sehen uns beim nächsten Clubtreffen!)

Lee Woods



Kanberra Kapitel report.

Greeting from the National Capital,

The great weather has continued here in Canberra, with just a few episodes of Mother Nature reminding us not to get complacent with the warm weather and giving us some frosty mornings and cool temperatures. A popular saying here is 'don't plant your tomatoes until after Melbourne Cup Day' to avoid the last of the frosts. These warm days we've been experiencing has ensured plenty of opportunities to get our cars out to local shows or just a drive to give the car a run.

We were treated to an opportunity to get our cars up on a hoist recently, with Michael and Angus from **Canberra VW Centre – Tuggeranong** opening their workshop on a Sunday for club members. Several us took advantage and not only had a good look under the cars but also received expert advice

from Michael and Angus on anything that may need attention on our pride and joys.

A few events coming up for the Canberra Chapter during November, including the annual **Marques in the Park on Sunday 12th November** (this year to be held at the Deakin Soccer Fields) and another **German Cars and Coffee event at the Spanish – Australia Club in Narrabundah on Sunday 19th November**. We are also conducting a joint event with the Sydney members, joining them at the **Southern Highlands Cars and Coffee** event in Berrima and then on to the **Sutton Forest Inn** afterwards for lunch on **Sunday 26 November**.

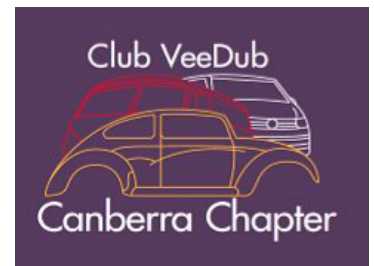
As always, keep an eye on our Facebook pages for more details on the above events.

Our club meetings are held on the first Tuesday of the month at the Spanish-Australian Club in Narrabundah from 1930. All members are welcome and it's a great opportunity for you to bring any ideas to us or get the low-down on club happenings.

We would also like to ask all members to consider joining the committee to assist in running the Canberra Chapter. With Dot's departure and my plans to be travelling for much of next year, we will need some members to assist the rest of the committee. There is nothing too hard and a few hours per month is about all it needs to keep everything ticking over. Please consider and feel free to have a chat to the current committee members – there's plenty of time, as the AGM isn't until early next year.

Hope to see you all soon at some of our events.

Willie.



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.

November.

Thursday 9th:- Committee Meeting and magazine pack at the Strathfield Golf Club, 52 Weeroona Rd Strathfield, from 7:30pm.

Sunday 12th:- Boris' Picnic Day 2023. Yes it's on again! A great new venue, Sans Souci Park, right beside Captain Cook Bridge at Sans Souci. From the north, turn right off Rocky Point Rd into Riverside Drive before you reach the bridge. From the south, cross the bridge then turn left into Riverside Drive. From 8am - try to get there as early as possible (no reserved parking). Free entry. Boris is taking his BBQ and a Kombi-load of sausages, onions, crusty rolls and drinks and you are invited to join him! Show off your shiny VW (old and

new welcome) - but no swap meet stuff please. Asphalt parking, toilets, pool, kids play area and fishing wharf close by. See you there! Phone Boris on 9789 1777 for more info.

Thursday 16th:- CLUB VW MONTHLY MEETING at the Strathfield Golf Club, 52 Weeroona Rd Strathfield. Get the latest VW news and views, plus VW socialising, drinks, raffles, trivia and plenty of prizes. Enjoy the Club's bistro and sports bar too. Lots of fun, all welcome. 7:30pm start.

Sunday 19th:- Day Of The Volkswagen Melbourne, at Yarra Glen Racecourse, Armstrong Grove Yarra Glen. Trader and swapper entry 8am, show and general entry 9am. Show entries close 11am. Hosted by the Volkswagen Club of Victoria. For more info see www.vwcv.clubexpress.com

Sunday 19th:- Canberra German Cars and Coffee at the Spanish Australian Club, Narrabundah. Back by popular demand! The last one was a huge success, so we're doing it again. Free entry, all VWs old and new welcome.

Sunday 26th:- Sydney-Canberra Coffee and Cars. Club Veedub Sydney meets up with Club Veedub Canberra for coffee in the Southern Highlands! Join us for a cruise from Uncle Leo's BP Roadhouse, Liverpool Crossroads, from 6:30 am for a 7:00am departure for Berrima. We'll have a VW gettogether and coffees in Berrima from 8am to 10am, then we depart for Sutton Forest Inn for lunch. Shine up your VW and we'll see you there!

Sunday 26th: Adelaide Volksfest, presented by the Volks Enthusiast Club of SA. Torrens Parade Ground, Victoria Drive Adelaide. 10am to 3pm, vehicle entry from 8:30am. VW Show n Shine, trophy presentation, traders stands, Swapmeet, BBQ, live music. For more info visit www.volksenthusiasts.org.au

December.

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

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

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

Thursday 21st:- CLUB VW MONTHLY MEETING at the Strathfield Golf Club, 52 Weeroona Rd Strathfield. Get the latest VW news and views, plus VW socialising, drinks, raffles, trivia and plenty of prizes. Enjoy the Club's bistro and sports bar too. Lots of fun, all welcome. 7:30pm start. This meeting will also be the **Club Veedub CHRISTMAS**

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PARTY! Please bring a wrapped present (~\$10 value) for your entry and drink coupons - if everyone brings a present, then everyone GETS a present. Free nibbles and fantastic hot finger food provided. Ho ho ho!

January 2024.

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

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

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

Thursday 18th:- CLUB VW MONTHLY MEETING at the Strathfield Golf Club, 52 Weeroona Rd Strathfield. Get the latest VW news and views, plus VW socialising, drinks, raffles, trivia and plenty of prizes. Enjoy the Club's bistro and sports bar too. Lots of fun, all welcome. 7:30pm start.

Sunday 21st:- VW Summer Cruise 2024. Meet at Uncle Leo's BP Roadhouse, Liverpool Crossroads, at 8:30am for coffees

and VW photos. Cruise departs at 9:00am. Brief photo stop at Appin, then on to Stanwell Park by 11:30am. Families and kids welcome. Gold coin donation for BBQ sausage sizzle and drinks. Large grassy park with club tent, kids' playground, kiosk, toilets and nearby surf beach. All VWs welcome, old and new.

Friday 26th:- Australia Day VW Display at Glenbrook Bowling Club, Great Western Hwy and Hare St, Glenbrook. Join the VW convoy from McDonalds Eastern Creek, M4 westbound, from 7:15am for coffees. 7:45am departure to Glenbrook (28 km). Park in the club carpark and display your shiny VW (old or new). Space for 30 cars. Enjoy the club's facilities for lunch. Contact Carl on 0417 471137.

February.

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

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

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

Thursday 15th:- CLUB VW MONTHLY MEETING at the **Strathfield Golf Club**, 52 Weeroona Rd Strathfield. Get the latest VW news and views, plus VW socialising, drinks, raffles, trivia and plenty of prizes. Enjoy the Club's bistro and sports bar too. Lots of fun, all welcome. 7:30pm start.

Saturday-Sunday 24-25th:- Dubs By The Lake 2024 at Lake Liddell Recreation Park, 400 Hebden Rd Muswellbrook. Two days of VW fun, camping welcome. VW car show, market stalls, swap meet, food stalls, live music, fireworks, novelty events, raffle, auction, paintball, kids' corner and lots more. \$12 family pass, \$7 VW entry pass. \$5 spectators, \$2 kids. All proceeds to the Westpac Rescue Helicopter.

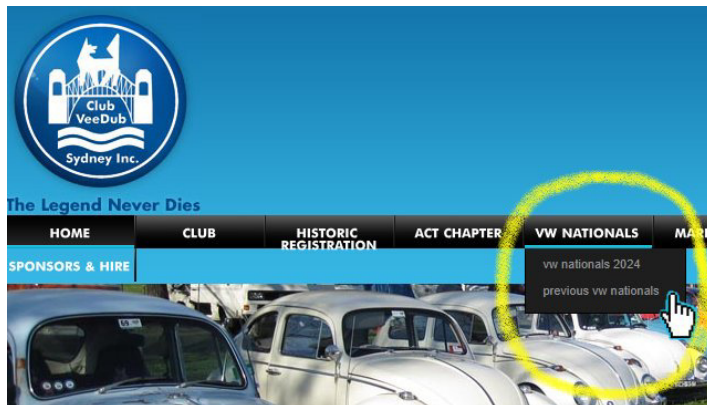
Previous VW Nationals.

As a tribute to the late David Birchall, who passed away in May this year, I have recently finished completely revamping all the old VW Nationals pages on our website.

Dave, as you know, was the main organiser and driving force behind the VW Nationals for many years – in fact going right back to the very first one in 1988.

Go to our webpage – www.clubvw.org.au – and select the VW Nationals tab from the main menu. There is a page for the coming 2024 VW Nationals – obviously not fully updated yet as organising continues. But underneath that is a page called 'Previous VW Nationals.' This is where you'll find everything.

It's split into two areas – 1988 to 2002 go straight down the page, while 2003-2023 have their own sub-pages on the left. The reason is that our magazine has been digital since



2003 and we can provide links to the VW Nationals magazines of the time – the programme (May) and the following issue with all the results (June).

Each year has a written report of the day, and a copy of the special VW Nationals artwork for each year. Click on the picture to enlarge. These have become collectors' items nowadays and you might remember many of them from years gone by.

There is also a link to download a complete sheet of all the trophy winners for each year. These mostly came from our magazine at the time, but we didn't always do this. Some years in the 1990s and early 2000s it was overlooked and I had to go to VW Power, the Paradise magazines and VWMA to get the results. But these are all now available by a click.

(The only exception in 1988 – no results have survived.)

And for the shows from 2012, you can also download the complete Trophy Presentation – this is what we show on the TV when the trophies are given out. It includes each category, and the winner's name and the photo of their car. You might see your car here! These Powerpoint presentations have been put together by David Carter and his mate Sam Law, Conie Heliotis and myself over the years, usually under



great stress and time pressure before the 3pm deadline!

So if you'd like to see all about the VW Nationals from years gone by, go to www.clubvw.org.au, click on VW Nationals and enjoy.

Phil Matthews

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.

Wanted – MK1 Golf, 5 door, manual, complete car. Running, driving and minimal rust is preferred, no registration required as will be a restoration project. Located in Sydney and Canberra regions would be ideal, however willing to travel for the right Golf. Please email a brief description, overview of condition and photos to Chris at cmoyle4292@gmail.com.

For Sale:- I have a **1.9 water cooled T3 engine** for sale Currently mated to an auto (sold) In great condition Probably 255k on the clock going by the records and receipts. We'll cared for. Currently on Central Coast as we're getting a Subaru conversion done Open to good offers Rob James 0417287211

For Sale:- Clymer Volkswagen & Ghia 1961-1977 Shop Manual new expanded edition VGC \$50 including postage Please call 0417509

Free to good home: I have a reproduction **Kombi fibreglass pop top** (both the top part and the part that affixes to the vehicle's roof), and a new pop top seal. I recently sold my Kombi and have no need for them. They are all in reasonably new condition, the elevating part of the roof has some marks from storage and could do with a buff. I don't want anything for them, I was just hoping someone might have a use for them, otherwise they're likely to end up at the rubbish tip as I have to get them out of the storage area they're in presently. I'm located near Batemans Bay. Please contact Kristan on 0419 210 618 or email kristancox@bigpond.com

For Sale:- Hi, I have a friend wanting to sell a **beetle** it's needs work and is not running, I have pictures and will find out the year model. Is it possible to sell through your club. Please email me at kcallaughan@live.com.au if you are interested. Thank you, Karyn

For Sale:- I have a **T3 Kombi** that I wish to sell. '82 model with 2.0-litre air-cooled engine. Needs a little bit of work but not much. Orange paintwork and Microbus interior. I'm now unable to drive and it's out of registration - I've been in hospital recently. It's just sitting out there doing nothing. If interested, please phone Chris on (02) 4739 5250.

2nd Month ads.

For Sale:- I have original **VW dealers w/shop manual** from 1969 in top condition, for sale. T Located in Taree. Please contact Ray on 0419 706780. or email raylapham68@gmail.com



For Sale:- Mk1 1978 VW Golf for sale. 5 door hatchback/ GLD diesel. Ideal classic for restoration project. Straight condition/no accidents. 291,936km. Virtually no rust but not running. Heaps of spares. Text only: best offer to Ian on 0411 121311. It's either sold asap or reluctantly I will have to send it to scrap metal by Christmas

Hello from Luis.

Hi guys, just wanted to share my win at the Sydney German Autofest over the weekend. 'Birchette' won 1st place VWs and 3rd place Concours Outright.

Kind Regards

Luis Guarch

(see pages 22-23 for more photos of this year's Sydney German Autofest - Ed.).



Trades and services directory.

Trades and services directory.

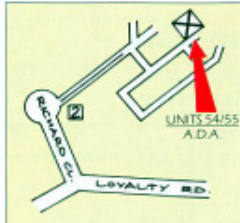
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Australian VW Performance Centre is located in Croydon South, about 30 minutes east from the Melbourne CBD, close to Ringwood end of Eastlink. If you find yourself unable to contact us during business hours, please do not hesitate to email us with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

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

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

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

Fax: (03) 9761-6216

Email: avwpc@vwperformance.com.au



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Tayron to replace Tiguan Allspace.

Volkswagen is set to take its Tayron SUV global as a replacement for the seven-seat Tiguan Allspace family SUV.

Today's first-generation Tayron was first shown in 2018 and is sold exclusively in China, as a larger twin to the five-seat Tiguan - and available in standard (Tayron) and coupe (Tayron X) body styles.

Confirming earlier reports, the second-generation Tayron is being engineered for sale in all of Volkswagen's key markets - including Australia - as a successor to the Tiguan Allspace.

"We will extend our existing SUV line-up on a global basis with the second-generation Tayron, which is already under development and will go on sale by the middle of the decade," says Karl-Heinz Hell, head of engineering for Volkswagen's mid-size to full-size models.

Until now, Volkswagen has occupied the market segment in which the Tayron will compete with a stretched, long-wheelbase version of the current Tiguan, made in Mexico and sold under the Tiguan Allspace name.

With over seven million sales to date, the Tiguan has been Volkswagen's best-selling model since its launch in 2007, outperforming traditional models such as the Golf and Passat in the process.

Scheduled for launch in 2025, the new Tayron is set to receive its own unique styling.

As with today's Chinese-market model, it is planned to support two body styles, the more upright of which is earmarked for sale in Australia and other markets with what Mr Hell describes as an "extended rear overhang and the choice of either a standard five-seat or optional seven-seat interior".

The Tayron X sporting variant of the new Volkswagen SUV featuring a coupe-style silhouette and liftback tailgate is also set to be sold in North America and China with a five-seat layout, though it is not planned for Australia.

With a length of 4589 mm, width of 1860 mm and height of 1660 mm, the first-generation Tayron is bigger than the regular Tiguan, but smaller than the Tiguan Allspace. However the new Tiguan - and Tayron - are planned to grow.

"The increase in dimensions for the next Tiguan will also be reflected on the next Tayron," Hell said, adding, "We want to keep a similar differentiation in size between the

two."

It remains to be seen if the new Tayron is as large as the current Tiguan Allspace. The new Tiguan is only 32 mm longer than its predecessor - but the current Tayron is a significant 112 mm shorter than today's Tiguan Allspace.

In Australia, the new model will be positioned beneath the recently-facelifted Touareg.

The basis for the new Tayron is a further-developed version of Volkswagen's familiar MQB architecture that goes under the name MQB Evo.

Also planned to underpin the new third-generation Tiguan and ninth-generation Passat, the versatile structure has been upgraded to provide it with greater rigidity, and changes to the rear axle.

Further developments set to appear on the new model include a more advanced electric architecture, which Mr Hell says will allow Volkswagen to offer the new Tayron with more contemporary digital and driver-assistance systems than those of the first-generation model, which went on sale in 2018.

Other details remain under wraps. However, the new SUV may be sold in Australia with the choice of turbocharged 2.0-litre petrol or diesel engines - possibly with 48-volt mild-hybrid technology - and a seven-speed dual-clutch automatic gearbox as standard.

Volkswagen confirms its latest global model will also offer the choice of two petrol-electric plug-in hybrid drivetrains in Europe, offering respective power outputs of 150 kW and 200 kW, together with an electric driving range of over 100 km.

The new plug-in hybrid systems are based around Volkswagen's turbocharged 1.5-litre four-cylinder petrol engine.

It is supported by a gearbox-mounted electric motor and a larger lithium-ion battery than the 10.4 kWh unit used by the existing Tiguan eHybrid, which boasts a claimed WLTP electric driving range of 45 km. DC fast-charging capability is also being touted for the Tayron PHEV models.

All Tayron engines and drivetrains are being engineered to comply with strict new Euro 7 emission standards, due to come into force in Europe in 2025 or 2026.

"We will have [Euro 7] compliance from the beginning with the new Tayron," says Hell.

Depending on the engine, buyers will also be able to choose between front- or all-wheel-drive Tayron models.

Right-hand-drive Tayron production for the Australian



market is planned to take place at Volkswagen's Wolfsburg plant in Germany.

Left-hand-drive North American models, meanwhile, will be produced in Puebla, Mexico - where today's Tiguan Allspace is built for Australia, the US and Europe - with Chinese market models continuing from the long-running joint venture operated by VW and Chinese state-owned First Automobile Works (FAW) in Changchun.

While the new Volkswagen SUV is likely to use the Tayron name in Australia, Mr Hell says it is planned to be sold under the Tiguan name in other selected markets, including the US - just as today's Tiguan Allspace is sold simply as the Tiguan in the US, where it is the only body style available.

T7 California revealed.

A concept vehicle previewing the next-generation, mid-size Volkswagen California campervan - based on the latest mid-size T7 Multivan - has been unveiled, ahead of the production version's launch next year.



Teased earlier this month, the new California show vehicle is branded as a concept. However it appears ready for production, and unlikely to be changed much compared to the final version planned for 2024.

Australian arrivals - which are yet to be confirmed - are not expected until 2025, as the regular Multivan on which it is based is yet to reach local Volkswagen showrooms.

Volkswagen Australia says it is still "working" towards getting the green light from head office to launch the standard T7 Multivan - possibly in late 2024.

As reported previously, the new T7 Multivan (and California) are now based on the car-derived architecture shared with the Volkswagen Golf hatch and Tiguan SUV, rather than the load-carrying chassis of the Transporter van. The coming T7 Transporter will be twinned with the Ford Transit Custom for its next generation in 2024.

The California concept continues to carry a pop-up roof - with a height of "almost two metres" - featuring a lightweight aluminium frame, windows in the side and front, and USB-C ports and LED lights for the bed inside.

Volkswagen says the regular California now has two sliding doors for the first time, including one on the kitchen side - though the California Beach edition sold in Australia already has two - for more versatility.

There is a folding-arm awning on the left of the vehicle,

and a sun sail on the right - which can turn into an "open-sided tent" - plus 180-degree rotating front seats, and new movable rear seats replacing a fixed bench, trimmed in so-called "haptically pleasant" fabric.

The additional door allows the kitchen to be accessed from the outside, according to VW, with a sink, 230-volt induction hob, gas cooker, refrigerator, various kitchen drawers, and a removable compact grill.

"The second sliding door also offers a further advantage for right-hand drive markets like the UK, Australia and New Zealand, where users can now enter and exit the California safely on the pavement side," Volkswagen says in its media release.

Other highlights include drawers under the seats, larger cupboards and storage compartments, ambient multi-colour interior lighting (including in the roof), and an electric parking brake shared with the T7 Multivan that liberates space compared to the T6.1 model's regular handbrake.

A touchscreen tablet on one of the walls controls the roof mechanism and interior lighting, and shows information such as fresh and waste water levels, power supply status, refrigerator and auxiliary heater statuses, and an inclination meter.

The screen can also be swivelled out on an articulated arm to serve as a TV screen.

Powering the California Concept is a plug-in hybrid system - the first of its kind in a California - shared with the Multivan, expected to be sold alongside regular petrol and diesel engines.

In the Multivan, the system combines a 1.4-litre turbocharged four-cylinder petrol engine with an 85 kW electric motor to produce 160 kW, with up to 50 km of claimed electric-only driving range.

The plug-in hybrid battery is said to be able to provide "an almost completely autonomous 12-volt power supply."

The production version of the Volkswagen California Concept is due in European showrooms next year, and will remain produced at the Volkswagen Commercial Vehicles division's Hannover, Germany factory.

2024 Passat - not for Australia.

The ninth-generation 'B9' 2024 Volkswagen Passat has been unveiled - ahead of the nameplate's 50th birthday - but it will not come to Australia.

The new Passat will be sold only as a wagon - after the sedan body style was killed late in the life of the previous model - with a more contemporary design, higher-tech interior, and updated engines with hybrid technology.

However a local launch is not planned, as Volkswagen Australia streamlines its range to focus on stronger-selling hatchbacks and SUVs - in preparation for its new range of electric vehicles.

The spirit of the Passat will live on in Australia in the next Skoda Superb - due here at the end of next year - which will be more closely related to the Passat than ever before.

While previous generations of the Passat and Superb have been relatives - but with completely unique bodyworks, and a larger footprint in the Skoda - the new models will share



Available features include a head-up display that projects on the windscreen, 45-watt USB-C charging ports, three-zone climate control, keyless entry and start, a power tailgate with kick sensor, and ambient interior lighting.

The seats on regular versions are available with 14-way power adjustment, heating, cooling, massaging and four-way power lumbar - trimmed in suede or leather, depending on model - while R-Line models gain single-piece sports seats.

Volkswagen claims there is 50 mm more rear-seat legroom compared to the outgoing model, plus softer interior materials, more sound insulation, double-glazed side windows, and an acoustic film on the windscreen.

their dimensions and body shell, but carry different front and rear fascias, and interiors.

Compared to its predecessor, the new Passat wagon is 144 mm longer (4917 mm), 20 mm wider (1852 mm), 7 mm taller (1482 mm), and 50 mm longer between the wheels (2841 mm wheelbase).

Although they are significant increases for the Volkswagen, the new Skoda Superb will only be 40 mm longer (4902 mm) and 5 mm taller (1482 mm) - due to the shared body shell - with an unchanged wheelbase, and a 15 mm-narrower body.

The Passat's styling draws from other new Volkswagen models - including the latest Golf and upcoming, next-generation Tiguan - with a sharp shoulder line, matrix LED headlights (said to be brighter than before), and an LED tail-light bar with 3D elements.

An R-Line sports package remains available with unique front and rear bumpers, and alloy wheels up to 19 inches in diameter.

The new wagon claims a drag coefficient of 0.25 - considerably better than the old model's 0.31 - for improved fuel economy, aided by air curtains in the bumper to channel air into the brakes.

Inside, there is a choice of 33- or 38-cm infotainment touchscreens - up from 20.3 or 23.4 cm today - mounted in a tablet style oriented towards the driver.

While it runs Volkswagen's latest software - with shortcuts for the air-conditioning controls always kept at the bottom of the screen - the controversial touch-sensitive sliders below the screen do not appear to be illuminated for easier use at night, unlike the VW ID.7 electric car.

The steering wheel is equipped with physical switches, not touch-sensitive buttons - making good on a promise by VW boss Thomas Schafer - placed in front of a 26-cm digital instrument cluster.

The gear selector has been moved to a stalk on the right side of the steering column to save space in the centre console, with indicator and wiper functions now merged into the left steering column stalk.

Included in the screen is Apple CarPlay and Android Auto support, satellite navigation, and a Car2X system that connects to traffic lights and road infrastructure in Europe.

Boot space is quoted as 690 litres with the rear seats up (measured to the top of the backrests), or 1920 litres with the seats folded - up 40 and 140 litres respectively compared to the outgoing model.

Available advanced safety technology includes autonomous emergency braking, lane-keep assist, adaptive cruise control, lane-centring assist (Travel Assist), blind-spot monitoring, rear cross-traffic alert, traffic sign recognition, hands-free parking, and automatic high beams.

Powering the new Passat is a range of petrol and diesel engines, plus a pair of plug-in hybrids with up to 100 km of electric driving range.

Petrol models include a 1.5-litre turbocharged four-cylinder with 110 kW and front-wheel drive, a 2.0-litre turbo four-cylinder with 150 kW and front-wheel drive, and a 2.0-litre turbo four-cylinder with 195 kW and all-wheel drive.

Meanwhile there is a 2.0-litre turbo-diesel four-cylinder engine available in 90 kW front-wheel-drive, 110 kW front-wheel-drive and 142 kW all-wheel-drive tunes.

All regular petrol and diesel engines are matched with seven-speed dual-clutch automatic transmissions, while the 1.5-litre petrol engine has mild-hybrid assistance.

Plug-in hybrids combine a 1.5-litre turbocharged four-cylinder petrol engine with a 19.7 kWh battery, electric motor, six-speed dual-clutch automatic gearbox and front-wheel drive, for combined power outputs of 150 kW or 200 kW, depending on model.

The outgoing Passat plug-in hybrid (PHEV) combined a 1.4-litre turbo-petrol four-cylinder with an electric motor and 10.6 kWh battery for 180 kW combined.

Volkswagen claims up to 100 km of electric driving range, or up to 1000 km with the petrol engine on and 45-litre fuel tank filled. The Passat PHEV can now replenish its battery at up to 50 kW at a DC fast-charging station, or 11 kW AC on a home wallbox (vs 3.6 kW previously).

Under the skin the new Passat sits on an updated version of its predecessor's 'MQB' architecture, shared with



the Golf and other new Volkswagens.

The German car giant highlights new-generation adaptive suspension technology - which it claims delivers sharper handling - plus reworked suspension, a new steering system, and Vehicle Dynamics Manager software for managing power delivery and vehicle systems.

The 2024 Volkswagen Passat wagon is due in European showrooms in the first quarter of 2024 (January to March). An Australian launch is not planned.

Golf GTI 380.

Volkswagen will soon end production of its manual Golf GTI and R hot hatches in Germany, but not before farewelling the three-pedal hot hatch with a special edition variant - available exclusively in North America.

The Golf GTI 380 package pays homage to the eighth-generation hatchback's codename (VW380) within Volkswagen, and will be added as standard to all manual-equipped 2024 Golf GTI grades sold in North America - the S, SE and Autobahn variants.



It will not come to Australia, as the last manual Golf GTI and Golf R hot hatchbacks were brought to local showrooms in 2018.

Compared to the Golf GTI's existing grades, the 380 package includes adaptive suspension, gloss black 19-inch aluminium-alloy wheels (from the Golf R 20th Anniversary Edition), a gloss black roof and mirror caps as standard.

In addition to the six exterior finishes already available for the Golf GTI, Golf GTI 380 buyers are exclusively offered a new 'Graphite Gray Metallic' paint.

There are no changes inside the cabin or under the bonnet, with the Volkswagen Golf GTI 380 continuing to produce 180 kW and 370 Nm from its turbocharged 2.0-litre four-cylinder 'EA888' petrol engine.

Drive is sent to the front wheels through a six-speed manual transmission - the last of its kind before the Golf GTI and Golf R switch to seven-speed dual-clutch automatic gearboxes exclusively for the 2025 Model Year.

While the manual Golf GTI is also sold in Europe, the manual transmission in the latest Golf R was developed specifically for North America - where three-pedal models still account for a hefty share of Golf sales.

In June 2023, UK publication Autocar reported Volkswagen will drop the manual transmission from the eighth-generation Golf with its mid-life update in 2024 - 50 years after the nameplate was launched.

The decision to do so is understood to be related to the slightly higher emissions emitted by manual Golfs compared to their automatic counterparts - driving up Volkswagen's fleet emissions amid ever-stricter laws being implemented in Europe.

While demand for the manual Golf GTI and Golf R is still steady in North America - where they are the only Mk8 Golf models available - it is declining elsewhere.

Unfortunately, Australians haven't been offered the choice of a manual Golf GTI or Golf R since 2018.

The 'Mk8' Golf offered a manual transmission in base form only for Model Year 2021, before it was made temporarily unavailable for Model Year 2022 - and axed entirely for Model Year 2023 production.

A spokesperson for Volkswagen Australia said last year the "Golf sells as close to 100 per cent auto or DSG [dual-clutch auto] as makes no odds."

As reported earlier this year, manual transmissions accounted for less than 1.8 per cent of new passenger cars and SUVs sold in Australia throughout 2022.

ID. GTI.

Volkswagen has disclosed plans for a powered-up, high-performance variant of its upcoming electric ID.2 city hatch with the unveiling of the ID. GTI, a production-ready concept car intended to pay homage to the original first-generation VW Golf GTI.

Unveiled at the Munich motor show, the compact front-wheel-drive hot hatch is set to lead Volkswagen's upcoming ID.2 entry-level electric-car line-up with a front-mounted electric motor, sports suspension, and traditional GTI design cues.

It is anticipated to carry a starting price of about 30,000 Euro (\$A55,000). A Volkswagen Golf GTI today is priced from 40,000 Euro in Germany.

"Production [of the ID GTI] has already been decided as part of our electric offensive," Volkswagen brand CEO, Thomas Schaefer, said in a media statement.

Although no official date has yet been announced for its launch, the production version of the ID. GTI is expected to follow standard versions of the ID.2 into showrooms by about a year, indicating a late 2026 introduction in European markets.

An Australian launch is tipped to follow - as VW Australia has expressed its interest in the new ID.2 range, and Australia is a top market for Volkswagen performance cars.

Confirmation of the new powered-up ID.2 comes after





Mr Schaefer said he was seeking to ensure long-standing Volkswagen names such as GTI are retained on future electric models.

As with petrol models in the past, the GTI name is planned to be applied exclusively to front-wheel-drive performance models in the electric era.

The more recently-introduced GTX name will continue to be seen on all-wheel-drive electric performance models, with the R badge set to be applied to even hotter all-wheel-drive electric models in the future, according to Volkswagen.

The basis for the ID. GTI is the same shortened version of Volkswagen's existing MEB electric-vehicle platform as that planned for less powerful versions of the ID.2.

It houses a front-mounted electric motor and what Volkswagen describes as a "large" battery.

Technical details are yet to be made public, however Volkswagen officials confirm development of the new ID.2 GTI has been twinned with the range-topping version of the upcoming front-wheel drive Cupra Raval.

The Cupra is claimed to develop up to 166 kW - sufficient to provide it with a 0-100 km/h acceleration time of 6.9 seconds and a claimed driving range of up to 440 km, according to the Volkswagen Group-owned Spanish car maker - in its ultimate form.

As with the first-generation Golf and its genre-defining GTI sibling, the ID.2 and ID. GTI share the same bodywork.

Inspired by the simplistic styling of the original Golf - penned by famed Italian designer Giorgetto Giugiaro - it has been imbued with a number of classic GTI design touches.

Included within the ID. GTI's new-look front end is a deeper bumper with pronounced air curtains, and vertically-stacked LED daytime driving lights on either side. The lower section houses a contrasting black air duct with honeycomb-shaped detailing and red tow hooks.

The area around the headlamps and horizontal light bar receives further black detailing and a red outline, echoing the grille treatment of the original Golf GTI.

The Volkswagen badge also carries illumination in white for added emphasis during night-time driving. The headlights get Volkswagen's IQ Light matrix LED technology.

There is plastic cladding within the wheel arches, 20-inch wheels in a double eight-spoke design and prominent sills with GTI logos underneath the doors, all in black. The mirror housings also sport a two-tone colour treatment, while further GTI badges in red appear within the leading part of each of the front doors.

At the rear, the ID. GTI's hatchback houses a larger

spoiler element than that applied to the standard ID.2, while there are also new 3D tail-light graphics, a VW badge illuminated in red, further GTI graphics, and a black valance within the lower section of the rear bumper.

The sporting stance of the new Volkswagen is enhanced by a 15 mm lowering in ride height.

"I already had the GTI in mind when I first put pen to paper for the ID.2. It is now becoming a reality and allowing us to project the GTI idea into the new age of electric mobility," Volkswagen design boss Andreas Mindt said in a media statement.

At 4104 mm in length, 1840 mm in width and 1499 mm in height, the most powerful of Volkswagen's planned ID.2 models is 37 mm longer, 89 mm wider and 61 mm higher than the existing fourth-generation Polo GTI.

It also sits on a wheelbase that is 40 mm longer than the petrol-engined Polo GTI, at 2600 mm, giving it suitably short overhangs front and rear.

By comparison, the original Golf GTI measures 3820 mm in length, 1610 mm in width and 1410 mm in height and has a wheelbase of 2400 mm.

Traditional GTI design elements continue inside with a three-spoke steering wheel featuring a red 12 o'clock marker, chequered "Jack-e" set upholstery, while the central rotary dial for the so-called 'GTI Experience Control' system is designed to mimic the golf ball style gear knob of the original Golf GTI.



The ID. GTI's digital displays offer a series of different layouts. In Vintage mode, the 10.9-inch digital instrument display in front of the driver adopts the look of the analogue instruments used by the facelifted version of the original Golf GTI.

The 33-cm infotainment touchscreen also offers varying themes with design links to the past, while the head-up display projects information onto the windscreen for both the driver and front passenger.

Among the conceptual touches is a red LED pulse sensor incorporated within the backrest of the driver's seat.

As with the standard ID.2, Volkswagen claims the ID. GTI can accommodate up to five. Boot space is put at a nominal 490 litres, with up to 1330 litres available when the rear seat is folded down.

An additional 50-litre lockable storage compartment underneath the rear seat is conceived to house the charging cable and other items.



Warwick VW Drags.

Warwick is back! After a three-year hiatus due to covid, then rain delaying the track rebuild, the team at Warwick finally finished the rebuild of the 1/8 mile drag strip and also extended the track to a full 1/4 mile (402.3 m).

However this year the track operators, the Warwick Sporting Car Club, made the decision to allow the Volkswagen event to only use the 1/8-mile part of the track as the 1/4-mile section still needed final safety features and lighting to be completed.

The Volkswagen event will be the official reopening of the track.

After packing the trailer with the Vintage Vee Dub drag car and the club tents and the mountain of stuff, Boris and I headed off to Warwick at 4.00am Thursday morning, 28th September.

Normally we would take two cars spreading the load. However due to a number of reasons Leigh Harris and Paul Fenech were unable to make the trip this time. And of course we were without Dave Birchall.

After a 780 km 12-hour drive through Armidale, Glen Innes, Tenterfield and Stanthorpe we arrived at the track, meeting up with Louie and James.

Friday most of the teams arrive and setup; this also included a number of Sydney teams. After dinner Craig had organised a Dyno demonstration for anyone that wanted to give their cars a run.



Saturday morning all the teams headed into Warwick township to display all the cars in a park in the centre of town



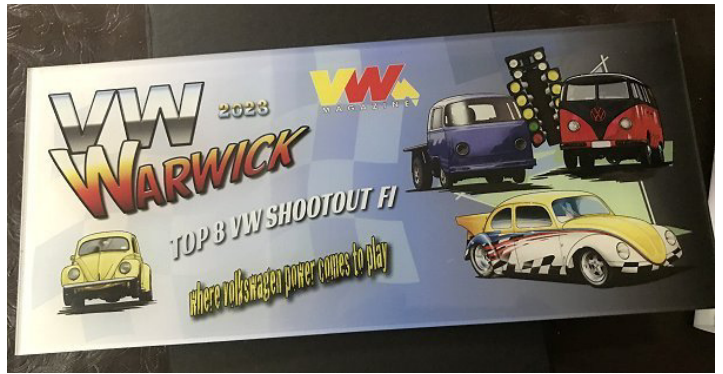
and have a nice lunch. At about 11.30 we all headed back to the track, which is part of the Morgan Park race track facility some 5 km south of Warwick township.

Once back at the track all the race cars were safety checked by the Warwick team and drivers meeting was held.

At 1.30pm the track is ready and qualifying starts. There are 84 cars entered into the event, and qualifying continues till around 5.00pm. The Vintage Vee Dub Car completed two runs, clocking two good times of 6.4 sec for the 1/8-mile track.



Saturday night Craig from VWMA had organised a dinner for anyone that wanted to attend. Craig had also organised a power point tribute to Dave Stoker the former owner and builder of the supercharged VW Beetle that Mike Waldron drove. As Dave had passed away a few years earlier, Mike was there to talk about the car and many funny stories were told.



putting the event together.

Wayne Fenech

After dinner there was a tappet cover race with about 6 enterers. For many years Dave Birchall was the official starter, and this time we needed to find a new starter, so Louie stepped in. This was a great way the finish off the night.



Sunday morning was an early start with the final qualifying session starting at 9.30am for anyone that needed a final test before racing started around midday.

The Vintage Vee Dub Car qualified in the top 8 shootout for forced inducted cars. Our car was running very strong all day. I made the final two cars but unfortunately I was too eager and red lighted and lost the final to Scott Alder in his turbocharged split window Kombi.

It was a very enjoyable weekend and great to catch up with friends. Thank you to Craig and the VWMA team for



Sydney German Autofest 2023.

The 2023 Sydney German Autofest was held on Sunday 29th October, at Gough Whitlam Park at Earlwood on a gloriously sunny morning. It's organised by the Mercedes Benz Club of NSW and is open to all German makes - mostly Mercedes, BMW, Porsche, Volkswagen and Audi.

This show just gets bigger and bigger and it pretty much filled the entire park. Most of the cars were Mercedes, as the show is also their annual concours day, but the major makes also had dozens of cars on display.

There were around 30 VWs there, in a great mixture of old and new. There was probably space for another 10 VWs if a few more had turned up - maybe next year. The \$25 gate entry fee might have put some people off - me included.

Each club nominated their three best cars for the central display. We picked a beautiful custom red Mk1 Golf, a lovely green '60s Beetle and an orange VW SP from Brazil.

Thank you to Bob Hickman for helping to marshal the VWs into place - he was there from early to late. And thank you to the Mercedes club for putting on an excellent day.







Canberra Hoist Day.

The Canberra members were treated to a great opportunity to get our cars up on a hoist and have a thorough inspection by experts recently, when Michael and Angus from Canberra VW Centre - Tuggeranong opened their workshop for the club on Sunday 29 October.

Several members took advantage of the invitation and bought their cars along for the chance to have a good look from underneath. Michael and Angus were also only too happy to provide some expert advice on any issue that were identified during the inspection. All those who got their car on the hoist left the day better informed and now understand their car that little bit better.

These inspections proved to be extremely valuable for some, with a small number of safety issues identified,

including deteriorated brake lines and fuel lines - jobs the owners need to get attended to quickly. Without the opportunity to get the car up in the air and some expert eyes inspecting them, these issues had the potential to go unnoticed until it was too late.

I decided to take the Touareg along rather than my Beetle, as we are planning on hooking up the caravan and doing some extensive travels next year. Pleasantly, the 'Treg' was given a clean bill of health, with only one small leaking seal to one of the intercoolers identified as needing attention. Peace of mind for when travelling in some remote areas is





always a great position to be in.

All those who attended agreed this was a fantastic event for any club. Technical advice and proper inspections, while learning about our cars is a great way for any car enthusiast to spend their Sundays.

A huge thanks to Michael and Angus for their hospitality and providing another reason why joining a car club is such a good idea.

Willie.

Dreams.

I was reading a classified ad the other day.

It read: 'I'm selling this baja beetle for my son because he is a dreamer.'

I thought that it was sad. Not only did this guy have a son that was interested in restoring a Volkswagen, he had to put him down in the ad on top.



Most Volkswagen and Porsche enthusiasts I know, are dreamers, myself included.

Here's how it starts.

You're watching a movie or a film clip, all of a sudden you see a baja beetle, Porsche 911 or whatever and you decide that you need one.

Of course not all dreams work out and some dreams are best left alone but I don't see anything wrong with having dreams, or being a dreamer, especially if it doesn't bother anyone else.

Without dreams, no one would do anything.

Of course now I need a baja beetle with Porsche 911 wheels.

Keep dreaming everyone!

Ashley Day.



Continental Touring is Worthwhile.

The Sydney Morning Herald, Monday 23 September 1963

This is another in a series of articles by the 'Herald' motoring correspondent, Sturt Griffith B.E., based on an overseas tour of inspections of the motor industries and motoring conditions abroad.

Every motorist visiting Europe will naturally contemplate a Continental tour, and many Australians make such a trip. It is complicated in the matter of preparation, but these complexities largely disappear when the tour gets under way.

One can hire a car anywhere in Europe, but most of our motorists prefer to buy one, which can be either resold after the tour, or taken back to Australia. There is no problem in the latter course, particularly if the car is bought through the Australian agents before departure.

Whilst the car can be delivered to the purchaser anywhere in Europe, I would strongly recommend (if it is to be an English car) that it be picked up in England. This saves substantial deliver charges, but more particularly because of the rather involved formalities required for a Continental tour. These are best left to the AA or the RAC, which one naturally joins, generally on the basis of membership of affiliated motoring organisations in Australia.



These English motoring bodies are very efficient in doing everything that has to be done for a tour, for a fee of about £4. This includes the planning of any desired route, the provision of itineraries and maps, reservations for the Channel crossing by sea or air, hotel reservations if desired, insurance and export documents for the car, and the provision of a most comprehensive foreign touring guide, containing a list of recommended hotels and service points throughout Europe, and the essential information on each country.

In addition the service now includes a full car recovery service for salvaging the car back to England in the case of a serious accident, a get-you-home service for the occupants, and credit vouchers for use in breakdowns, accident or illness which are repayable on return to England.



Services

A 'Touring Kit' of most usual spares is acquired from the car distributors, and one pays only for the particular spares (if any) used on the tour. Alternatively, the AA will send spare parts by air to a stranded member, and freight can be paid later.

In addition to what is done for one by the AA or the RAC, the motorist will generally go through the formality of buying petrol coupons in France and Italy, which substantially reduce the cost of expensive fuel in those two countries. Petrol prices vary widely, from 5/8 a gallon in Austria, up to 8/8 a gallon in Portugal.

If it has not been obtained in Australia, the driver must obtain an International Driving Permit, for which his Australian licence should be produced.

Yes, the formalities are considerable, and it is desirable to commence them several weeks before departure, especially the reservation for a Channel crossing by sea. Air crossing for car and occupants can be booked at any time, at much greater cost.

Having completed all the paperwork and various attendances here and there, one wonders whether the tour will be worth it. But it is, and a fortunate aspect is the virtual absence of formality when actually touring on the Continent.

All that is necessary is to produce the passports and the 'green card,' that all-important third-party insurance policy. On three tours through the Continent I have never had a bag opened nor been held up for more than five minutes at a frontier, excluding of course those countries of the Communist Bloc.

Continental Driving

Frankly, it is not easy to drive faultlessly on the right of the road, at least for some days, and I find it virtually impossible to negotiate a city without making a mistake or two. The reason is that one is perpetually 'lost' in a modern city with its one-way streets, and maze of narrow alleys leading into confusing central squares of enormous proportions around which traffic circulates according to various local rules.

There is really no cure for this. Even experience does not dictate the way to a particular place, but an Australian sticker on the rear window, a speed as slow as the traffic streams will allow, and a sense of direction generally gets one to the destination. Goodwill is not confined to the English-speaking nations, and on two occasions recently I have, on inquiring the way, been told to "follow me" by a motorist who

graciously led me (at terrifying speed) to my hotel.

But if it can be arranged, large cities should be avoided until one has had a few days' experience in driving on the right in the country and through villages and smaller towns. Most travellers from England land in northern France, and this is ideal territory for familiarisation as its lesser roads are generally uncrowded and are faultlessly sign-posted.

International Signs

Throughout the Continent the one code of road signs is used, and naturally one studies these from the handbook before crossing. As they are often picture signs, it is less difficult to memorize the more usual, and to refer to the list of them (conveniently stuck across the top of the screen) when a new one is encountered.

Obviously anyone who drives without a reasonable knowledge of these signs is looking for trouble, and will generally collect it.

On the whole, Continentals drive faster than Australians, and certainly faster than the English. This is a definite characteristic of the French, Italians and Belgians, and the German prefers to be up at the front of that line of traffic, even if it be a mile long. There are, however, speed limits through most towns, and though some (but by no means all) villages. As these are in kilometres, one must know that 60 km/h (a usual speed) is 37 mph, and 50 km/h is 31 mph.



There are no hand signals of any sort used on the Continent, and even in England today one rarely sees such a signal. As a consequence, the turn and stop lights of other cars must be watched the whole time, and indeed a high standard of vigilance is necessary to anticipate the other man's movements and to avoid accidents.

It can best be expressed by saying that one drives on the turn indicators. There is certainly nothing more important than the consistent and accurate use of the turning lights, which one uses to signal every overtaking, and every turn to the right or left. Obviously the stop light will be automatically signalling every application of the brakes.

Essential items in the spares kit are, therefore, a full set of replacement bulbs for these signalling lights, and a spare yellow bulb for the headlamps.

Driving Techniques

The autostrada of Italy and the autobahns of Germany have developed a form of driving which is strange to the newcomer. These long and straight motor roads are divided

by a central strip, and generally have two lanes on either side. The right-hand or slow lane is used by trucks, generally double length, travelling at around 55-60 mph (89-97 km/h), and by baby cars and motor scooters.

The second lane, technically only for overtaking, is used by cars travelling in the main around 70 mph (113 km/h) and which only move over to the slow lane when a faster car, coming up behind, flashes his headlamps to pass.

In Italy in particular, there are hordes of sports saloons, such as Alfa-Romeos, Lancias and Ferraris which travel very fast indeed, cruising at around 80-90 mph (129-145 km/h) on the motor roads, and putting on a bit extra when overtaking. In Germany the Mercedes-Benz and an occasional Jaguar keep things bright in the fast lane.

So this is the pattern of autobahn travel - both lanes moving at high speeds (by our standards) and cars constantly changing lanes as they overtake and are overtaken. This driving technique covers the distance, but it calls for constant vigilance and care from all drivers and is quite tiring as one cannot let-up at any time.

The standard of driving skill is far higher on the motor roads than one normally encounters, because this method of touring is loaded with the ingredients of serious accidents, and when they occur many cars can become involved, and the death rate is high.

There are, of course, frequent bridges across the valleys and rivers, and here the normally unlimited speeds are restricted to 100 km/h (62 mph), and a wind-sock is provided at each end of the bridge. The reason is that many a car has got out of control on being suddenly hit by a strong valley wind when entering the bridge, and gone straight over the edge or caused a high speed pile-up.

In both countries, but in Germany in particular, there are frequent restaurants and refuelling points along the autobahns, and one is well advised to stop every three hours or so, for a meal or coffee, with its break from driving. The unfortunate part of motor road touring is that the driver, unless he is content to swallow diesel smoke from the trucks, cannot allow his attention to be interrupted by more than a glance at the scenery. For this reason alone, a change of drivers is very desirable.

One is surprised to find how the flashing headlights of the car behind, reflected in the mirror, attract one's attention in daylight and signal his desire to overtake. We could use this quiet system in Australia rather than the horn, which irritates both parties.

Sturt Griffith B.E.





Renault 1.4 v Fiat 131 v Alfasud ti v VW Golf.

Wheels magazine, January 1978

Looking for a six to seven-and-a-half grand car? Why not try the European alternative?

If we're being honest, we all have to admit that there are two fundamental categories into which the cars sold in Australia fall. There are European cars, or there are "Others".

Of course, it's true that there are dozens of other ways of pigeon-holing cars. There are locally built cars and locally assembled cars and Japanese cars and Italian cars and German cars and cars from Queensland. But all of these categories are subordinate to the major two.

If we're discussing the way cars GO, which is after all what cars are built to do first of all, then the quality of their forward motion divides them into Europeans and others. When one of the "others" happens to be a very good car dynamically, an example is the Honda Accord, it is generally called European in behaviour. When Ford or Holden sets out to refine a car, either builder is prepared to admit that the object is to make the model "more European".

Naturally, people very often choose cars for other reasons than the quality of their motion. You can't blame a man for buying reliability, for instance. And plenty of people put their money down for prestige value or for styling or even for particular trim/paint combinations. The Japanese manufacturers are very good at building cars that sell on the showroom floor without so much as turning a wheel. Their appeal is their "features".

But the argument stands. The advanced, the dynamically great cars, are ALL European in design or at the very least European in influence. And that, ladies and gentlemen, is a Truth.

You probably have a neighbour. He is called Frank or Norm or Bruce or Harry and he's the one who surreptitiously lobs little bits of rubbish over your back fence, who clerks in the Public Works Department every day until nine minutes to five, who battles like a demon to keep his unlovely brats in

private schools, who fires up the Victa every second summer Sunday and sweats behind it for two hours, all thongs and Stubbies slung under the beer belly. Now Frank (or Norm or Bruce or Harry) periodically buys a new car, and if he were buying one at the moment the price would most likely be between \$6000 and \$7500. He usually buys a Holden or Falcon or Valiant or Torana or Cortina, or Datsun or Toyota - about four times out of five.

But if Frank were suddenly to see the light and agree that the Europeans DO build the cars with the best dynamics, what (you may be wondering) could he have for his six to seven grand? That (you may have guessed) is the subject of this

comparison.

There are precisely five \$6000 to \$7500 European cars available here (provided you're prepared to count the Poms as Europeans). The cars are the Alfa Romeo Alfasud, the Fiat 131, the Volkswagen Golf and the 1.4-litre Renault 12 - and the Triumph Dolomite. As this is a four-car comparison, and as Leyland has stopped bringing in the Dolomite, we have eliminated it.

The remaining cars, though grouped by us only on price and though emanating from three different countries, are very close in function. Nothing illustrates this better than the fact that they all wear tyres of similar size, speed and load rating. Three of the four - Fiat, Renault and Golf - have 155 SR 13 steel radials while the Alfa has 165s. Three of the four - Fiat, Renault and Alfa - have standard Michelins. The Golf uses Belgian-made Uniroyals.



PRICES

The Fiat is the most expensive of these cars at \$7043, the Sud comes close enough to it at \$6990, the Golf, benefiting from its recent \$700 price reduction, costs \$6198 in four-door form and the Renault 1.4 is cheapest at \$5948.

The interesting cars here are the Golf and the Alfa. The Fiat has always been quite expensive and the Renault price fairly stable for some time, though it rose a lot and quickly about 18 months ago. The Alfa seems expensive because Alfa Romeo Australia stopped selling the four-door here after the re-introduction of import quotas. The company can sell as many Sud ti's as it can bring in - it sees no reason to bother

with a second (cheaper) model of the car. The four-door used to cost about \$6600 and its departure is lamented.

The Golf used to cost close to seven grand until a couple of months ago when the price was suddenly cut by around \$700. The move was made simply to sell more cars and it can be assumed that Volkswagen Australia is making no fortune out of each unit. From being an expensive car the Golf has become rather good value, especially the \$5998 three-door version.

As far as "sheet metal" value for money goes, the Fiat probably justifies its highest price. It is the biggest, heaviest and fastest car. It swallows people and luggage and it would be regarded by most people as being a size class above the other three.

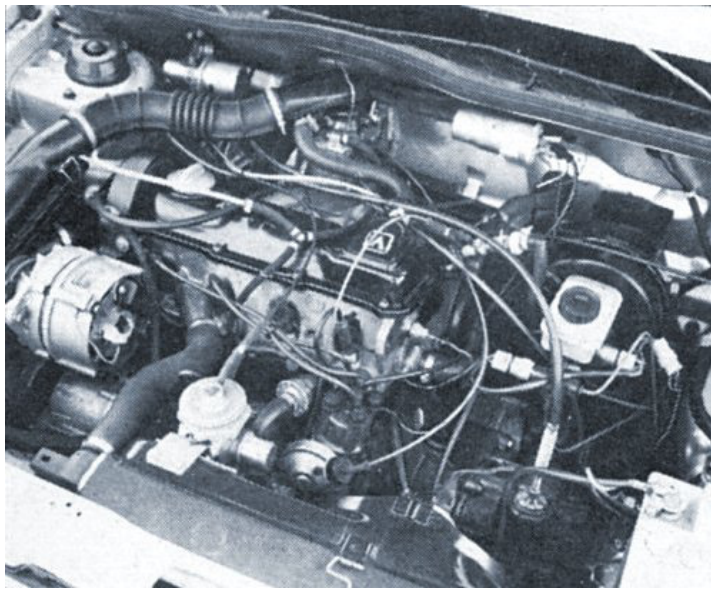
The Renault, though smaller than the Fiat, is a similar people carrier - a surprisingly big car for the 1.4 litres it has under the bonnet. The extra money that a Renault costs you over a 1.4-1.6-litre Japanese/local car is for the extra cruising ability, the superior roadholding and ride that are built into the car. And for the Frenchness.

The Alfa, on the other hand, seeks to justify the extra money it costs with sportiness. It has excellent accommodation considering that it is the smallest of the four cars but even more than any of the other cars you're paying for steering, roadholding and braking - for fabulous dynamics.

The Golf costs more than the ordinary 1.6-litre family sedans because it offers both a bit extra body, a lot of extra people and luggage accommodation, plus handling, steering and ride quality that we will all be calling excellent in 1980 and an engine which makes the car probably the most effortless of the four to drive. In the Golf your extra money buys "completeness". It buys design balance.

ENGINES/PERFORMANCE

The Golf has a fine engine in anybody's terms and it gives the car excellent performance. The car goes well in Europe with 1.1 litres under the lid so as you can imagine the 1.6 propels the car effortlessly. The Australian Golf shares the bigger VW Passat's 1.6-litre single overhead camshaft engine (mounted east-west in the Golf) which drives the front wheels. With the Fiat it is the fastest car of the four. Even more importantly, though the engine is a revver (redline is 6750 rpm) it has excellent low-down torque and it can be driven at low speeds in its high gears.



The Golf is the easiest of the four cars to drive because its engine is most sensitive to the throttle. The Golf's performance has been cut back - as has its fuel consumption - by the addition of clean-exhaust plumbing including an air pump, but it still consumes a standing 400m in 18.9 seconds and gets close to the old ton flat out. Its cruising speed is a comfortable 140 km/h and for a mechanical and wind noise penalty it will go faster than that for extended periods.

The Fiat just shades the Golf in performance, having a higher top speed and better standing start acceleration. That the Golf beats it by 0.1 seconds over the standing 400m is probably more a function of an inconsistent finger on the stopwatch than a Fiat performance deficiency. Our test crew talked of the Fiat engine as being "a good old donk for a pushrod" during the time we had the car - and that's an apt description. The engine has been around for a long time in various capacities. It is closely related to the one that powered the Fiat 124, years ago. It has flexibility, revability, undoubted reliability and as with practically every Italian engine ever made, it sounds good. But it vibrates a little more and is a little less throttle sensitive than the Golf's engine.



The Renault's engine is an enlarged version of 1.3-litre unit that has been used in Renault 12s before. Its bores have been increased from 73 to 76 mm to take the capacity from 1289 cc to 1397 cc. Power and torque are up 10 percent over the old car and though Renault claims improved acceleration, top speed and "pulling power" in the gears, the latest Renault 12 feels much the same as the older ones did. The engine spins easily and is strong from about 2500 rpm, though it is hampered a little by a rather "rubbery" throttle linkage. Renault four-cylinder engines have always had a reputation for long life and economy and there is no reason to suspect that this 1.4-litre one will change the trend. But it is inclined to get a little "buzzy" at high revs and to generate quite an induction howl.

Past testing has shown us that the Renault is best as a manual car because the small size of the engine, coupled with the relative bulk of the body makes the car ponderous with the three-speed automatic gearbox (a very smooth one)



coupled up.

The Alfasud is a very big disappointment. Before the advent of Australia's clean-air laws and before the engine had to wear an air pump and a new carburettor it was practically a reciprocating miracle. The engine, a flat four of 1.2 litres with a belt-driven single cam above each bank used to spin with ridiculously little effort to its 6250 rpm limit and yet had amazingly good power from 2500 rpm or even a bit lower.

After ADR 27A the Alfasud engine is still smooth and it still has impressive flexibility, but it is reduced to the level of a "mortal" engine now. Despite protestations from Alfa Romeo that its performance level should be similar, the car's performance has faded considerably, right through the range, to the stage where it is slowest over the standing quarter mile and second slowest in standing start acceleration times.



The driver now feels he needs to work harder, make more gear changes and fairly mash that accelerator into the firewall to get best performance out of the car, whereas in the good old days it performed so effortlessly that you'd be sitting there thinking, "Who needs a Ferrari? I've got my Sud". The car now comes with an unspeakably annoying howl from its power-consuming air pump, and with easily the worst throttle linkage of the four, stiff and unsensitive, yet slow on the return.

To put it in perspective, the Sud's engine and performance are still very good, but (sob) they used to be brilliant ...

TRANSMISSIONS

Each of these cars is at its best with a manual transmission - in fact one of the four (the Sud) doesn't even have an automatic option. The Sud and the Fiat have five-speed gearboxes, the Renault and the Golf have four slots and all are operated by floor-mounted levers sprouting from centre consoles.

The Sud has a marvellous gearchange. Not as light as the others, it s-l-i-d-e-s between ratios with the kind of smoothness that Ferrari owners know about and the change action blends with the movement of the clutch and the engine characteristics to make rhythmical, properly-timed gearchanges the absolute norm. The gate is well defined and the fourth-to-fifth-and-back action is beautiful. The Alfasud - even the disappointingly powered Australian one - has a "real" fifth gear, not just an overdrive speed. The car is geared so that you must use it.

It needs to be said that the Sud gearbox will not suit everyone. Some people don't place as high a value on gearchanging as others. If you take pride in the exercise and you want the best, the Sud's got it. But if you like your cog-swapping to be simply easy and foolproof, then the Golf is

probably your answer. It has a stubby lever which simply flicks from ratio-to-ratio with fingertip lightness. And the engine is torquey enough to make gearchanges far less frequent than in the Sud or Renault.

The Fiat has quite a long lever and its action seems at first a little ponderous and old-fashioned. But after you become used to it it is fine, though some 131s we've driven have been rather notchy when new. Fifth in the Fiat is really an overdrive - you spend most of your time in third or fourth inside the city limits. Fifth only really comes into its own above 80 km/h.

The Renault has always been said to have a "rubbery" gearchange - and in the latest model that's still true. But again, it's a matter of getting used to it. The lever is long but it needs to be moved a surprisingly short distance from slot-to-slot. The gate of the gearbox isn't all that well defined but this presents no problem to the driver half-familiar with the car. Though there are only four ratios and the car has fairly low power, there always seems to be a gear ratio right for the job.

ECONOMY:

These are all cars which you can drive a lot in these days of 17-18c a litre petrol and still not be a pitiful figure of a pauper, the day before you get paid. At the same time all of these cars are less economical than they were because of the anti-pollution gear they now wear.

Most impressive was the Golf, which returned 8.7 litres per 100 km over our test course of about 400 kilometres into the centre of NSW, taking in all kinds of conditions from top speed run country to corrugations and mountain twists. The Fiat 131 and the Sud returned almost the same figures (9.3 L/100 km for the 131, 9.2 for the Alfa) and the Renault, surprisingly, was the most thirsty with 9.5 L/100 km.

The Golf and 131 did pretty well, considering that they are the larger capacity machines, but we felt the Renault and Alfa were disappointing. The Alfa, admittedly, was quite tight in the engine and Alfa Romeo's experts say that the car needs to be 8000 kilometres or so old before it is really free, but for the Renault, there is no excuse. It had 20,000 kilometres up.

The reason the larger capacity machines did so well is probably that all the cars travelled at similar speeds and the cars with more performance were better able to take our fairly severe treatment in their stride. But realistically, all of these cars can achieve 9.5 L/100 km for their owners in normal use and that makes them pretty cheap to run. Each car had a 50-litre fuel tank, except the Golf which held 45 litres. Touring range for each car ought to be about 450 kilometres which is OK without being brilliant.

HANDLING/ROADHOLDING

All cars do it well in this department. They are European. The most conventional in behaviour is the Fiat 131 which, after all, does have a front engine and a live rear axle to put the power down. It corners with acceptable body roll and without much understeer or front-end kneel until you start pushing it into bends stupidly quickly. Its steering is quite good without exactly justifying the description "sharp" but its behaviour is indisputably better than the run of Japanese cars. Mr Editor Robinson's "Fiat Builds A Better Tin Box" (Wheels, '77) sums the car up a treat.

The Renault is indeed a little "funny French" in its

behaviour if your background is Datsun 180Bs or LJ Toranas. It has a very soft suspension and is prone to body roll on corners. It also understeers in bends to a considerable degree, though the condition seems to stay constant and never reaches the scrub-and-plough stage. The Renault 1.4 has excellent handling and its steering, though it suffers a little from a typical front wheel drive increase in steering effort as you apply extra power, is light arid, well, "rubbery-sensitive".

The Golf is where the really great steering starts. The wheel puts you down there on the road where the rubber is. You can place the car within a millimetre of where you want to be. It is light, it is direct. It is so good that there is only a remote chance that VW will be able to make it better in the next five years or so. The roadholding is as good as you expect a 1978 front-wheel-drive wheel-at-each-corner car to be. Excellent. It corners in mild understeer which can be instantly removed by decelerations in mid-corner.

Those are the others. Then there is the Alfasud. You get into the Golf and you'll think that the VW is so good that the Alfa can provide no significant improvement. After all, the engine's disappointing, right?

The Alfasud's handling and roadholding are simply astonishing. It can corner to beat the ears off a Golf. It can corner way past the edge of your courage. It can corner until you are battling to brace your body back into the bucket seat. It can corner until you'd swear that it was either going to shred its tyres on the road or crack a wheel or break a suspension component. It is as good as that. If you can drive to the limits of a Sud consistently (and not over them) then you will know you are a very good driver.

RIDE

After such a rapturous diatribe about the Sud's handling you'd expect it not to ride too well. You'd expect it to be tied down so well with hard springs and stiff shocks that it would transmit every run-over matchbox to your rear - and give you a good idea of how many deadheads were still inside, right? Sorry.

The Sud has a fine, flat ride. It's not exactly soft but it sure is compliant. It neither jolts your bum nor bounces it. The car behaves beautifully at town speeds and above 100 km/h it is truly bloody marvellous. Overall, it is the best riding car in this field.

The Golf is also a very good-riding car, but it is noisy and this devalues its ability to absorb the bumps although on the imported Uniroyal 180 Rallye tyres it is quieter than the locally assembled 1976 Golfs were on Uniroyal Steelcats. And compared with the Sud, the Golf seems to bounce a little too much at the rear over undulations. Perhaps a little less springing at the front would reduce the harshness and a little more damping at the rear would curtail the bounce. (This is the kind of glib observation that causes car industry design engineers who have just spent two years and a million bucks' worth of computer time developing a new suspension, to view all motoring writers with hate, loathing and revulsion.)

The Renault has a soft, long-travel

suspension and is thus (at moderate speeds) one of the most comfortable small sedans ever built. It is softer than either a Sud or a Golf around town and acceptably quiet as well. But when the road or the driver starts getting energetic, the body tends to move about over the wheels rather a lot so as to make any passengers a little uncomfortable. The Renault 12 design is a decade old and at last you can pick it.

The Fiat rides quite well for a car built on the Mazda 929/Toyota Corona layout. It is considerably more compliant and comfortable than they are but you couldn't call it refined in ride in the company of the other cars in this comparison. It is quite good.

NOISE

As we've already said, the Golf makes quite a lot of noise going over bumps. On the other hand, it is quiet in the engine and through the air. There isn't a lot of sound deadening material between the engine and you in the Golf, though, and the new Passat shows just how quiet the car could be if it had a mechanically quiet engine AND some sound-proofing. Maybe next year. But on smooth roads throughout its entire speed range, the Golf is quiet for a 1.6-litre family car.

The Sud keeps road noise out well and cleaves the air pretty well, too. The only things it doesn't cope too well with are bitumen joining strips in concrete roads. Unfortunately the air pump, as we said, now sets up this awful howl - naturally both when the engine is under load and on the over-run - and it is terribly, terribly annoying. Coupled with the rather thin rasp of the exhaust, the engine noise is now

PERFORMANCE				
	Renault 1.4	Fiat 131	VW Golf	Alfasud
ACCELERATION:				
0-50 km/h	4.4	3.9	3.9	5.5
0-70	8.1	7.0	7.4	8.0
0-90	13.0	10.9	11.5	12.5
0-110	19.4	17.2	17.7	19.1
0-130	30.4	25.6	26.3	28.9
Standing 400m:	19.5	19.0	18.9	19.8
PASSING ACCELERATION:				
Second				
30-60	3.8	3.8	3.9	4.3
40-70	4.1	3.9	3.8	4.5
50-80	4.8	4.4	4.0	4.9
60-90	n.a.	5.6	5.0	n.a.
Third				
30-60	5.5	6.5	6.8	6.9
40-70	6.3	6.2	6.0	6.2
50-80	6.4	6.1	5.7	6.4
60-90	6.7	6.2	6.2	6.8
70-100	6.9	6.2	6.9	7.5
80-110	8.4	6.8	7.4	8.0
90-120	n.a.	8.4	n.a.	n.a.
100-130	n.a.	11.6	n.a.	n.a.
Fourth				
30-60	10.3	10.0	12.8	9.9
40-70	10.6	9.5	10.4	8.9
50-80	10.2	8.8	9.5	9.0
60-90	10.4	8.7	9.7	9.6
70-100	10.2	9.0	10.4	10.1
80-110	11.2	9.6	11.4	10.9
90-120	11.6	10.3	11.6	11.3
100-130	13.8	11.6	13.7	12.0
Fifth				
30-60	no fifth gear	n.a.	no fifth gear	n.a.
40-70		n.a.		12.5
50-80		11.1		12.2
60-90		11.4		12.4
70-100		11.4		12.8
80-110		12.3		12.9
90-120		13.2		14.1
100-130		15.6		14.6
Speed in gears				
First	43 (6000 rpm)	47 (6300)	53 (6750)	46 (6250)
Second	73 (6000)	85 (6300)	94 (6750)	78 (6250)
Third	109 (6000)	127 (6300)	132 (6750)	114 (6250)
Fourth	143 (5300)	155 (5750)	155 (5550)	146 (6250)
Fifth	n.a.	161 (5000)	n.a.	159 (5680)

unimpressive, and that is a whopping fault in a car from Italy.

The Fiat's engine sounds like they all should. It has a faint but stirring induction noise and a bit of rort from the exhaust but it never gets out of hand, even when the engine is turning over really quickly. Of wind noise there is quite a lot at high speed because the aerodynamics of the car are such that the tops of the door are sucked outward above about 120-130 km/h and cause leaks of air around the frames.

The Renault used to be called quiet a few years ago; now it's average. The body is aerodynamically more efficient than most and the engine noise is kept out better than most, though the buzzes generated by high revs can put you off a bit. Road noise is damped very well from the Renault.

BRAKES

Put your glasses down, ladies and gentlemen, the Alfasud has so clearly the best brakes of the four that there can be no dispute. It is the only one of the four that has all-wheel disc brakes and it feels like it. The brakes are powerful, progressive and utterly free of fade. They simply mash the car into the road and stop you straight and short. Part of the Sud's good braking comes from the fact that it is such a squat, stable car that even the Golf and Renault feel high and less well anchored to the road.

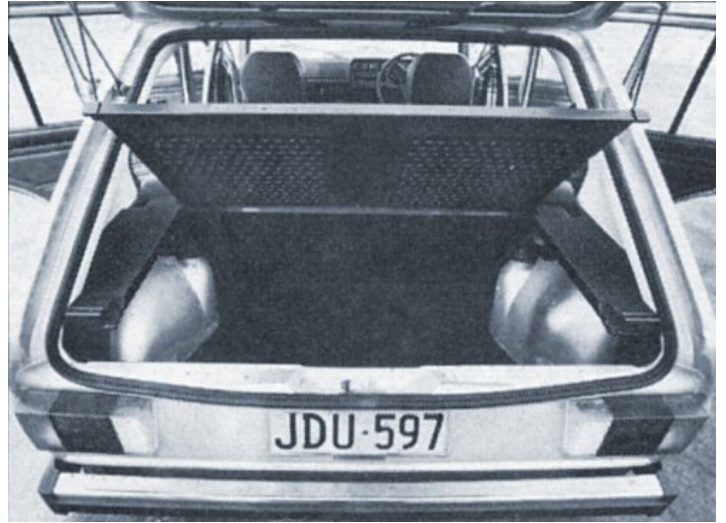
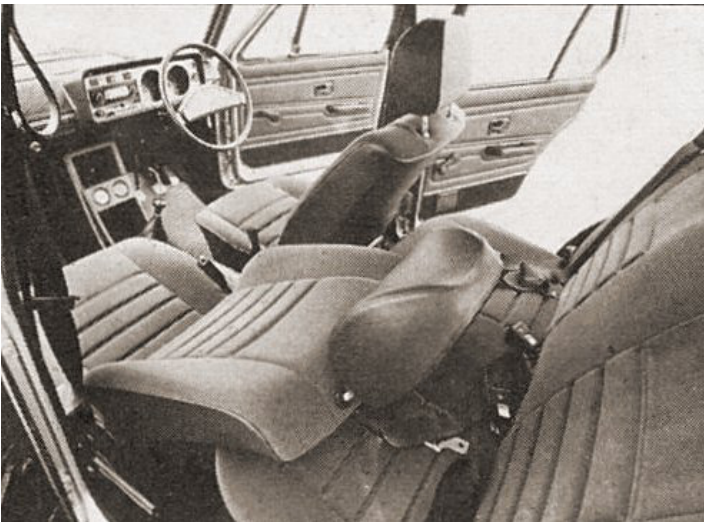
The test Golf's pedal was rather spongy, but successive Golf test cars have shown us that this is a characteristic of the model. They were light to use and pulled the car up well though they did tend to lock at the rear under the extremes of treatment. The pads/linings also felt awful.

The Renault has rather a dead pedal. It needs quite a shove to provide initial retardation and then not all that much more to turn the stop into a case of eyeballs on the windscreen. The Renault, because of its long-travel suspension, suffers from considerable nose-dive though surprisingly the rear brakes don't lock unless you pull a full crash stop.

The Fiat brakes feel rather spongy and undistinguished. On level surfaces, they pull the car up straight though we did notice that under fairly hard braking for hairpins on normally-bumpy NSW bitumen roads one rear wheel can lock and cause some minor histrionics (easily corrected). Certainly it has better stoppers than your average 180B.

ACCOMMODATION

Easy winner here is the Golf because of its generally roomy interior, its exceptional shoulder room (width) and, of



course, its hatchback. It shades the rest, yet the rest are very good. The four-door Golf is a true family car; it can do the same job as a Holden. It won't accommodate five people any less comfortably, and it may well carry more luggage.

The Fiat 131 is distinguished by excellent cabin space, too. They use 131s all over Italy as taxis. Rear seat room is particularly good, while the boot is uncluttered and just plain big. Of particular note are the Fiat's doors which are thin and curved outward to make maximum use of the road area that the body occupies. Unfortunately, they don't open wide enough and their stays are weak. But for a conventional car, it makes excellent use of its space.

The Renault 12 has quite a large body for a 1.4 formerly 1.3-litre car as we've stated at least twice before and the body employs typical Gallic practicality in accommodating people and objects (or is it objets). The seats are practically a legend, though in today's terms they are perhaps rather thick and space consuming. The Renault accommodates five people indecently well, and it has better headroom than either of the others.

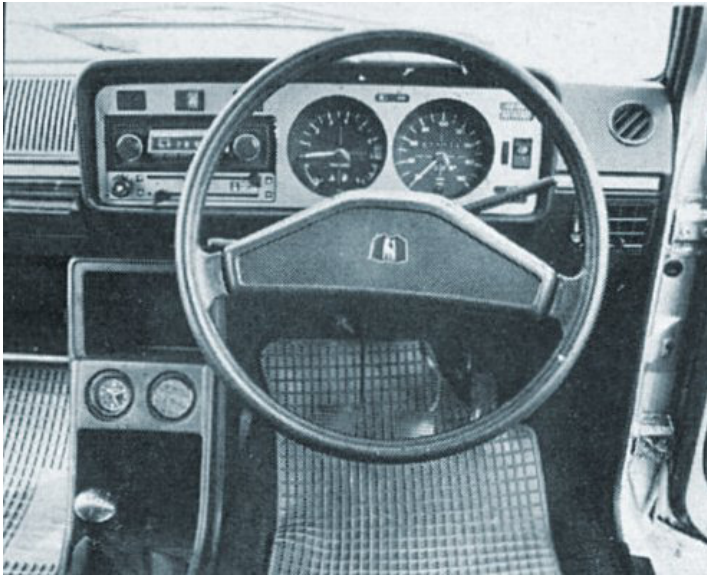
The Alfasud probably fares worst in providing accommodation because it has only two doors (the four-door has been dropped, remember) and because it has no hatchback. That damns it twice. But as we've said, the car which fares worst in this comparison is still very good by normal standards. The Sud offers quite exceptional passenger room for its size and road area and height but getting to it is harder than in all the others. We'd suggest that large people who can fit a Sud rear seat might well have trouble in a Torana LX. The Alfa boot is roomy and has no lip over which you must lift your bits and pieces, but it is rather hard to pack because you must slide everything into the boot, rather than being able to look down on it in plan.

CONTROLS AND INSTRUMENTS

Each of the four cars has well laid out controls and instruments. Of the four, the Fiat's dials are hardest to read; the others are very good. Each car has stalk controls for wipers/washers, flashers, lights and turn indicators. The Alfa's layout is a little less logical than the others; the Fiat needs three levers while the other three cars have two. Driving positions are a simple matter of taste. The Fiat and Alfa are short-leg, long-arm positions and in the second you do sit rather low but it's more awkward in the Fiat. The Renault and Golf give you much more commanding driving

positions which are fine for view, but (in the Renault particularly) allow you to savour the full enormity of body roll.

The seats are another matter of choice. On our 400 kilometre fast drive over some of the bad roads of NSW we couldn't form any conclusive opinion as to which were best. The Renault has soft, enveloping seats; the Golf has quite hard, enveloping seats; the Fiat has a soft, big cushion and a somewhat harder backrest and the Alfa's seat is closest to a sporting bucket with bolstering under your thighs and at the sides of your bod to support you when you fling it around corners.



If this were a magazine such as Modern Motor, produced by people not particularly interested in cars, then there would be no contest. The family Dads would have a Golf. (Let us hasten to say before we are showered with postal missiles, that there is nothing wrong with family Dads and very little wrong with a Golf.)

However, this magazine is produced for and by people who LIKE cars. Like them. And if you're a driver, there's only one choice. It's an Alfa Romeo Alfasud - disappointing engine and all, two doors and all. It is a beautiful car on the move and it accommodates people, functions frugally and performs well enough to be in touch with the best of the others.

The Golf is a very good driver's car and a fabulous load carrier. The Alfasud is a very good load carrier and a fabulous driver's car. Which are you, Mr \$7000 Car Buyer, a driver or a carrier of loads?

Peter Robinson

CONCLUSIONS

The least favoured car of the four in this comparison - and for us, that's the Fiat - is not a loser. It is a good conventional car with more sensible design in it than most four-cylinder sedans of its layout.

The Renault comes third, we say, because it is getting old and shows it. The engine can't match the Golf's; the ride/handling and brakes can't match the Alfa's and there are now better-looking cars available which generate as little wind noise and are as comfortable. Of course, Renault has the new 14 model waiting in the wings which, by all accounts, has the ability to brain them all again although Renault claims the 14 is for Europe only.

The top two are practically tied. There can be little dispute that the VW Golf is the better compromise. It has an easier-to-use engine, more performance and its four doors and hatchback make it far and away the best package. It has excellent dynamics, but the Alfasud's are excellent-er. The choice, as you can see, is tough.

SPECIFICATIONS

	Renault 1.4	Fiat 131	Volkswagen Golf	Alfasud
ENGINE:				
Cylinders	Four, in line	Four, in line	Four, in line	Four, horizontally opposed
Cooling	Water	Water	Water	Water
Valves	Overhead, pushrod	Overhead, SOHC	Overhead, SOHC	Overhead, SOHC
Comp. ratio	9.5:1	9.2:1	8.2:1	9.0:1
Bore/stroke	76 x 77 mm	84 x 71.5 mm	79.5 x 80 mm	80 x 59 mm
Capacity	1.397 litres	1.585 litres	1.588 litres	1.186 litres
Max power	49 kW (66 bhp) @ 5750 rpm	55 kW (75 bhp) @ 5200 rpm	55 kW (75 bhp) @ 5600 rpm	59 kW (79 bhp) @ 6000 rpm
Max torque	103 Nm (76 lb-ft) @ 3500 rpm	127.4 Nm (94 lb-ft) @ 3200 rpm	119 Nm (82 lb-ft) @ 3200 rpm	103 Nm (76 lb-ft) @ 3200 rpm
TRANSMISSION:				
First	3.818	3.612:1	3.45	3.545
Second	2.230	2.054:1	1.94	2.062
Third	1.480	1.357:1	1.33	1.434
Fourth	1.040	1.000:1	0.97	1.115
Fifth	None	0.870:1	None	0.931
Final drive	3.08	3.90:1	3.9	4.111
SUSPENSION:				
Front	Independent; wishbones, coils, anti-roll bar	Independent; MacPherson struts, coils, anti-roll bar	Independent; MacPherson struts, wishbones	Independent; MacPherson struts, anti-roll bar
Rear	Beam axle, coil springs, anti-roll bar	Live axle, 4 locating links, coils	Independent, trailing arms, interconnecting torsion bar	Beam axle, Watts linkage, Panhard rod, coil springs
BRAKES:				
Front/rear	Power assisted discs/drums	Power assisted discs/drums	Disc/drum	Four wheel discs
STEERING:				
Type	Rack and pinion	Rack and pinion	Rack and pinion	Rack and pinion
Turning circle	9.75 m (32 ft)	10.6 m (34.8 ft)	10 m (32.8 ft)	9.4 m (31 ft)
Turns lock to lock	3.4	3.4	3.8	3.4
DIMENSIONS:				
Wheelbase	2440 mm	2490 mm	2400 mm	2455 mm
Track front	1314 mm	1376 mm	1387 mm	1384 mm
Track rear	1314 mm	1319 mm	1358 mm	1351 mm
Length	4440 mm	4238 mm	3725 mm	3926 mm
Width	1640 mm	1632 mm	1610 mm	1590 mm
Height	1435 mm	1400 mm	1410 mm	1370 mm
Kerb mass	980 kg	1000 kg	805 kg (1771 lb)	810 kg
Tyres	Michelin ZX 155SR13	Michelin ZX 155SR13	Uniroyal 180 rallye 155SR13	Michelin ZX 165SR13
Tank capacity	50 litres	50 litres	45 litres	50 litres

Fan Housings for Performance Engines

First, a few design fundamentals. All VW air-cooled engines except for the Brazilian Gol use a centrifugal fan. Air goes in the middle and gets flung off at a tangent, at 90 degrees, which is fine for cylinders 1 and 2 because they're right in line with the air descending from the fan, but presented Ferdinand Porsche's engineers with a design challenge for cylinders 3 and 4, as the air comes off the fan at upwards angles on the left side. The fan is offset to the right in order to provide more distance for the air to change direction and eventually point down over the hot engine components. You can't see it from the outside, but there's a series of aerofoils inside the fan housing on the left side which gradually turn the air around in an effort to maintain laminar, non-turbulent flow balanced between cylinders. VW must have spent thousands of engineer hours getting this right. You can see a good illustration of the design as well as excellent data about air distribution to various areas requiring it at [Volksbolts Analysis Of Standard VW Air-Cooling Systems](#). You'll find more relevant information on the subject at [Thesamba](#).

VW fitted a thermostat and flaps on every engine ever delivered from Germany, even to countries with a constantly hot climate. They changed many other equipment offerings according to the market, so it's not like they had a one-fits-all policy; they meant for every engine to be thermostatically controlled. My advice: leave it in place, or, more likely, put it all back. Some of the reasons that this a good idea:

- the flaps are vanes which provide the final directional aiming of air towards the heads and cylinders
- with no flaps you have undesirable holes in the fan housing, reducing cooling efficiency
- your engine will live longer if it warms up quickly and gets constant temperature regulation.

If you can't locate original thermostat parts, you can get everything required at [Awesome Powdercoat](#). There are different opening temperatures available; EFI engines had the highest temperature. The original German thermostat is a brass bellows with some alcohol sealed inside. If the brass is punctured and the alcohol comes out, the thermostat stays in the expanded state, which equates to the flaps remaining open (good). If you're using a Sidewinder exhaust system, there may not be enough space available for the bellows, so you may need to fit a slimmer wax-pellet thermostat as used on Mexican engines. The principle is the same as thermostats used in water-cooled engines. If one of these fails and the wax comes out, the flaps remain closed (bad), so you will need a device to alert you, like the [Save My Bug! Hot Oil Temperature Sensor](#).

If you're modifying a Type 1 engine for extra performance, you should only be considering a dog-house fan housing (fan shroud in North America) because of its wider fan, better air distribution, superior oil cooling and the fact that cooling air for number three cylinder isn't preheated by the oil cooler. Your performance engine will likely be fitted with twin carburetors or throttle-body fuel injection, which makes space inside the engine compartment very tight, so

you're probably looking at eliminating the heater outlets, which may be redundant anyway because exhausts offering the highest performance use J-pipes instead of heat exchangers. You may also be thinking of using the wider oil cooler from a VW Type 4.

In 1975 VW installed a venturi ring on fan housings for EFI engines. The idea goes back to the late 50s on Porsche 356 engines, the 'volute ring.' There's an extensive discussion at [thesamba](#) with great data from Clark at Awesome Powdercoat who makes the venturi rings and has done testing. In brief, you get a 7.3% increase in air flow across the board, simply from adding this one piece.



Next I'll be going through all the solutions I have found and noting the pros, cons and practicality of each.

Option 1: stay stock, which is what I'm doing. You will need extra oil cooling, by either:

- leaving the stock cooler in place and using an external circuit via the oil pump plate. You're probably doing this anyway in order to get the benefit of an oil filter.
- replacing the stock oil cooler with a wider Type 4 one. It's necessary to [widen](#) the dog house itself where the cooler sits, the triangular duct and the exit piece, so you need to be handy with metal working. An alternative is to get hold of this kit from [Concept 1 in Canada](#), as I'm doing. You'll also need a wider one of these: 113 117 321, known as the Hoover Bit. I'm getting one [here](#) along with other engine-tin parts. Clark from Awesome is also providing me the kit from Concept 1,



tin plate inserted into the top of the upside-down fan housing to block off heater channels, before welding

as the Canadian company only ships to Canada and the US.

Depending on the space required for your carburettor or fuel-injection installation, you may need or want to remove the heater outlets from the fan housing and/or narrow the sides of the housing to provide more room. You can find full instructions and lots of photos at [Modifying a Doghouse Fan Shroud](#). Thanks Ryan for making your hard-won experience available for all.

I've removed the heater outlets, a common thing to do in the tropics anyway, but I'm keeping the width stock. I thought it would be a good idea to block off the channels to the heater to reduce the possibility of turbulence.

Option 2: VW Type 181 fan housing. Many 181s, probably those with a stationary petrol heater and some Mexican-built ones, were made without any provision for heating. Hard to find, but you could probably get one from [Antonio Trejo](#) in Mexico.



Option 3: Along the same lines, but even better, the 'Cooled' fan housing from Concept 1. No heater outlets, no carburettor recess and no holes for spark-plug-lead clips (you may be using crank-fired ignition and four igniters) and a venturi ring plus the Type 4 oil-cooler mods built in. Affordability after shipping is the only problem. Awesome can get you one of these too.



Option 4: staying stock in a really obscure way. The VW Brasilia was basically a modern-looking body bolted to a Brazilian Beetle. The engineers needed to provide as much

room as possible inside the hatch while staying with the upright engine. The result: a flattened fan housing. These were also used on the [VW Puma](#) and are available without heater outlets, Brazil being a hot place, and that's the desirability factor here. Some have a round outlet duct for the oil cooler. Practicality: not high, unless you have contacts in Brazil. You might find one in the Philippines.



Option 5: the [aftermarket 36-hp dog-house housing](#). Seems like a good idea, as you get all the possible space back and don't have to have heater outlets. Just no Type-4 oil-cooler option. Chrome seems to be a priority for this market too. But be prepared to carry out lots of modifications to get one to work. Andrig of [Andrig's Aircooled Technology](#), whose opinions I value greatly, has done a YouTube [video](#) outlining the many shortcomings of these housings.



Option 6: the [Ram-Air Shroud](#). Ideal if looking shiny is the most important consideration. It will look really good on the side of the road with the lid open as the engine cools down. At



least they're open about it being "unbaffled". What are the chances that any temperature and flow-distribution testing have been carried out? Just don't.

Option 7: the [Center Mount™ Aluminium Fan Shroud](#). Hmm, shiny. Someone has gone to the immense trouble of designing and casting a pedestal to relocate the alternator to the middle. Just for looks? There's no evidence of aerofoils inside, so it's unlikely to work effectively. In an effort to make it work, [FJCamper on ShopTalkForums](#) has gone to the trouble of designing a slip-in thermoplastic insert with ducting, which is interesting reading.



Option 8: [Fibreglass housing with a Porsche 911 fan](#). Looks good and being from a Porsche 911, it's gotta be good, right? My thinking is that it would be a huge power drag. After all, it's designed for a six-cylinder engine with much greater heat output. I found some figures for fan outputs at [Orratech](#) in Germany. The smallest 911 fan puts out 1350 L/min, more than twice as much as the fan used on dog-house VWs. I'm sure it would be the end of your cooling problems, but only by using a sledgehammer approach to the problem. I can't find anything about testing having been carried out for temperatures and distribution either.

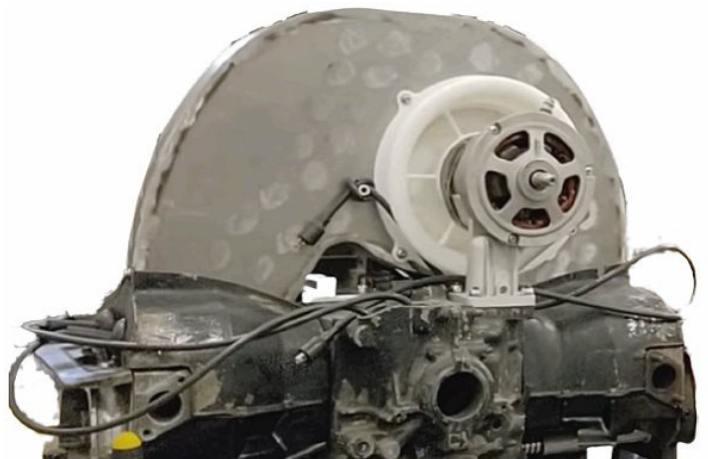


Option 9: [Raby's Aircooled Technology Type 1 DTM](#). Finally a design which appears to have R&D approaching that of the factory system. Great attention has been paid to even air distribution and temperatures. Availability and pricing

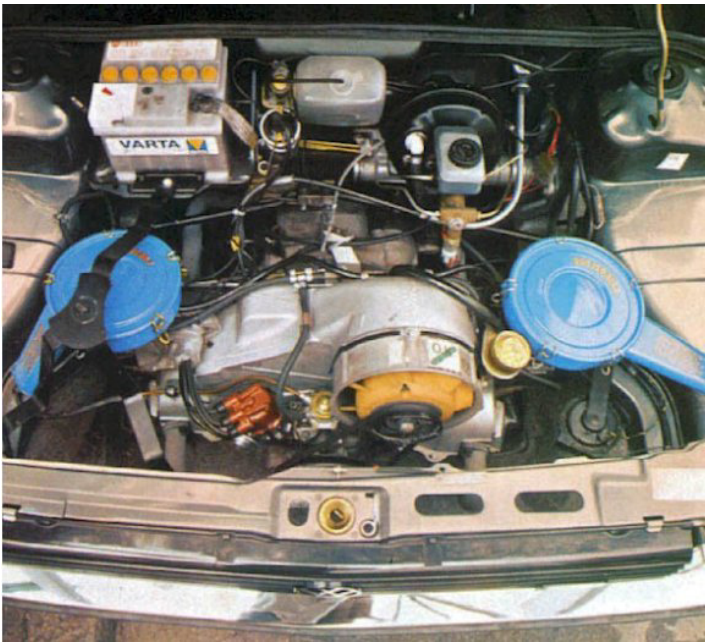
may be challenging. A downside in my opinion: there is no provision for thermostat flaps.



Option 10: [Andrig Evolution 1 and 2](#). A redesigned housing, approximately 36-hp sized, no oil cooler and the flaps are integrally, permanently fixed. No cooler means no compromises. You can use either the included cooler bypass block or provide your own casting for takeoff hoses. Andrig has worked really hard to ensure that air distribution to each cylinder is even. Evolution 2 takes inspiration from the Porsche 547 Formula 1 engine from 1960 in that there is an extra air inlet around the alternator and the fan is split into two sides. Air flow increases to 47% for the fan housing alone (Evolution 1) and 66% for the combination of housing and new fan (Evolution 2). The products are still under development, but will be available by the time you read this.



Option 11: The least practical, but it's from a VW factory, and I can dream. In 1980 Volkswagen do Brasil introduced the VW Gol with a front-mounted air-cooled engine. Because there is much more air flow at that end of the car, the cooling system was completely redesigned. The Type-1 alternator holds an axial rather than a centrifugal fan, blowing into a completely redesigned housing. As far as I can see from one



image, there's a half-height steel oil cooler inside. I wish I could find an ETKA exploded diagram. Air throughput is not going to be appropriate for a rear-engined vehicle, but I'm expecting that my redesigned air inlets will make up for that. They manufactured it until 1985, so there must be some old engines kicking around in Brazil, a country where I have no contacts.

Rod Young
rod.young2@icloud.com

Skinny spares.

I don't know about your late model Volkswagen, but my Golf 7 only comes with only a tiny spare wheel.

This tiny, skinny spare wheel will get you out of trouble if you have a flat but I don't find it satisfactory.

When driving in the country it's real easy to puncture a tyre, especially if you drive down dirt roads or dirt driveways.

You can expect to have sticks, bones, burrs and bits of metal from other cars go through your tyres, not to mention huge potholes.

When you get a puncture on a long dirt road and you have to use the pathetic spare that Volkswagen gives you, it



can be scary trying to make it to a major town to buy a new tyre.

That's even if they have one in your size. Sometimes you might have to wait for them to order one in, and if you have low profile sports tyres it could take days.

You may end up stuck in a country town for days.

Did you realise that you can actually fit a proper spare wheel and the skinny spare in your spare wheel compartment?

Therefore giving you two spares.

Obviously this gives you the option to replace two punctures, or it gives you the option to just keep driving and have repairs done when you get home.

Late model cars have tyre valve sensors that talk to the car, so you can't just put any wheels on.

You will need a spare that matches your car.

Where do you get one from?

You could buy one from a wrecking yard - or you could do what I do.

Keep an eye out for a cheap set of wheels someone else has pulled off their car, because they wanted something fancier.

Buying a set of the same wheels on Gumtree normally costs the same as buying a single wheel from a wrecker.

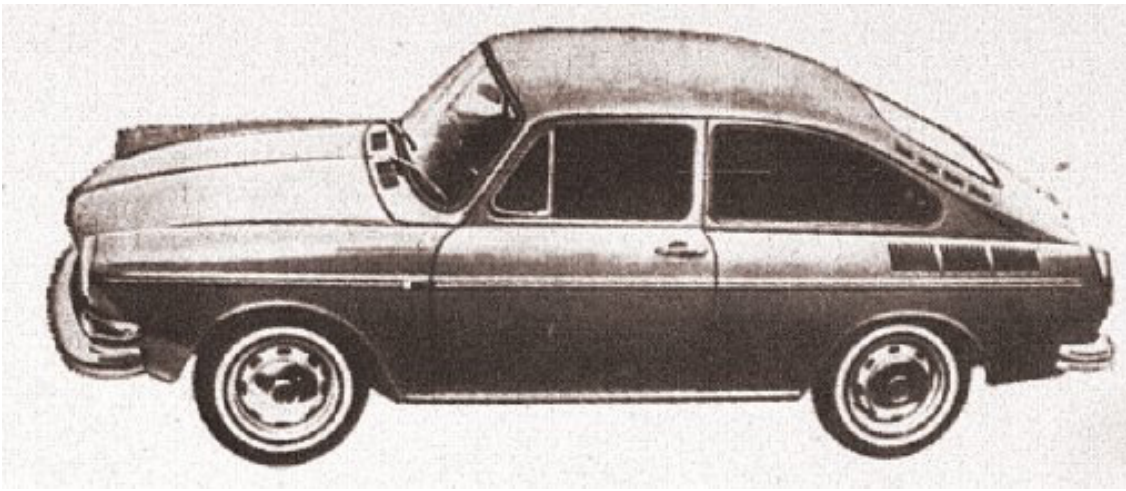
Buying four spare wheels is always better because it may save money next time you need a tyre or two.

Simply just swap them over.

Take this tip and you will never be stuck and you will save money.

Ashley Day.





Type 3 Volkswagens are hardy, refined.

The Sydney Morning Herald, Monday 19 July 1971

Vast improvements have been made to the comfort and safety of the latest Type Three series of cars from Volkswagen Australia Pty Ltd.

Models in this range - the Fastback, Halfback and Squareback - now have flow-through ventilation, easier to use seatbelts, a steering lock, towing hooks and many other new features.

All should appeal to that group of motorists who put Volkswagen's ruggedness and reliability ahead of engine power.

Apart from slots in the rear pillars for the extraction of state air from the interior of the car, the body styles are identical with the Type Two series released about 18 months ago.

My test model was the most sophisticated of all the Australian-built Volkswagens. It was the TLE Fastback automatic.

This car has electronic fuel injection instead of carburettors, and Borg-Warner's three-speed transmission with a floor selector.

The fuel injection system is one of the world's best and controlled by computer (a grey box containing more than 200 transistors, resistors, diodes and condensers). It senses engine fuel requirement for all driving and load conditions and maintains a fully controlled, and properly metered, flow of fuel and air to the cylinders.

This results in less fuel being used and less noxious exhaust emission.

I am told the computer, developed by Volkswagen and Robert Bosch of West Germany, is quite hardy. It can be replaced quickly and

inexpensively in the unlikely event of any fault occurring.

The computer is silent in operation, while the engine itself is mostly quiet except when too much throttle is applied in the lower gears.

Volkswagen's air-cooled engine of 1584cc is a fine piece of machinery and seems unburstable. It is rear-mounted and has a low compression ratio,

allowing it to operate on standard grade petrol.

The power - 65 bhp (42 kW) and 87 lb/ft (118 Nm) of torque - is transferred to the rear wheels through the smooth transmission.

The selector and console, now illuminated, is mounted on the floor between the two front bucket seats.

It is possible to manually choose the gears, but I found the automatic selection was efficient and less tiresome, especially when driving through the city.

The automatic changes in the lower gears occurred at 34 mph and 54 mph (55 and 87 km/h) but it was possible to hold them manually to 41 mph and 74 mph (66 and 119 km/h).

The worm and roller steering system was especially light, with only 2.3 turns needed to bring the wheel from lock to lock. However, the car's turning circle of 35.5ft (10.8 m) was unnecessarily large.

The steering retained its lightness and was fairly direct when the car was taken at a rapid pace over a winding mountain test course.

Most of the shock from deep pot-holes was eliminated by the excellent suspension which would obviously stand up to the severest punishment.

On sharp corners, the car developed a definite over-steering action which required considerable manipulation of the wheel to correct. Body sway was also apparent.

It performed well on the track, accelerating from a standing start to reach a marker peg a quarter of a mile away in 20.6 seconds.

The speedometer needle reached a true speed of 50 mph (80 km/h) in 12.7 sec.

Overtaking times in gears were also good. They were:

Second:
20 to 40 mph, 8.7 sec
30 to 50 mph, 8.3 sec
40 to 60 mph, 11.4 sec

DETAILS AT A GLANCE

PRICE: Locally manufactured, \$3,009.

PERFORMANCE: Maximum speeds in gears: Top, 83 mph; second, 74 mph; first, 41 mph. Standing quarter-mile, 20.6s. Fuel consumption during test, 26.8 mpg.

ENGINE: Horizontally opposed, rear-mounted, four-cylinder of 1,584cc, developing 65 bhp at 4,600 rpm and 87lb/ft torque at 3,200 rpm. Bore, 83mm; stroke, 69mm. Compression ratio, 7.5 to 1. Oil bath air-cleaner. Thermostatic controlled air cooling. Electronic fuel injection.

TRANSMISSION: Three-speed, automatic, floor selector. Hydro-dynamic torque converter.

BRAKES: Front discs and rear drums, with divided hydraulic circuits. Pedal pressure for 0.5g stop from 60 mph, 35lb.

STEERING: Positive worm and roller with hydraulic damper. Turning circle between kerbs of 35.5ft, with 2.3 turns of wheel from lock-to-lock.


BODY: Two-door, four to five-seater. Two good boots.

SUSPENSION: Independent, torsion bar and hydraulic dampers. Stabiliser, at front; semi-trailing arms, at rear.

DIMENSIONS: Length, 14ft 2.8in, width, 5ft 4.6in; wheelbase, 7ft 10in; tracks, 51.5in and 53in; kerb weight, 19cwt. Tyres, 600 x 15L tubeless. Petrol tank, 8.8 gals.

Fastback? Squareback? Halfback? Your beautiful decision

City
177 William Street
Phone 31 7003
Camperdown
Australia Street
Phone 519 6756
Fivedock
61 Parramatta Road
Phone 797 9322
St. Leonards
Cnr Herbert & Frederick
Street Phone 43 1355
Waitara
120 Pacific Highway
Phone 48 0261
Killara
684 Pacific Highway
Phone 498 8211
Bondi
90 Roscoe Street
Phone 30 1421

Lanock Motors 

LMR110

Top
30 to 50 mph, 12.9 sec
40 to 60 mph, 11.4 sec

The car averaged 26.8 mpg (10.5 L/100 km) of petrol during the test, which was excellent for an automatic. In less unusual conditions it would probably average about 30 mpg (9.4 L), allowing a touring range of 264 miles (425 km) with the 8.8 gal (40-litre) tank topped up.

The disc-drum brake system proved faultless after a series of gruelling tests.

The system stopped the car from 30 mph (48 km/h) in only 29ft (8.8 m), and from 60 mph (97 km/h) in 132ft (40.2 m).

Pressure on the brake pedal had to be increased from 35lb to 70lb (15.9 to 31.8 kg) during a series of 10 stops from 60mph, but the system retained its effectiveness.

The interior of the Fastback is attractive and tidy, with roomy seats and an uncomplicated instrument panel.

The floors are carpeted and the front bucket seats slip fore and aft, with the squabs tipping forward to provide access to the rear bench.

The instrument panel is dominated by three large circular dials, containing an electric clock, the speedometer-odometer-trip meter, and a cluster of gauges and lights for

fuel, oil, lights and indicators.

Two large circular vents are set in the centre of the panel for the flow-through ventilation system.

A day-night interior rear-view mirror and a vanity mirror behind the passenger's sun-visor have been added to the Type Three.

The glovebox can be locked with a key and both doors contain expanding map pockets.

A steering lock is incorporated in the ignition switch, while the headlights turn off automatically when the key is removed - a refinement which could save many drivers a flat battery.

The front lap and sash seatbelts clip into a fixed central console and are less prone to becoming entangled. This should encourage more people to wear them.

The car abounds with luggage space. The main boot is situated under the front bonnet, and there is a second compartment in the rear above the engine.

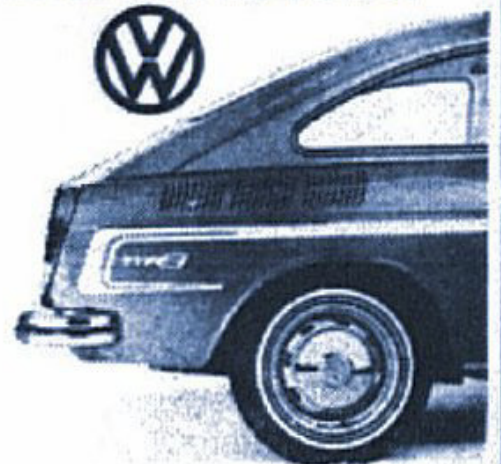
The car was made available for the test by Volkswagen Australia Pty Ltd., the distributor.

Phil Grose

Be a sport. Take a test drive.

City: 177 William St 31 7003
Bondi: Cnr. Gould & Roscoe Sts 30 3241
Camperdown: 9-11 Australia St 51 4741
Fivedock: 61-71 Parramatta Rd 797 9322
Killara: 684 Pacific Hghwy 498 8211
St. Leonards: 21 Herbert St 43 1355
Waitara: 120 Pacific Hghwy 48 0261

Lanock Motors



LMR139

Oscar's Scrapbook.

Lynden C Maxfield
March 6 at 2:49 PM · 🌐

Commer knocker truck with a load New Volkswagen Kombi's & Beetles off to a dealer... c1962
Photo: Simon Barnfield



👍 103 💬 9 comments ➦ 36 shares

👍 Like 💬 Comment ➦ Share



This fellow must have been very pleased to score these number plates.

Those terriers of the Round-Australia trials will be seen in their element on Sunday when the Volkswagen Club holds a mud scramble at Moorebank.

It will be held on the Moorebank motor cycle track, with practice at 10.30 am and three official runs each competitor to follow lunch.

Entry fee is 10/-. Inquiries to secretary Audrey Theile at JY9989.

Next meeting is on Wednesday night in the clubrooms at the Eden Park Service Station, Lane Cove Rd., North Ryde.

★ ★ ★

★ ★ ★

Coming events of the Volkswagen Club of NSW include a 200-mile Dusk to Midnight Trial on November 22 and a Christmas gymkhana and barbecue on December 14.



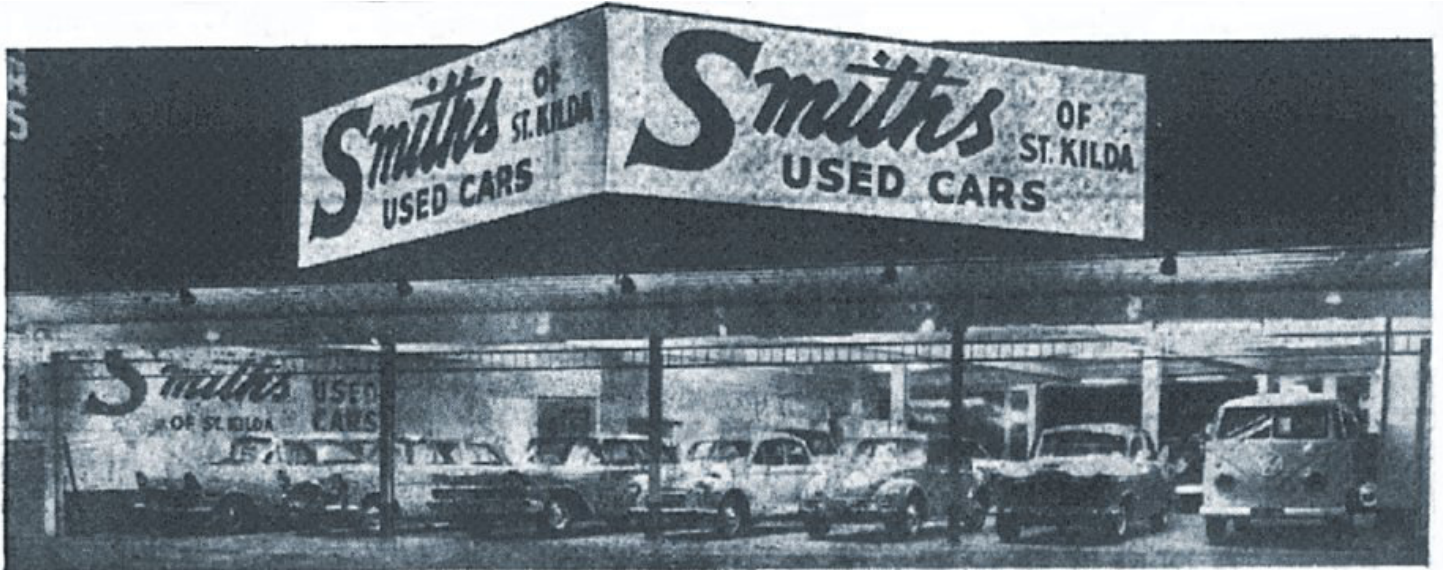
STREET MACHINE is at Mallala Motorsport Park.
April 22 at 8:40 AM · Mallala, SA · 🌐

Giggidy! Exacting replica of Bryan Thompson's VW fastback sports sedan, created by the OG builder, Peter Fowler. Basically a F5000 underneath. See it at Mallala All Historic this weekend



👍❤️ 679 💬 79 comments ➦ 95 shares

👍 Like 💬 Comment ➦ Share



OPENING SPECIALS AT NEW SMITH'S OF ST. KILDA DIVISION
366 HIGH STREET, ST. KILDA. TEL. 48 2154
(Between Inkerman Street and Carlisle Street) ask for Noel Robson, Manager.

 Lynden C Maxfield
3 d · 🌐
NZ



 Chris Burles
4 d · 🌐
VW Service Shop Christchurch 1984.

* * *
On Sunday week
Volkswagen Club has a
scramble at the Moore-
bank circuit.
Entrance to the track
is made by crossing
Liverpool bridge, turn-
ing into Epsom Rd.,
and then right into
Moorebank Ave.
* * *

 Lynden C Maxfield
6 d · 🌐
NZ



 Chris Burles
6 d · 🌐
Timaru circa 1960.

43 8 1

Like Comment Share

Every woman's
dream is that a man
will take her in his
arms, throw her
into bed and clean
the house while she
sleeps.



The late news.

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

The central bank building in Dublin was broken into by intruders last night. Police explained that they got in truder window.

Customers at Monte Carlo Pizzeria at Riverwood now have an easier selection, depending on their appetite. Their normal giant family pizza is cut into 12 pieces, but if the buyer is not very hungry they will just cut it into 8 slices.

A new workplace survey has determined that the longest-working professionals are bakers. It's because they knead the dough.

The funeral for the late Alf Golding, the man who wrote the Hokie Pokie song, was held in Liverpool yesterday. However it took much longer than expected to fit him into his coffin. First they put his left arm in...

A local troupe of young Sea Scouts had to be rescued today. Their tents sank.

A professional glass blower was rushed to hospital this afternoon. Instead of blowing the hot glass, he sucked. He ended up with a terrible pane in the stomach.

Wedding plans had to be cancelled in Ashfield today when a woman discovered her fiancé had a wooden leg. She decided to break it off.

The Royal family today released a statement on Meghan Markle's tragic car accident. It's scheduled for next month.

University Open Week began today with a helpful guide to the different faculties available. The Science graduate says 'WHY does it work?'; the Engineering graduate says 'HOW does it work?'; the Economics graduate says 'How MUCH will it cost?'; and the Arts graduate says 'Would you like FRIES with that?'

The head of mathematics at Macquarie University accidentally got a rubber stuck up his nose this morning. But before his assistants had called an ambulance, he had worked it out with a pencil.

There's a report that the managing director of Uncle Toby's Oats was drowned this morning in a bowl of muesli. Apparently he was pulled in by a strong currant.

Taronga Zoo will be conducting cooking classes for kids these school holidays. They'll be able to learn how to make jungle cheese on toast by putting it under the gorilla.

A man was arrested for assault in Garlo's pie shop at Kingsgrove yesterday. It seems the problem began when he rushed in, saying he was in a hurry - get me one pie, and step on it. So they did.

Clive Palmer visited his local doctor yesterday, walking in with a frog sitting on top of his head. The doctor was surprised and said "goodness me, how long have you had that there?" The frog said "well it started as a boil on my bottom..."

A man was rushed to hospital yesterday after being accidentally covered with gold paint. Doctors said he had a gilt complex.

Rugby league commentator Brad Fittler was very pleased with himself today when he finished a jigsaw puzzle. The box had said '4-6 years,' and it had only taken him six months.

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

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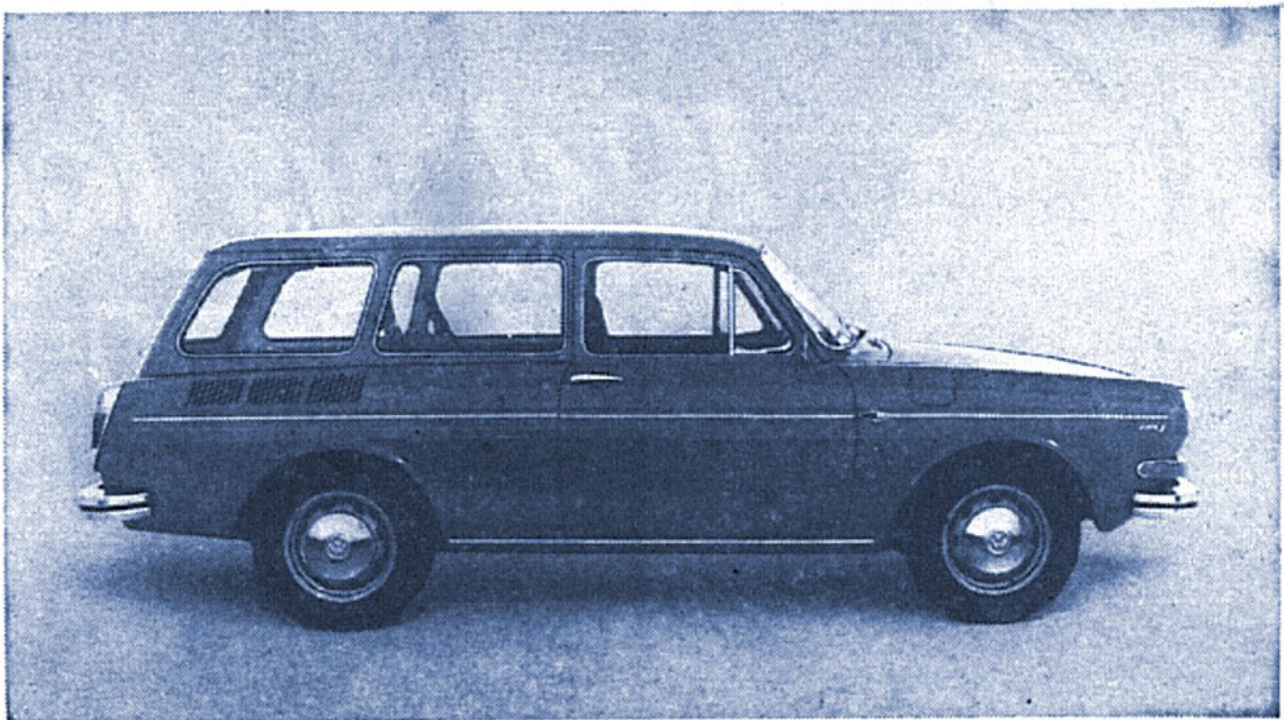
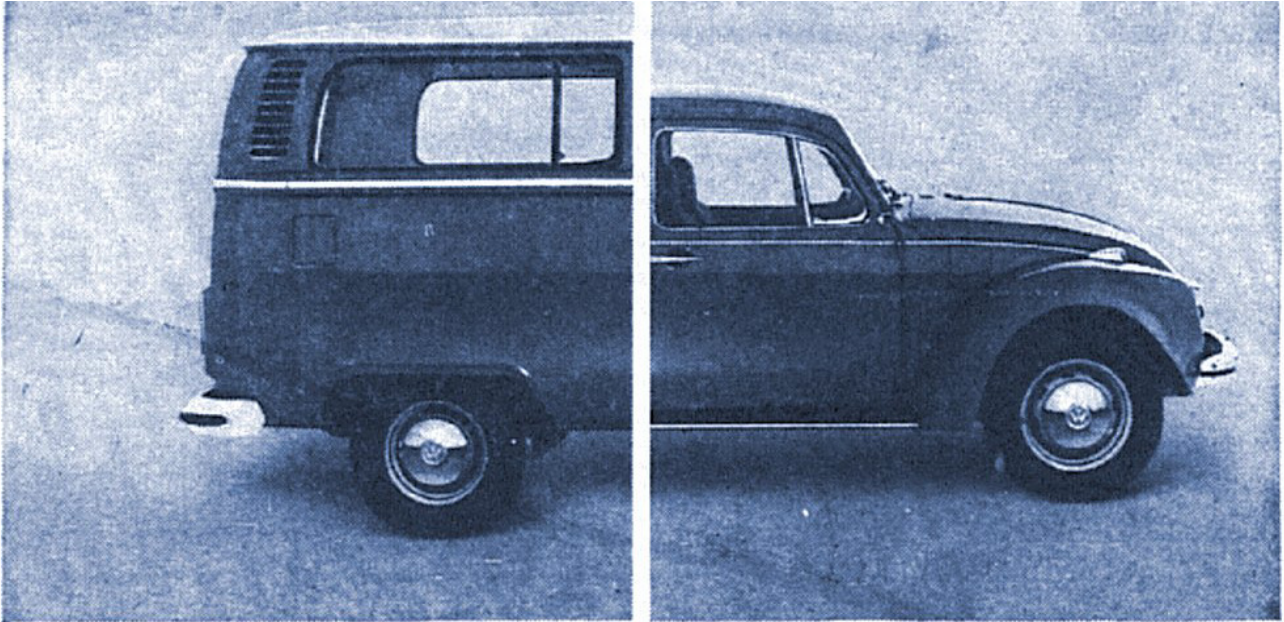
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