

Zeitschrift



Lee and Adam are married at last!

March 2024

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**Gerringong Motorfest
For the Love of Kombis
1972 VW Campmobile
More Ash articles**

**ACT Shannons Wheels
Camping in Europe
VW Golf sliding door
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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General Committee:	Danny Haynes Wayne Fenech	Mohammad Bamyia

Canberra Committee.

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

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.*



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



Date: Saturday 9th March 2024

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

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

Finishing: Kiama Light House, Kiama.

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

**For more Info. visit [FlatFour](#) on Facebook
and/or Phone [Kevin 0417 480905](tel:0417480905) or [Rod 0416 173859](tel:0416173859)**



SHOW 'n' SHINE



Sun 24th March 2024

Gates OPEN - 7.30am

\$10.00 Entry

BBQ / Raffles

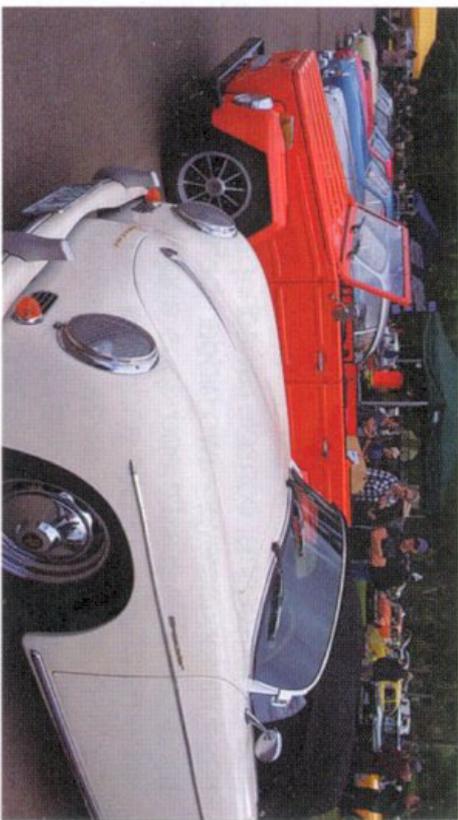
**Kelso Park North,
Softball Complex Milperra
Enter via Henry Lawson Drive**



Contact Stuart - 0418978155

Berry Blast From The Past

Sunday 7th April 2024 at the Berry Bowling Club



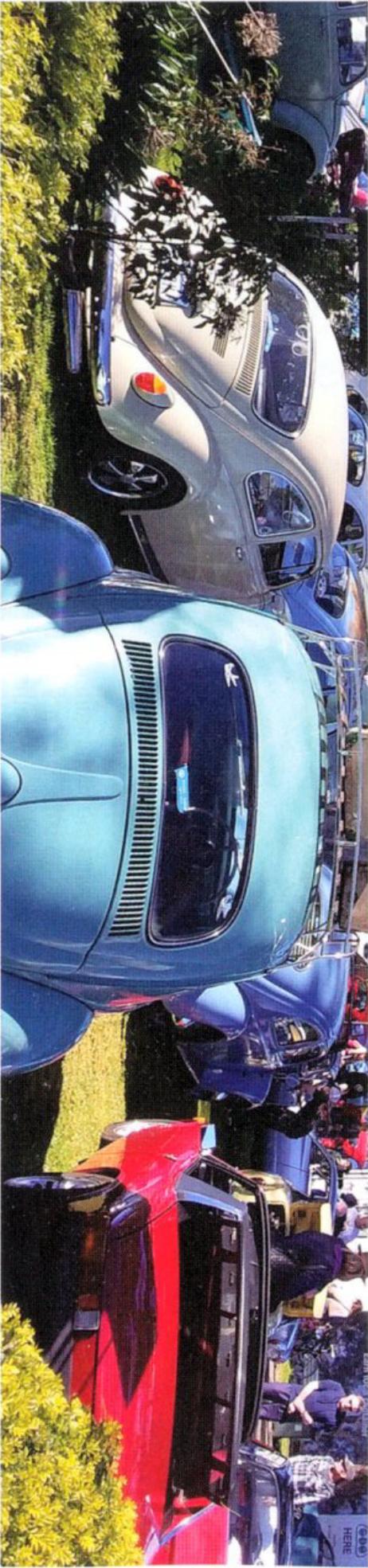
Vehicle entry is \$20 with gates open from 9AM

Gold coin donation for public entry

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

For more info please contact Dave Becker 0402003965

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





VW NATIONALS 2024

SATURDAY 25TH MAY 2024
CRUISE DAY

SUNDAY 26TH MAY 2024
SHOW DAY, FAIRFIELD CITY
SHOWGROUNDS



WWW.CLUBVW.ORG.AU

FOR DETAILS CONTACT LEE 0414 952 509



Von der Frau Präsidentin.

Hurra, Lee ist verheiratet! (Hooray Lee is married!)

While Lee and Adam are off on their honeymoon, here is a quick President's report.

This month marks 70 years exactly since the very first Volkswagens were sold in Australia. According to the SMH for Thursday 22 April 1954, the Volkswagen was listed on the registration records for the first time, for March 1954. 13 of them were sold that month - 9 in Victoria, 2 in Tasmania, and one each in NSW and SA. Congratulations to Volkswagen Australia on this unrecognised milestone.

We went to the Gerringong Motorfest last month, and our Canberra Chapter went to the Shannons Wheels car show in Queanbeyan. Reports and photos in this issue.

Unfortunately the Dubs By the Lake show had to be postponed (or cancelled?) Flat Four held their popular Lighthouse Cruise this month, but some of had to miss it - we were at Lee and Adam's wedding.

Later this month is Flat Four's Kelso Park getogether, and next month sees the popular Berry VW show hosted by the Shoalhaven VW Club. Hopefully the weather will be fine and sunny. Then we get into the VW Nationals!

It was sad to hear that one of our long-time members, Paul McKinley, passed away last month after a long period of ill health. Many of us knew Paul as a fanatical split-window kombi fan and regular swapmeet seller. He was at the club's very first get-together at Parramatta Park in 1985 and helped out on the committee in the early years. Paul had been a member all these years and only recently paid tribute to David Birchall after his passing last year. As Paul said, they will meet again in vintage Volkswagen heaven - hopefully they are enjoying beers together there now. Our thoughts are with Paul's family.

Short and sweet this month. Try to come along to our club meeting on Thursday 21st March, at the Strathfield Golf Club.

Lee Daines wird bald zurück sein! (Lee Daines will be back soon!)



Kanberra Kapitel report.

Greetings from Canberra,

The warm weather here in Canberra has been great for getting out in our special cars lately, with a couple of events held recently and ad-hoc coffee meetups happening.

We joined many other car clubs and enthusiasts at the annual Shannons Wheels Car Show in Queanbeyan on Sunday 17 Feb, with another huge number of cars in attendance. This year, the theme was 'Hot Hatches', with a number of great little cars on display to showcase the great automotive idea of a big-powered engine in a small hatch. Of

course, there were a few VWs in this group, as the VAG have produced many cars that fit this title. It was a great event and there is a report and photos later in this edition of Zeitschrift

The organisers of Canberra Cars and Coffee held their second event for 2024 on Sunday 25 February and once again over 400 cars turned up. Everyone was ready for the huge number of cars this time and many groups organised themselves and turned up early and in convoy, to ensure they got to park together. The VeeDubbers who attended took this route and many were able to arrive and park together, which always assists in making for a great display of our cars. Unfortunately, I couldn't get there this month and as such a report from the meet has not been created.

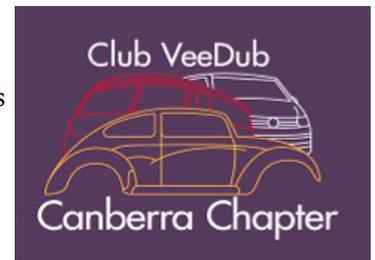
The next Coffee and Cars is planned for Sunday 24 March and once again we hope to get a lot of VeeDubs attending. Please keep an eye on our socials for further info and meet-up time.

As I mention each month, 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.

The AGM for the Canberra Chapter is planned for May, with details to be finalised and disseminated as soon as we can. We hope many of you will be able to come along and have your say in deciding the committee for the next twelve months. I'm still putting the call out to everyone to please consider joining the committee in 2024. There will be several positions vacated and without some volunteers stepping up, the future of the chapter may be affected. But don't worry - no-one will be voted in that doesn't volunteer.

Remember to keep an eye on our Facebook pages, as this is where most of our information is disseminated.

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.

March.

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.

Sunday 24th:- Flat Four VW Show and Shine at Kelso Park North Softball Complex, Henry Lawson Drive Milperra. Gates open 7:30am. \$10 entry. Join our friends from Flat Four for a fun day. Contact Stewart on 0418 978155.

April.

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.

Sunday 7th:- Berry Blast From the Past VW Show at Berry Bowling Club, 140 Queen St (the old highway), Berry. gates open 9am, vehicle entry \$20. Gold coin donation for public entry. People's Choice and Raffle Draw at 1pm. All proceeds to Can Assist cancer charity. Hosted by the Shoalhaven Volkswagen Club. Contact Dave Becker on 0402 003965 for more info.

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.

May.

Thursday 2nd:- Magazine Cut-off Date for articles, letters and For-Sales.

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

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

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.

Saturday 25th: VW Nationals Supercruise, organised by Euro Cruisers Australia. Details to be confirmed. Contact Paul Stewart on 0449 238234 for more info.

Sunday 26th: VW NATIONALS 2024 at Fairfield Showgrounds, Smithfield Rd Prarieewood. Our biggest VW show of the year is on again! 44 peer-judged categories, plus special

judged Concours and perpetual trophy categories. This year we introduce the David Birchall Trophy for car of the day. VW trader and market stands, new car display, swap meet, kids rides, music and entertainment, great food and drink, VW fun all day. Gates open 7:30am.

June.

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

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

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

Thursday 20th:- CLUB VW MONTHLY MEETING at the **Strathfield Golf Club**, 52 Weeroona Rd Strathfield. Get the latest VW news and views, plus VW socialising, drinks, raffles, trivia and plenty of prizes. Enjoy the Club's bistro and sports bar too. Lots of fun, all welcome. 7:30pm start.

Marktplatz.

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

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

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

New ads.



For Sale:- VW-000 number plates for sale (ACT – not NSW). I am certain someone in the club would like to purchase. \$5000. Please contact Martin Kass at queste70@gmail.com or phone 0416 272330.

For Sale:- I have an **old manual for 'VW all cars, new and revised edition, July, 1957'**, and was wondering if anyone in your club would be interested in purchasing this. Can send photos if required. Please contact David on 0438 603437 or email booths3@bigpond.com



For Sale:- I have an **antique VW pedal car** (for kids) and am trying to find someone who would appreciate it. I've not considered selling this previously and am still not certain I should. It's restorable but has so much character I've left it original. I guess the consolation is it would go to a good home? If you are interested, please contact Trevor on 0476 377913 or email baalbull@live.com.au thankyou.



For Sale:- 1972 15 millionth Super Bug S finished in Ruby Red with custom red/ grey interior trim. Vehicle is fitted with a 2 litre Type 4 VW engine with upright engine conversion and custom header system with working heaters, Porsche alloy wheels with a space saver spare wheel & tyre, front brake discs were new blanks and have been drilled and fitted with studs, Macpherson strut brace bar, Inertia reel seat belts fitted to front, 2 child seat restraints fitted to rear. Brandt alarm system, some LED lights, alloy running boards and many other unique features. Vehicle is a pleasure to drive with plenty of power and also stops well. Vehicle is unregistered and is sold as is. Inspection is available by appointment only. Price \$23,000 Contact Les in Taree on 0408 025845 or email lesbarlin@yahoo.com.au

For Sale:- I'd like to place 2x add for kombis I'm selling. First one being a 1970 lowlight from Picton Entertainment



(currently on Gumtree). The other a 1975 full body rebuild, repaint with all brand new seals, full new interior, powder-coated wheels, whitewall tyres. Looks absolutely stunning so far. 95% rebuilt just needs finishing off. A plethora of new parts as well as other miscellaneous parts. Please contact Garry Dover on 0428 354974 or email Gamado9591@gmail.com

For Sale:- I have two items for sale I would like to advertise:
A: 1600cc dual port, fully reco, late model case prepped with quality parts, run in on stand, tuned ready to fit, can see running or send video will fit all type 1 and 3 (with tin ware change) and early T2 built by VW specialist) buyer to organise any freight or pick up Sydney area \$6500
B: Complete OEM reco front calipers, including new hoses, bendix pads and hardware, for late T2 Kombi, acid dipped and clear coated professionally, all work recently completed,



Next Club Meeting:
Thursday
21 March.
7:30pm
Strathfield Golf Club.

cost 800 retail, suit the fussiest owner or concourse resto, absolute bargain, don't buy aftermarket or Brazil ones that leak for same price, reduced to sell, can send pictures, buyer to organise pick up \$450
For both phone George 0424 367303

For Sale:- Clearing out storage shed has been exhausting:
A: Dished set of standard wheels 4x130 Pcd, 2x restored (blasted and repainted satin black) 14x6 front rims with new 185/60x14 tyres and 2x 15x6 with 205/55x15 will need a touch up and tyres soon, but a great set of stance, use as is or freshen rears up to suit fronts, selling for tyres cost the lot \$150
B: EMPI style trigger shifter, works perfect just needs a polish \$50
Pick up only unless you go to club meeting . Phone Lee on 0424 296578



For Sale:- Not your ordinary VW Polo. 2018 model with special features, Alcantara seats, electric roof, plus the great normal items such as cruise control, Satellite Nav, sunroof, keyless push button start, etc. It's also got a few improvements - 18 inch rims with great rubber, a few improvements by Carbon Autohaus. Which further heightens the drive as well as brings a smile. The works can also be returned back to standard equipment. Contact Herman Oosterman (Toronto 2283) on 0419 959334 or email hermanval9@gmail.com

For Sale:- Hi, I have just been gifted this old **dual wheel buggy** from my late uncles estate (photo attached) and was wondering if you can give me any information about it and



what its current value is? I am thinking of either restoring it, or would possibly consider selling it. Please contact me if you are interested. Maree Coates 0404 107721 or email mecoates77@gmail.com

2nd Month ads.

For Sale: 1972 VW Superbug 1600S. 93945 miles, original car in very good condition. Body is clean and straight, no rust. Mechanically A1 (excellent), runs very well, Currently on club rego (not transferable). Keen to sell as working on another project. \$13000 ONO (open to offers). Contact Steve on 0429 660213 or email scatanzaritti2@bigpond.com



For Sale:- 2005 VW New Beetle Coupe / black / black interior. 5 speed manual, petrol engine. Rego YZU-611, expires 24 February 2024. 176,782 km on the clock. Gear box problem, won't engage. Slight damage to left side front guard. Left side

passenger door does not unlock and left side passenger window does not wind down (electric fault). Left side rear brake light has crack in it. Would be great for a restoration project! I'm

selling as not financially able to fix. \$2000. Car located at Lakes Entrance (Vic). Phone Kerrie on 0421 566407 or email mywednesdaynightgirls@gmail.com



For Sale:- Kombi Camper T2 1978. Needs TLC. White with pinstripe, Suncamper pop-top, Interior has camper fit-out. Centre fold-up table, Fridge, sink, swing-out LPG stove, Cupboards Fold-out Double bed. Single rust spot in roof around bolt of pop-top.

2.0-litre VW engine with 3-speed automatic. ODO reading 37970.

Service carried out by owner. Runs (rough)...has been

stored 2yrs. Has been registered on Historic Plates but my late

husband's membership has lapsed. Please contact Dan or Marilyn for further information:

djacobthatcher@yahoo.com.au

marliethatcher@yahoo.com.au or Mob:0425 253370.



For Sale:- 1954 oval window VW Beetle in parts all complete except original motor but has a motor to come with it. All under sprayed ready for paint. Located Bodalla south coast NSW Also he has some other beetles and parts Please contact Paul 0487 854323

Trades and services directory.

Trades and services directory.

AUSTRALIAN VW DUB PERFORMANCE Centre

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

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

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

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

Fax: (03) 9761-6216

Email: avwpc@vwperformance.com.au



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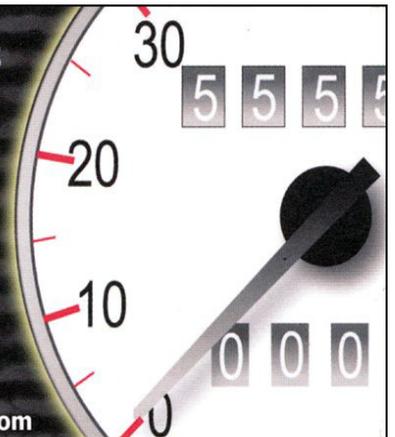
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Club Veedub Sydney Membership / Subscription Form. ✂

New Member: Renewal:

Name:

Address:

State: Postcode:

Email:

Phone: (BH)

(AH)

(Mob)

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

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

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

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Trades and services directory.

Club Veedub Merchandise

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Contact Adam Daines
0404 984 648
sales@clubvw.org.au



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



Club Veedub Sydney Membership / Subscription Form.

Please tell us about your Volkswagen(s):

Year	Model	Engine Size	Rego No.	Colour

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

**Club Veedub Sydney,
 PO Box 324
 Mortdale NSW 2223**

You will receive 12 issues.



2024 Polo details.

The 2024 Volkswagen Polo is available to order in Australia now, with first deliveries already arriving.

The Australian Model Year 2024 (MY24) Polo line-up has been slimmed to just three automatic models - 85TSI Life, 85TSI Style and GTI - with Volkswagen's axing of the base five-speed manual transmission 70TSI Life.

Prices have risen for the new model year by \$500 for the Life, \$1050 for the Style and \$700 for the GTI.

New for 2024 is the return of blind-spot monitoring, rear cross-traffic alert and proactive occupant protection safety systems to the Polo Style, after they were removed in late 2022 due to semiconductor shortages.

Meanwhile physical buttons have return to the steering wheel in the Polo GTI, replacing touch-sensitive controls criticised for being too easy to press accidentally, but also difficult to press accurately.

The Polo Life and Style make use of a 1.0-litre turbocharged three-cylinder petrol engine developing 85 kW and 200 Nm, paired with a seven-speed dual-clutch automatic transmission sending power to the front wheels.

The flagship Polo GTI features a 2.0-litre turbocharged four-cylinder petrol engine with 147 kW/320 Nm, matched with a six-speed dual-clutch automatic transmission sending power to the front wheels.

Standard exterior equipment on the entry-level Polo Life includes 15-inch alloy wheels, automatic LED headlights, and rain-sensing windscreen wipers.

Inside it features a 20.3-cm instrument display, a 20.3-cm infotainment touchscreen, wired Apple CarPlay and Android Auto connectivity, wireless smartphone charging,



and a manual air conditioning system.

Seven airbags, autonomous emergency braking with pedestrian and cyclist detection, lane-keep assist, cruise control, and a rear-view camera are standard on the entry-level Life.

For an extra \$1700, the optional Vision and Tech package adds wireless Apple CarPlay and Android Auto, satellite navigation, a 26-cm digital instrument cluster, adaptive cruise control, lane centring and voice control.

Moving up to the Polo Style adds 16-inch alloy wheels, matrix LED headlights, LED tail-lights with scrolling indicators, dual-zone climate control, adaptive cruise control, a 26-cm instrument display, semi-autonomous parking, blind-spot monitoring, rear cross-traffic alert,

and more.

The \$1700 Sound and Tech package adds wireless Apple CarPlay and Android Auto, satellite navigation, keyless entry and start, voice control, and a Beats sound system.

Alongside the increased performance of the Polo GTI, buyers also get GTI exterior and interior styling, metallic paint, sports suspension, and 18-inch alloy wheels.

On the inside, the GTI benefits from wireless Apple CarPlay and Android Auto connectivity, a sports steering wheel with shift paddles, sports seats with tartan-patterned upholstery, and satellite navigation.

Buyers can add a 23.4-cm infotainment screen and Beats sound system with the \$1500 Sound and Tech package on the Polo GTI. A panoramic sunroof is also available on the Polo Style and Polo GTI for \$1650.

The 2024 Volkswagen Polo can be seen at your Volkswagen dealer now.

2024 Volkswagen Polo Australian pricing

Polo 85TSI Life - \$29,490 (up \$500 for MY24)

Polo 85TSI Style - \$32,540 (up \$1050 for MY24)

Polo GTI - \$40,390 (up \$700 for MY24)

2024 Amarok pricing.

The 2024 Volkswagen Amarok will face price rises of up to \$3000 for orders placed this month to coincide with new equipment - including key safety technology previously absent from the cheapest model.

In the meantime Volkswagen is offering drive-away deals and five years of free servicing on run-out stock of four of the seven Amarok models - including the top-selling Style V6 diesel, which is available for about \$5000 off its list price.

Model Year 2024 Amarok utes - available to order from February 2024 - will be between \$2500 and \$3000 more expensive to offset increases in production and logistics costs, according to VW Australia.

It will coincide with the addition of blind-spot monitoring and rear cross-traffic alert to the entry-level Core - previously absent despite being standard on all versions of the Amarok's Ford Ranger twin under the skin.

The systems were also standard on all variants of the Isuzu D-Max and Mazda BT-50 - the former priced from \$30,000 in its most basic single-cab forms.



Golf R orders reopen.

The Volkswagen Golf R hot hatch is now available to order again in Australia after the handbrake was pulled close to a year ago amid stock shortages.

It follows record sales of Volkswagen R performance models in 2023 - up 264 per cent on the prior year to 5,499 deliveries - which has made Australia the number-one market globally for the T-Roc R and Tiguan R performance SUVs.

Customers can now freely order a Golf R - now available in hatchback form only as the wagon has been axed - after orders were paused in February 2023 due to high demand and production

All models will also now be fitted with an electronic trailer brake controller, previously a \$499 option. A towbar was already standard.

Volkswagen Australia says it has stock of the Core, Life and Style, and said late last year it has reduced wait times on the top-of-the-range PanAmericana and Aventura to between three and six months - though it is continuing to work on improving supply from the Ford factory in South Africa.

It has introduced a drive-away offer of \$72,990 on run-out Model Year 2023 (MY23) versions of the Style V6 - which is the single most popular variant, accounting for about 50 per cent of sales - after receiving a boost in stock.

It is said to represent a saving of about \$5000, depending on the state or territory of registration - and is in addition to a previously-announced offer of five years' free servicing, valued at \$1800.

Meanwhile drive-away offers on other MY23 Amaroks - \$54,990 drive-away for the Core, \$58,990 drive-away for the Life, and \$68,990 drive-away for the Style four-cylinder - previously valid until 31 December 2023 have been extended to 31 March 2024.

All of these models also include the MY23 Style V6's five years of free servicing.

"While we continue to work on meeting demand for the flagship PanAmericana and Aventura, the ability to deliver an even greater number of Styles with the V6 diesel engine is significant as we start the new year," VW Commercial Vehicles director Ryan Davies said in a media statement.

"Throughout the next three months these drive-away deals and servicing offers will continue alongside adjustments to the Amarok MY24 line-up."

2024 Volkswagen Amarok pricing:

- Core TDI405 single-turbo 4-cyl diesel - \$55,490 (up \$2500)
- Life TDI500 twin-turbo 4-cyl diesel - \$59,490 (up \$2500)
- Style TDI500 twin-turbo 4-cyl diesel - \$69,740 (up \$2750)
- Style TDI600 single-turbo V6 diesel - \$73,740 (up \$2750)
- PanAmericana TDI600 single-turbo V6 diesel - \$78,990 (up \$3000)
- Aventura TDI600 single-turbo V6 diesel - \$82,990 (up \$3000)
- Aventura TSI452 single-turbo 4-cyl petrol - \$82,990 (up \$3000)

slowdowns.

Just 37 Golf Rs were delivered in Australia in the first half of 2023, but as severe component shortages that throttled production early in the year eased, 309 examples were delivered in the second half of the year.

A batch of 50 Golf R 20 Years special editions were made available mid last year, priced from \$77,490 plus on-road costs - \$8500 more than the regular model at the time - but they sold out within 30 minutes of going on sale online.

Volkswagen Australia says "next deliveries of the Golf R are expected from June 2024."

It is now priced from \$70,590 plus on-road costs, \$3600 more than when orders were paused in February 2023 due to a series of price rises - some accompanied by extra equipment - last year.



The top-selling Volkswagen performance car in 2023 was the Tiguan R, with 2,227 deliveries - up from 284 in 2022 - buoyed by improved stock.

Production of the Tiguan R came to an end in recent weeks, though VW Australia says it is stockpiling vehicles to last until the second half of this year.

In second place last year was the T-Roc R with 1,846 sales - triple the 566 deliveries reported in 2022 - ahead of the Golf GTI with 693 deliveries (up from 370 in 2022), and the Polo GTI with 387 sales (up from 139 in 2022), all thanks to improved supply from the factories overseas.

Due in April 2024 is the large Touareg R plug-in hybrid performance SUV, for which VW Australia says it has received 500 expressions of interest since the price - \$129,990 plus on-road costs - was announced in December 2023.

No more GTI manuals.

The final Volkswagen Golf GTI hot hatch with a manual transmission is due to roll off the production line by the end of this year.

Plans to kill off the manual Golf GTI in all overseas markets - after it was dropped in Australia in 2018 - were announced by Volkswagen with the unveiling of a Golf GTI 380 special edition in the US last year, designed to farewell the three-pedal gearbox.

There were hopes the manual could be given a stay of execution after strict new Euro 7 emissions regulations were delayed from 2025 to 2030. These were attributed as the catalyst for the deletion of the manual GTI, which emits more CO2 than the dual-clutch auto version.

However Volkswagen has confirmed it is too late to back-track on its decision to make the facelifted version of its iconic hot hatch automatic only, as it was due for unveiling imminently.



"When we started with the development, there was no clear understanding at which point of time [Euro 7] will be released," Volkswagen technical development boss Kai Gruenitz told Automotive News Europe.

"At some point of time you have to start your development, otherwise you will not hit the timeline."

The executive said 95 per cent of Golf GTI buyers opted for the dual-clutch automatic in the current 'Mk8' Golf GTI, a similar take rate to what was seen in Australia when the manual was dropped in 2018 during the previous 'Mk7.5' model's run.

A manual transmission will remain available in base-model Golf hatchbacks in Europe, Mr Gruenitz said.

The facelifted Golf GTI for the 2025 model year was previewed at the Consumer Electronics Show (CES) in Las Vegas last week.

The updated Golf GTI is due to ditch the controversial touch-sensitive controls on the steering wheel in favour of traditional buttons.

A larger touchscreen with illuminated slider controls, new infotainment software, a ChatGPT-powered voice assistance system, and revised exterior styling are among the other changes planned for the facelift.

Latest Tayron revealed.

The new Volkswagen Tayron, intended to be the seven-seat successor to the Tiguan Allspace, has surfaced online early courtesy of Chinese government documents, previewing the design of VW's upcoming family SUV.



The Tayron has previously only been used for a larger twin to the Volkswagen Tiguan sold in China. However last year Volkswagen confirmed the Tayron nameplate would be adopted globally on a new SUV to replace the Tiguan Allspace, with the large SUV due in Australia no sooner than 2025.

The vehicle in these images is badged 'Tiguan L Pro,' but UK publication Autocar reports it is the Chinese name for what will be sold elsewhere as the Tayron.

Despite initially being expected to adopt a different design to the new five-seat Tiguan, the second-generation Tayron appears to look identical to its smaller sibling, sharing the same front end, mirrors and tail-light cluster.

Documents filed with China's Ministry of Industry and Information Technology show the Tiguan L Pro/Tayron measures 4735 mm long, 1859 mm wide and 1682 mm tall, or 1 mm longer, 20 mm wider and 6 mm lower than the outgoing Tiguan Allspace despite riding on the same 2791 mm wheelbase.

It is likely the Volkswagen Tayron will be sold in Australia with a 2.0-litre petrol engine, with a seven-speed dual-clutch automatic transmission - and possibly 48-volt mild-hybrid technology.

In Europe, the Tayron is expected to be offered with a choice of two plug-in hybrid systems, producing 150 kW and 200 kW respectively, both pairing electric motors with a turbocharged 1.5-litre four-cylinder petrol engine.

An electric-only driving range of more than 100 km is being targeted, as well as DC fast-charging for quick top-ups at public charging stations.

As previously reported, Australian-delivered examples of the Volkswagen Tayron are planned to be built in Wolfsburg, Germany - not Mexico or China like left-hand-drive versions of the SUV for other markets. The normal Tiguan is built at Wolfsburg.

The Volkswagen Tayron is expected to arrive in Australia in 2025 - or later - with local specifications due to be revealed closer to its launch.

VW with ChatGPT.

Volkswagen has announced its future vehicles will be equipped with ChatGPT technology - giving its infotainment systems a new level of artificial intelligence software.

At the 2024 Consumer Electronics Show (CES) in Las Vegas, Volkswagen unveiled a pre-production, camouflaged version of the facelifted Golf GTI hot hatch, with ChatGPT software integrated in the car's infotainment system.



Volkswagen claims it is the "first volume manufacturer" to use ChatGPT in its cars - though last year fellow German car giant Mercedes-Benz launched a 'beta' trial of the technology in certain models.

VW says ChatGPT is being implemented within its 'IDA' voice assistant software, with in-house VW-designed parts of the system controlling vehicle functions such as air conditioning and the sunroof, while the AI can answer general knowledge questions.

While Volkswagen's own voice assistant technology will continue to be activated by saying "Hello IDA" or pressing a steering wheel button, the vehicle designates which commands can be handled by its own systems or is a task better suited to ChatGPT.

From a security perspective, Volkswagen has assured potential future users that ChatGPT will not access vehicle data, while any questions asked of and answered by the technology are immediately deleted.

The German car-maker says ChatGPT will roll out in certain new models - such as the updated Golf, Tiguan, ID.4 and ID.5 - from the second quarter of 2024 (April to June), though it is not yet clear when the technology will come to Australia.

Just what do you think you are doing, Dave?

Old Amarok continues.

While Australia and Europe switched to the second-generation Ford Ranger-based Amarok in 2023, the original 2010 model remains in production in Pacheco, Argentina for sale in Central America, the Caribbean and South America.

The original Amarok is due to receive a significant facelift in South America this year, where it remains on sale instead of the new Ford-based model.

Among the upgrades will be key features conspicuously absent from the original Amarok sold in Australia, including a widescreen digital instrument cluster, more modern infotainment software, a suite of advanced safety technology, and more airbags.

There is no chance of the upgraded model returning to Australia, as the original does not meet new side-impact crash safety regulations that came into force for utes from November 2022.

It is reportedly designed to keep the 2010-vintage ute fresh for another 10 years, by which

time - 2034 - it will be 24 years old, and likely one of the oldest new vehicles on sale anywhere in the world.

Volkswagen executives in South America say it would not be feasible to build the new Amarok in one of its factories - and producing it in a Ford factory instead would threaten the future of VW's General Pacheco (Argentina) plant, given it only manufactures one other model - the Taos mid-sized SUV.

The Ford Ranger for South America is made in Argentina, while the new Ford-based Amarok is produced for global markets in a Ford factory in South Africa.

"Our Pacheco plant would be affected, which today produces two models - Amarok and Taos [a small SUV] - and would lose one if Ford manufactured the new Amarok for South America," VW Argentina product and sales planning manager Francesco Pecchia said.

"This would have greatly complicated the operation of our plant, with idle capacities and greatly complicating the viability of the business. It didn't seem like a good alternative to us."

To fill the gap, Volkswagen will treat the original Amarok to a significant upgrade with technology and safety features absent from the current model, but already fitted to the Toyota HiLux, Ford Ranger, new Amarok and other top-selling utes.

However, it will not be an all-new vehicle, and will retain the core body shell and dimensions of the vehicle introduced in 2010.

A leaked image published shows the updated ute will adopt styling broadly inspired by its Ford-based successor - as well as VW passenger cars and SUVs, including the T-Roc and overseas-market Taos small SUVs.

The restyled front fascia includes new headlights, grille and bumper, while spy photos show there will also be changes to the tail-lights, and it will adopt Volkswagen's newest logo design.

Even more significant changes are due inside, where reports claim it will adopt a 25.5-cm widescreen digital instrument cluster, a larger infotainment touchscreen with new software, and a restyled steering wheel, all from the Taos SUV built in the same Pacheco factory.

It is a considerable upgrade over the existing model, which has a small 16-cm touchscreen, and analogue instruments with a small digital screen between the dials.

Volkswagen is also preparing to add "more airbags," but it does not state where these will be added - and how many - but it could finally introduce curtain-airbag protection for rear passengers, which has been absent since the original





Amarok was introduced 13 years ago.

A suite of advanced safety technology is due to be added, including autonomous emergency braking (AEB) and adaptive cruise control - which were never available on the first-generation vehicle during its run in Australia, and didn't come to local showrooms until the new Ford-based model.

The Amarok was the second-last ute in the class in Australia to add AEB, ahead of the LDV T60 - which still lacks the technology - but behind the 38-year-old Toyota LandCruiser 70 Series workhorse, which gained the feature in November 2022, months ahead of the arrival of the new Amarok.

It remains to be seen if there are any structural upgrades planned to coincide with the advanced safety features and additional airbags.

South America's independent safety testing body - known as Latin NCAP - has less stringent protocols than those of Australia's ANCAP and Europe's Euro NCAP.

No changes to the engine range are expected, with a choice of 2.0-litre four-cylinder and 3.0-litre V6 turbo-diesels - both VW-designed engines - with two- or four-wheel drive, and six-speed manual or eight-speed automatic transmissions, depending on the engine.

Volkswagen says 40 per cent of sales in Argentina are V6 versions - and the larger engine is now the only one sold in Brazil, as the 2.0-litre four-cylinder no longer meets emissions regulations in that market.

In Australia, the V6 accounted for up to 90 per cent of original Volkswagen Amarok sales late in its life.

The updated 2024 Volkswagen Amarok for South America is due to be unveiled soon, ahead of showroom arrivals close to the middle of the year.

Despite its age, the current model is the second-best selling pick-up in Argentina, fighting for the top spot with the Toyota HiLux.

Porsche wins 2024 Bathurst 12-Hour.

Australian racer Matt Campbell led Porsche to a solid victory in the 2024 Repco Bathurst 12 Hour, run on Sunday 18 February.

The Queenslander took the chequered flag in a 4.2-litre Manthey EMA Porsche 911 GT3 R (992) he shared with Belgian veteran Laurens Vanthoor and Turkey's Ayhan Guven, who won the race at his first attempt.

The crew overcame tricky wet weather, pit-lane penalties and late-race safety cars that threatened to derail it on what Campbell said was a "tough day."

"That feels awesome," he said. "We were always running out the front. It wasn't easy in mixed conditions. We got there in the end." The winning Porsche completed 275 laps (1708.575 km) in the 12 hours, the shortest distance since 2018 due to the rain and numerous safety car periods.

The enduro started in darkness at 5.45am and attracted a crowd of 47,333 people - the second highest in the history of the event.

The Porsche had begun the race from 4th on the grid, behind the pole-sitting BMW M4 FT3 of Van Der Linde, and the two Mercedes-AMG GT3s of Broc Feeney, and Mario Engel.

Three-time winner Jules Gounon finished second in a Mercedes-AMG shared with Luca Stolz and Aussie businessman Kenny Habul, just 2.6 seconds in arrears after the safety car closed up the field in the closing stages.

Audi took third with a 5.2-litre V10 R8 LMS shared by Kelvin van der Linde, Christopher Haase and Australian GT champion Liam Talbot, another 1.1 sec further back. 8 cars finished the race on the same lap.



The Bathurst 12-Hour was first run for Series Production Cars in 1991 and was moved to Eastern Creek in 1995 before being discontinued. It was revived and returned to Bathurst in 2007, again for Series Production Cars, but from 2011 GT3 and GT cars were allowed.

This year's victory was both the second for Porsche and the second for Matt Campbell, after their earlier victory in 2019. As for other VW Group wins, the Audi R8 has won in 2011, 2012 and 2018, and the Bentley Continental GT3 won in 2020.

The race was not run in 2021 due to the covid pandemic.

This year's race had 29 starters across five categories, and featured four Audi R8s, three Porsche 911 GT3Rs and one Lamborghini Huracan GT3.



Gerringong Motorfest.

Our club was recently invited to the Gerringong Motorfest, organised by the local Lions Club to raise money for charity. This year it was the Childhood Cancer Research Foundation.

We've been to this show a number of times in the past, as our David Birchall was good mates with the Lions Club's Keith Watson. Last year's Motorfest was one of Dave's last shows before he passed away, so we felt it was important to continue on.

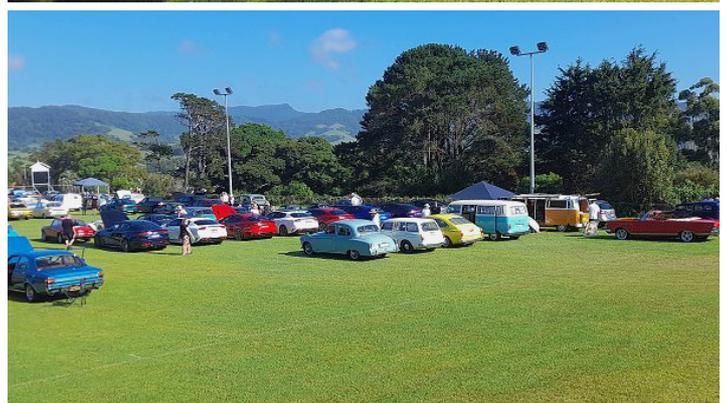
Around six VWs met up at McDonalds Heathcote from 7am, in time for coffees or a snack before we departed at 7:30. After a steady, leisurely 90 km/h Passat-led cruise we arrived in Gerringong about an hour and 20 minutes later. We were directed to park together on the grassy field, where our space was marked out.

The show covered both the grass hockey field where we were, as well as the larger football field adjacent. It was a great collection of cars of all makes and models on a gorgeous sunny day. The main street also held their market day, so there was plenty to see in all the trash n treasure stalls.

There were a few other VWs parked around the field as well, owned by locals or members of other clubs. There were three in a line from our friends at the Shoalhaven club. All the VWs on show were air-coolers (except our Passat) - no other watercoolers turned up.

The day got hot and many of the cars headed off home well before the trophy presentation at 1pm - not sure if any VWs won prizes. It was a good turnout of all makes and models but probably still not as big as it was before the pandemic.

Thank you to the Gerringong Lions for putting on another excellent show. Hopefully we can get a lot more VWs coming along next year.





From the Attorney-General.

The Hon Mark Dreyfus KC MP
8 January 2024

Media Release

It is now unlawful to perform the Nazi salute in public or to publicly display, or trade in, Nazi hate symbols, with the Albanese Government's landmark legislation coming into force today (Monday, 8 January).

The new laws also ensure that glorifying and praising acts of terrorism are criminal offences under Commonwealth law.

The passage of the Counter-Terrorism Legislation Amendment (Prohibited Hate Symbols and Other Measures) Bill 2023 through the Federal Parliament last month sent a clear message: there is no place in Australia for acts and symbols that glorify the horrors of the Holocaust and terrorist acts.

This is the first legislation of its kind and will ensure no one in Australia will be allowed to glorify or profit from acts and symbols that celebrate the Nazis and their evil ideology.

www.ministers.ag.gov.au/media-centre/nazi-salute-and-hate-symbols-now-outlawed-08-01-2024

Nazi Militaria ban.

As of the 8th of January it is now an offence to buy, deal in, barter, swap, sell or trade in anyway, giving credit, in anything that has anything to do with Nazi Germany - particularly the straight-arm Hitler salute and the swastika logo.

You can't get money for it, you can't even post it. You cannot make a financial gain.

It's all now illegal. It's not illegal to own it, and technically stuff can be given away.

But it's also now illegal to display anything with the Nazi symbol.

You can keep it you just can't do anything with it.

People selling will be charged as well as the people buying with 12 months in prison each.

Even photographs could land you in prison.

You could also be claimed as a terrorist. You could

ATTORNEY-GENERAL LAUNCHES FEDERAL BILL

NAZI SYMBOLS BAN

PETER KOHN

THE federal government will introduce legislation next week criminalising public displays of key Nazi symbols and banning trade in memorabilia featuring them.

Attorney-General Mark Dreyfus stated, "There is no place in Australia for symbols that glorify the horrors of the Holocaust, and there is no place for those who seek to profit from the trade in these evil symbols or use them to promote their hatred."

The bans, carrying penalties of up to 12 months' imprisonment, outlaw displays of flags, armbands, T-shirts and insignias and online use of these symbols. Exemptions apply for artistic and academic usage.

The legislation "is a product of careful consideration and consultation, including with law enforcement and with those targeted by this hatred", said Dreyfus.

On how the federal law would integrate with legislation in Victoria, NSW and potentially other jurisdictions, Dreyfus told *The AIN* it would mesh with



Macnamara MP Josh Burns (left) and Attorney-General Mark Dreyfus at the Melbourne Holocaust Museum.

"should be viewed as a start rather than the end of a process".

The legislation does not deal with Nazi salutes, as "state and territory criminal law is the best place to deal with what is essentially street activity", he said.

Macnamara MP Josh Burns

iting salutes "will leave a gap that will need to be filled by state and territory legislation".

Australia/Israel & Jewish Affairs Council (AIJAC) director of community & international affairs Jeremy Jones described the new laws as "welcome steps in

lose your passport. If are a dual national you could be deported.

You could be rejected from visiting other countries, especially America.

Those are the laws as they stand.

Can you send the stuff overseas?

If you get caught it's the same.

I understand the reasons behind the new law. But how far does it go?

Some collectors have some Nazi coins or stamps in their collections. Just last month I was talking about how collectable WW2 German jerrycans are.

Will you still be able to buy and make Airfix plastic models of WW2 German tanks, ships, trucks and planes? Can you still build and fly radio-controlled model Messerschmitts or Heinkels?

Are aircraft museums such as HARS or Temora allowed to display or fly WW2 German aircraft? Can car museums display any German vehicles before 1945?

The War Memorial in Canberra has lots of captured German materiel, large and small, mostly from the African campaign where Aussie soldiers fought them. Guns, shells, helmets, uniforms, diaries, documents, maps, flags, medals – and of course a captured and restored Kubelwagen.

Are war movies featuring WW2 Nazis now illegal to show? If I trade you a DVD of Saving Private Ryan, or The Battle of Britain, or Sink The Bismarck, are we both breaking the law? If the Randwick Ritz screens Wolfgang Peterson's

classic 1981 U-boat movie *Das Boot* (which they did last month), are they and everyone in the theatre breaking the law?

Every council and state library in the country would have books on Hitler and WW2. Our club library has several books on WW2-era VWs, and books on VW history prior to 1945. Are these now illegal too? Can we no longer publish articles on WW2-era and earlier Volkswagens? What about on the pre-war Auto Union grand prix cars?

I don't know, but there goes my dream of ever owning a Volkswagen Kubelwagen.

I believe it would be now illegal to even show one at a Volkswagen show.

I don't even want to show you a picture of a Kubelwagen as that's now supposedly illegal.

How strange is that?

If you have a Kubelwagen, it's now illegal to do anything with it as it may offend someone.

You can't even carry one on a car trailer.

Ashley Day.

(Note - exemptions to the legislation apply for 'artistic and academic use' - Ed.)

It's a small world.

I've always said, it's a small world when it comes to Volkswagens and it's even smaller when you play with Porsches.

How small is it?

In NSW you are looking at about 1,500 die hard Volkswagen fanatics, much less when talking Porsche, maybe around 400 people?

Victoria has a few more than NSW, as it is the capital of Australia for old cars and that's where the VW factory was in the '60s and '70s.

Add in Queensland, South Australia and the rest of the country and maybe you have 7,000-8,000 Volkswagen enthusiasts.

I'm thinking of both air- and water-cooled VW enthusiasts. Most people who buy new or late-model VWs aren't enthusiasts, they're just buying an appliance. That's why they don't wave back when you wave at them.

Porsche numbers may be as low as 2,000 dedicated enthusiasts?

These numbers aren't factual, only a good guess, you may disagree with me?

Now, you're not going to meet or remember everyone, but over the years you will meet most of the major players.

Many times you might buy a car that someone you know used to own, from someone else, or you may even sell a car and end up getting it back from a totally different person later.

This is true, you can easily own the same car twice.

Don't be too concerned if you can't please everyone but at the same time you don't want to mess too many people around, because we all like to talk and word gets around in our small VW world.

And talk we do, the grapevine is still alive, probably more so than ever.

Add on top of that, Chinese whispers that may distort

things.

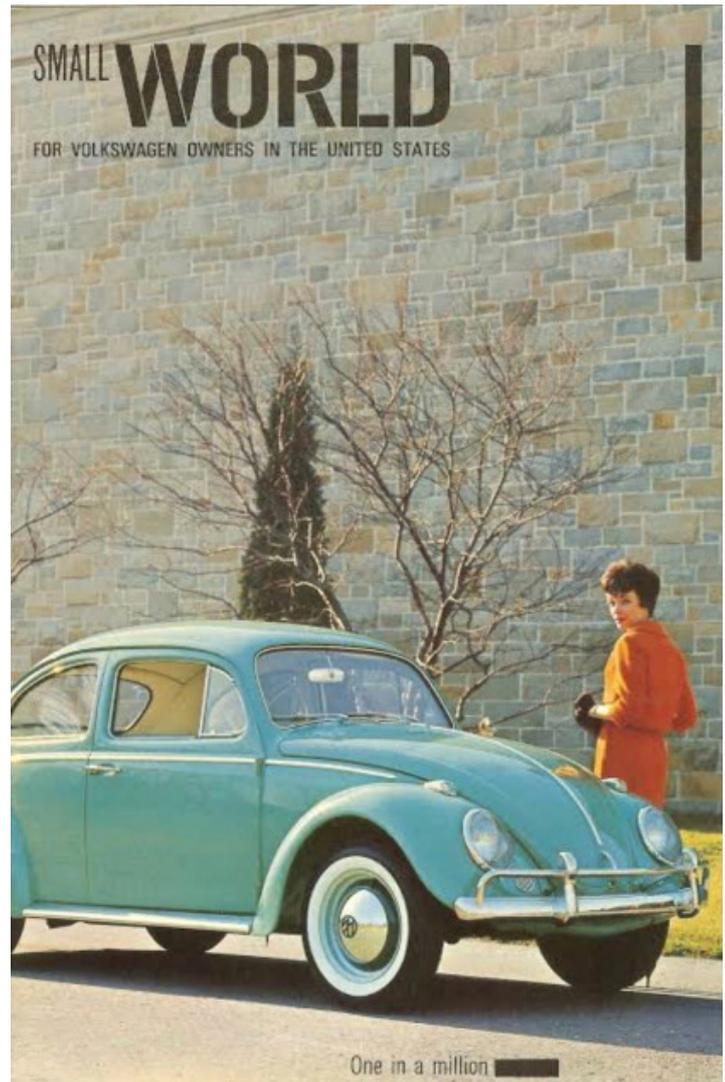
So remember when restoring or dealing in old Volkswagens and Porsches, the market is very limited.

On a brighter note, it's good to see a new generation of enthusiasts coming through to replace people that aren't around anymore. Younger people (say under 25) do tend to want modern VWs rather than old air-coolers.

So let's say around 8,000 vintage Volkswagen fans Australia wide, how many of those do you think have \$250,000 for a nice alpine Kombi?

Probably only a handful of us, even though it might be worth it.

That's just an example, you can work backwards through the models from there.



For example, how many people buy \$50,000 oval window beetles, or \$60,000 for Karmann Ghias?

Not many, especially these days.

Even though it's a small world, it's important to remember that \$20,000 Beetles, Type 3s and Kombis change hands all the time.

This should be your target market.

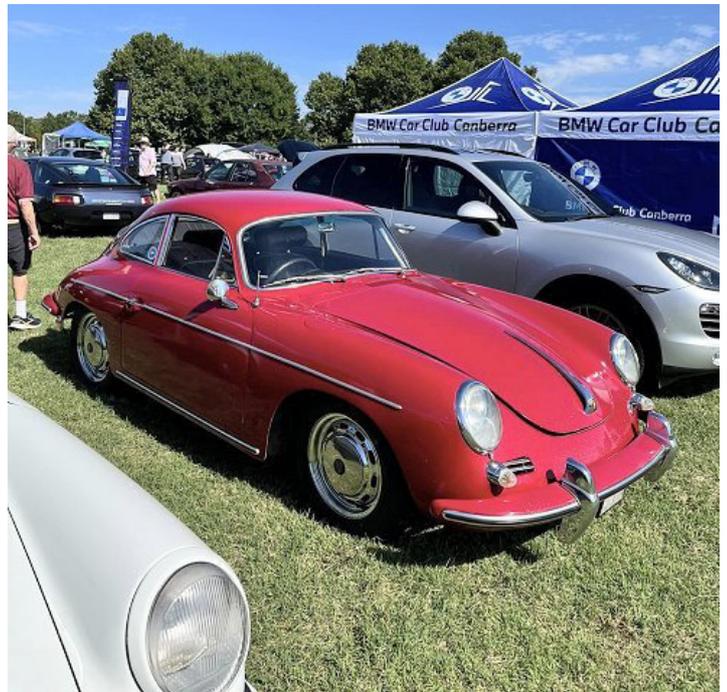
Ashley Day.



ACT Shannons Wheels Car Show.

The annual Shannons Wheels Car Show was held on Sunday 18 Feb 24 at the Queanbeyan Showgrounds. As well as the car show, the monthly Queanbeyan Markets were also being held at the showgrounds, which gave the public two great reasons to come down and enjoy their Sunday morning in glorious February weather.

Each year, the ACT Council of Motor Clubs requests that a local car club organise the show on their behalf (picking up the tab on any costs) due to not having the manpower within the council. Whilst this is a great way to share the love, it also means that each year the show is run with slight differences and the layout is always changing. This year the Alfa Romeo clubs (there's two of them here in Canberra) got together to coordinate things and all in all did a great job. With a few restrictions imposed upon them due to expected



traffic conditions with the two events being held, attendees had to follow new routes in and out of the showgrounds to minimise potential pedestrian / vehicle conflict.

Club VeeDub were given ample space to set up the club marquee and display our vehicles, with nearly twenty cars in attendance. This year the Kombis were the best represented model on display, with only one Karman Ghia and no late model water-pumpers. Having said that, the show's theme this year was "Hot Hatches" and a couple of Golfs and a Scirocco





were displayed in that area. Beetles made up the rest of our numbers and of course, the Volks-Rod on loan from Steve Penrose was once again a major drawcard.

The Split Window SC Kombi with Subaru power was another very popular car, with the owner taking many questions and explaining the work involved to many interested observers. Not only is the transplant a very well engineered example, the overall quality of the restoration of this Kombi is exceptional.

Another very nice Split Window Bus was on display that deserved the attention it got, too. The quality of this restoration is outstanding and the finished result is beautiful. Attention to detail is fantastic and everything about this bus was just right. We hope to see it at many future events and shows.



Thanks to the temperature and sunshine, the marquee was a very popular spot for our members. We had a number of back issues of Zeitschrift on display as an example of one of the benefits of being a club member, which proved very popular and many asking if they could buy a magazine. Unfortunately these were my personal copies and not for sale - hopefully I'll get the few missing ones back soon.....



The number of cars on display was impressive - it is amazing what comes out of the woodwork at these events. Most marques were well represented and the quality of cars in Canberra and surrounds seems to be getting better all the time. It would be hard to pick the best car there; however I was happy to see two of my favourites were in attendance - Jaguar E Type (5) and a Citroen DS23 "The Goddess".

With Hot Hatches being the theme for this year, some very nice cars made up this display. The winning Hot Hatch was a very nice Peugeot 205 GTi.

Overall, another great day out with fellow car enthusiasts. Thanks to all those that came along with their VeeDubs and we look forward to seeing you all at the next event.

Willie.



For the Love of Kombis.

On the 10 February the Iris Foundation held its first annual 'For the Love of Kombis' event at Norah Head Sporties Club.

The Iris Foundation is a Central Coast charitable organisation which facilitates & supports awareness campaigns, delivers community programs & develops partnerships which enhance connections, improve well-being, build resilience and hope to reduce the risk of suicide.

I left Sydney early on the Saturday morning and took the road less travelled and drove via the Berowra Waters ferry and the old Pacific Highway all the way to Gosford (so no to highways) there was some drizzly rain in the morning in Sydney but the sun was shining down on there Cenny Coast.

The event started with Kombis parking up on the field behind the club (old coin donation) at midday and the event then open to the public at 2pm. What a fun day had at this



charity event where the Kombi kindness shone through raising nearly \$4,000.00. A raffle was organised with many great prizes won by the Kombi owners and public. The club donated a BBQ lunch for all Kombi owners which went down a treat considering i did not take any food (I only had amber liquids). Several Club Vee Dub members attended which was good to see that our members made the effort to support this charity



The event finished later in the afternoon and several Kombis made their way home, others took advantage of the clubs hospitality and ventured inside for meal and a cold refreshment or two.

Many of the Kombi owners camped overnight at the back of the club and so after dinner, we lit a fire and sat around talking all things Kombi / VW. The club also put on a





firework display.

This event is going to be run annually, so keep an eye on the calendar and lets get more members turning up in next years event.

Giddy Up!

Kylie Rayner

7 Months Camping In Europe.

The Australian Women's Weekly, 29 May 1963

Who's for a trip around Europe? Anyone can go. All you need is the time, the money, and the organisation to have the fun of a lifetime.

So it seemed to Ian White and David Wheeler, both young men of Sydney. They decided that if their 16,500-mile (25,800 km) European trip was to be a success they'd have to plan it properly.

Here is how they did it: "The first thing we decided," said Ian, "was that if we were travelling all that way we would need at least seven months to really see Europe.

"And if we were going to see it we wouldn't be able to work over there. It would be a waste of time to be anchored in one place."

So, instead of rushing off with the bare minimum of funds, they decided to wait, work (they are both in stockbrokers' offices), and save for a couple of years.

Their next step was to decide what exactly they wanted to see and do in Europe and when would be the best time to do it.

"Skiing and motor-racing," said Ian, "are our interests, and we wanted to combine both of them on this trip.

"That meant we had to start the tour in the European winter and carry on through the spring and summer, when the big motor rallies are held.

Plan for skiing and car-racing

"So we planned an itinerary whereby we would ski in Austria in the winter, tour the warmer countries - Italy, Spain, and Portugal - during the colder weather, and then be in the right place at the right time to see the famous motor races - Monte Carlo for the Grand Prix, Nurburgring for the German Grand Prix, and Le Mans for the 24-hour race."

Such a long, comprehensive trip would cost a small fortune if they stayed in hotels or pensions. Though not completely 'roughing it,' they decided to cut travelling costs by:

- o Buying a car, for resale after the seven months' travel, which would be large enough to carry camping gear and in which they could sleep comfortably.

- o Staying exclusively in the organised camping grounds which are found throughout Western Europe.

"We bought our Volkswagen minibus in Germany," said Ian, "which was cheaper than buying it anywhere else.

"We chose it because it was economical to run and because there is no trouble procuring spare parts for it anywhere throughout Europe should it break down."

Big saving by camping out

After the seven months' wear and tear and travel, the mini-bus was resold at a loss of £75 sterling to each of the boys.

"This might sound a lot," said Ian, "but it still worked out cheaper than hiring a car for that length of time."

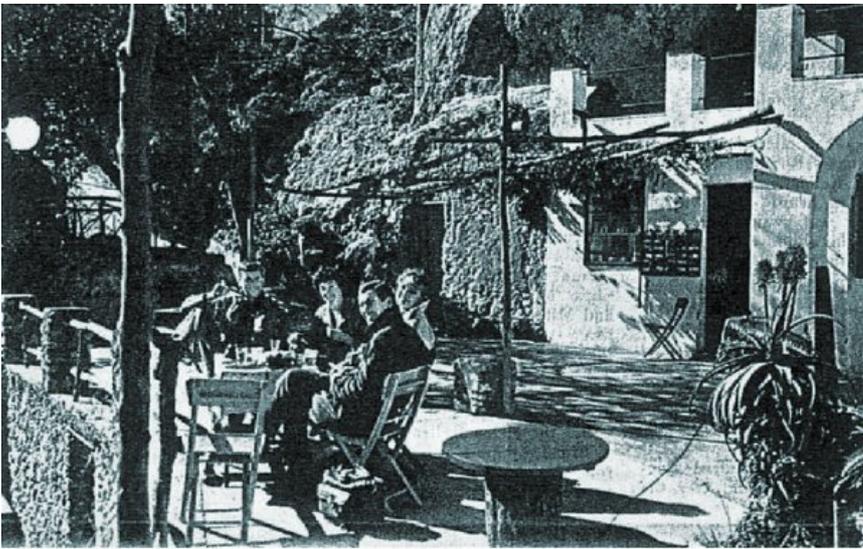
And camping was definitely a money-saver, they found. "It usually cost us between 1/- and 2/6 each a night," said Ian. "And sometimes the facilities were first-rate."

Good camping gear was important if they were going to enjoy their seven months. They decided to buy most of it in Holland, where the quality and price of camping equipment were very good.

One of their best buys was an air mattress for £2. It was in three parts and could be folded into a chair when not needed as a bed.



IAN WHITE beside the minibus in which he and David Wheeler drove 16,500 miles through Europe. Starigrad is a small village on the Dalmatian coast of Yugoslavia. "Here the vivid sunsets were indescribably glorious," says Ian.



ON THE ISLE OF CAPRI, one beautiful spring morning, David and Ian drank a leisurely glass of vino at the "Bar on the Piccola Marina" made famous by Noel Coward's song. It is overlooked by the lovely villa of Gracie Fields.

Their stove, a very important item in a camping wardrobe, was bought in Innsbruck, Austria, where their trip began.

"It was a gas one we bought for £10," said Ian, "and the beauty of it was that it look a type of gas which could be bought almost anywhere in large bottles. The gas cost only 8/- a bottle and lasted about 60 days.

"The only cooking pot we had was a pressure-cooker, but we could cook everything in it in eight minutes flat. This, of course, saved gas as well as time."

Food was cheap, they found, if they bought it at the local markets - though meat, which was a rare luxury on their menu, was pretty expensive everywhere.

"We had a windfall of food when we got to Gibraltar after two months on the road through Austria, Italy, Yugoslavia, France, Portugal and Spain," Ian said.

"We discovered that as Gibraltar is British we could get any amount of cheap British tinned foods, and at a 10 per cent discount.

"We bought more than 200 tins of vegetables, meats, jams, margarine and other goodies, which was to feed us for the next four months at the cost of only 2/6 a day."

In Gibraltar, which is a free port, the boys also bought colour film and cigarettes at a cheaper rate than anywhere else in Europe.

"We loaded up on cigarettes and films at Andorra, too," said Ian. "This is also a free 'port' - though it's tucked away between France and Spain, and not actually a port."

Petrol, which was the most expensive single item of the tour at an average cost of 6/- a gallon, was at its cheapest in Belgium, Holland and Luxembourg, and they filled up the tank before leaving each of these countries.

Total cost was £400 each

Another economy that Ian and David planned before leaving London for their trip was to buy dozens of British air-letter forms, which cost only 6d each.

"Any letters we wrote back to Australia," Ian said, "we would post in a batch in one envelope addressed to our bank



MOTOR-RACING FANS, Ian and David not only saw Europe's major rallies but also visited the famous car factories of Daimler-Benz in Germany, Maserati in Modena, Italy, and Ferrari in Maranello, Italy. Here Ian poses with his "dream car" outside the Ferrari works.

in London. The bank would then post them on from England.

"This system is both quicker and cheaper than posting your mail from some of the out-of-the way spots on the Continent."

Altogether the trip cost Ian and David a little more than £400 sterling each, including the £75 loss in the resale of the Volkswagen.

"This seemed very reasonable to us," Ian said, "considering we saw the world's greatest motor-racing, had a skiing holiday and lessons at Innsbruck in Austria, where the next winter Olympics will be held, and covered so much ground."

So the careful planning and organisation of the trip really paid off?

"My word it did," said Ian. "For no matter how much you plan there's always the unexpected turning up, which makes such a trip so fascinating.

"There was the local firemen's ball we were invited to at Sistranse, a little village in Austria,



AT CHAMONIX, the famous ski resort in France, David and Ian camped near the Glacier de Boissons, on Mont Blanc, Europe's highest mountain.



SHAVING— natural style with ice-cold water. Here, in freezing temperatures in Austria, David Wheeler bends his back to the task, using the rear-vision mirror.

all-new model.

Get it wrong and the company would be deep in the doo-doo.

Well, 20 years down the trail and it seems VW got it right, for the car the German auto giant chose to take the place of the legendary Beetle is still alive, kicking and selling up a storm around the world.

In 1974 no one at VW was really overly confident.

"We were absolutely terrified," said Ernst Fiala, VW's chief of development at the time.



"Nobody at Volkswagen knew what the Beetle's successor should look like in order to achieve the Beetle's success.

"But we knew the Beetle had simply become too outdated and expensive to continue in production."

Originally VW seemed set to continue with the rear-engined, air-cooled set-up that had been so successful with the Beetle.

A number of prototypes were produced before the front engine, front wheel-drive path was chosen, thanks to lots of assistance from VW's Audi division. The Passat and Polo were Audi designs, which VW evolved into the Scirocco and Golf.

It wasn't a bad decision, for from the day it hit the market the Golf has been the best-selling car in Germany and, for the past 11 years, has been Europe's most popular form of transport.

In 20 years the Golf has chalked up over 15 million sales - it took the Beetle 27 years to reach that mark. And to think that VW were worried.

and the interesting people we met everywhere.

"The comradeship of camping was wonderful. We used to club together with other campers and have 'international dinners' which meant each party would cook one section of the meal on their own cooking facilities, and we'd put all the food together, blow the whistle, and begin.

"But perhaps the most unexpected thing of all was our appreciation of the hot showers and comfortable beds when we arrived back in London after 200 days of travelling."

Carol Henty

Golf drives a winner for VW.

The Sunday Telegraph, Sunday 13 March 1994

It was one of those decisions that had the potential to make or break the company.

Here was Volkswagen, manufacturer of the most successful car of all time, getting ready to replace it with an



Over 15 million sales worldwide in 20 years . . . Volkswagen's latest Golf GL continues a development started from a difficult decision in 1974

VW sliding door.

Australian Motor Manual, July 1974

After 10 years of development work, the German engineering firm, Lunke and Sohn, has finally released the first sliding door system for passenger cars. If the system is priced reasonably, it should take on even better than the gull-wing doors of the mid-50 Mercedes sports cars.

The L&S sliding door system has the following advantages:

" No hindering opening angle of the door when parking or when in a narrow garage.



- " No danger when opening the door in traffic situations.
- " No violent reaction when opening the door in windy conditions.
- " Two big sliding doors can replace four normal doors.
- " Improved passenger protection against lateral collisions and reinforced passenger cell by the strong one-rail guide within the door.
- " Entering and leaving the car is much easier and more comfortable for older people.
- " The system easily meets crash-safety regulations.

The Lunke and Sohn sliding door works on the single rail system. The one rail guide is installed in the doorway of the vehicle together with all the fittings at the height of the arm rests. A supporting and a direction arm form the stable connection between the door and the body, to act as a swivel-parallelogram. The door handles are integrated into the arm rest which covers the simple opening system.

The whole L&S sliding door fitting is available as an assembly unit with console and locking system. For Messrs Lunke and Sohn, it's only a matter of time

before the first production cars will be offered with this progressive door principle. The Company says cost will definitely not prohibit the use of the system. In fact, it will probably make it more attractive. The new door system can be fitted to almost any make of car, they say.





Volkswagen was the only make more frequently involved than average in accidents where the vehicle doors opened; Chrysler had a lower-than-average involvement.

Datsun, Mazda and Volkswagen were the only makes more frequently involved in accidents where the vehicle overturned; Morris and Hillman had lower-than-average involvement.

Report: Need to look at safety of VWs.

The Sydney Morning Herald, Saturday 19 October 1974

MELBOURNE, Friday. There should be an urgent investigation into the safety of Volkswagen cars, the House of Representatives Select Committee on road safety was told today.

A committee member, Mr A.F. Bennett (ALP, WA), said this during a committee debate on a 160-page report of car accidents in Victoria between June 1971 and June 1973.

The report, which cost \$20,000, was prepared and presented to the committee by the road trauma committee of the Royal Australasian College of Surgeons.

It showed that Volkswagens were involved in more accidents for every 1,000 vehicles registered than any other make of car in the survey.

Volkswagens had an accident rate of 10.438 of every 1,000 vehicles registered. Next were Datsuns, with an accident rate of 9.529 in every 1,000.

The report said all the data related to accidents in which at least one person had been injured.

There was no way of telling whether the higher-than-average accident involvement rate of some cars was caused by inferior design or by their use by people who drove more miles, or more recklessly, than average.

Summary

The report's summary said Volkswagen and Datsun were the only makes more frequently involved than average in accidents of any type for every 1,000 registered vehicles.

Chrysler, Vauxhall, Mercedes, Austin, Triumph and Jaguar had lower-than-average accident involvement rates.

Volkswagen and Morris were the only makes more frequently involved than average in vehicle-to-vehicle accidents, while Chrysler, Hillman, Austin, Mercedes, Triumph, Jaguar and Volvo were all lower than average.

Volkswagen was the only make more frequently involved than average in ran-off-road accidents; Morris, Hillman, Austin, Vauxhall and Fiat had lower-than-average involvement.

VW man defends Beetle against accident charges.

The Sydney Morning Herald, Thursday 12 June 1975

MELBOURNE, Wednesday. The Volkswagen is one of the safest cars on the road, an executive of the German company told a road safety committee today.

Dr U.W. Seiffert, the department manager of Volkswagen's testing research centre in Germany, was giving evidence to the House of Representatives Standing Committee on Road Safety.

He defended his company's Beetle against a charge by the committee's chairman, Mr Cohen (ALP, NSW), who said that road traffic statistics prepared in 1972 showed that Volkswagen had a higher than average accident rate.

Dr Seiffert said practically all cars made could be forced to roll over on a flat surface.

In some circumstances his company's Beetle would roll before other types of Volkswagen vehicles.

But in other circumstances, the other types would roll first. Most drivers slowed down well before the "roll over" point, because of a subconscious warning from their own reaction to mounting 'G-forces', he said.

The figures showed that VW and Datsun were the only makes more frequently involved than average in any type of accident.

VW and Morris were the only makes more frequently involved than average in vehicle-to-vehicle accidents.

VW was the only make more frequently involved than average in "ran-off-road" accidents.

Datsun, Mazda and Volkswagen were the only makes more frequently involved in vehicle overturning accidents.

(Note - there was no further mention of this story in the Sydney Morning Herald - Ed.)





Campmobile has long legs.

The Sydney Morning Herald, Monday 26 June 1972

Motor caravans are growing in popularity year by year and we may well see the day when they outnumber towed caravans. To see how well it stood up to Australian conditions Sturt Griffith, B.E., road-tested one of the most popular of the new breed, the Volkswagen Campmobile. He used the vehicle for several weeks and gave it an extended test over mountainous country and in western NSW. Here is his report.

The motor camper offers a versatile alternative to the towed caravan.

After experience with both types here and in Europe, I would say that the motor caravan is for the family which prefers to tour over long distances, whilst the towed caravan is preferable for extended camping in one locality.

A great advantage of the motor caravan is its compact length and high clearance, which allows it safely to be driven off formed roads into secluded fishing and camping spots off the beaten track.

Another characteristic is that these vehicles are built on forward-control vans, which place the occupants high above the roof level of cars, and behind a panoramic windscreen giving views over the countryside (or over traffic) just not available from the seats of a touring car.

This difference in view is, in my opinion, quite a profound one, and in a motor camper I trundle alone, quietly, enjoying the scenery in a way I rarely do from a car seat.

One can travel very long distances in a day in a good motor

caravan without fatigue, due to the steady ride and ease of handling a solid and stable vehicle. While distance will of course depend on terrain and scenery, between 250 and 350 miles (400-560 km) can normally be covered in an easy eight-hour day.

There is one serious shortcoming in all the motor caravans I have used, and that is the noise over unsealed roads. In contrast to the towed caravan, one travels along with the crockery, stores and equipment which it is difficult, perhaps impossible, to silence over rough roads, and cupboard doors always seem to rattle.

This interior noise is a challenge to the ingenious owner, and I do not doubt that it could be reduced to acceptable levels by intelligent modifications and careful packing of tents.

The Campmobile

I chose the VW camper for this test, as it is a leader in the growing ranks of motor campers in Australia. We are beginning to follow the lead set by England, which is the home of these vehicles and where 52 models are currently offered by 14 different manufacturers.

The Campmobile is a well-made vehicle, based on the VW Transporter which is highly regarded for its reliability and its pleasing shape. The body has an ingenious "elevator" roof, which simply pushes up in the horizontal condition to give seven feet (2.1 m) of headroom in the cabin, and increased ventilation through a roof vent, and two vents in the flexible sides, all insect screened.

Another clever feature is the use of the roof space to form a bunk for two children by bed-boards which are laid across it at turning-in time.

The bed for two adults is formed by folding down the wide main rear lounge seat, to form a couch with padded areas over the rear engine. This is well done, but the cushioning is insufficiently soft for real sleeping comfort.

A spacious hanging wardrobe runs down the side of the bed, and is the cause of much of the rattling en-route. Above it is a most useful long stowage for rods, rifles and the like.

In the centre of the van, across part of the opening of the wide central sliding door, is a robust and compact

pedestal, housing an Electrolux refrigerator, a two-burner gas stove and a wash basin with hand pump.

Also amidships it a folding table adjoining the main bench seat, with a second single seat on the opposite side.

An excellent feature of the VW is the ease of walking from the driving compartment, between the two individual front seats, to the cabin. This permits easy change-over of riding positions while on the move, the brewing of a pot of tea, and other useful functions.

The whole of the interior is lined with sound-absorbing material, the floor is lino-covered, and the general appearance and quality are good.

ABOUT THIS VEHICLE

INCLUSIVE PRICE: Basic 11 E model, \$4,577.50.

BODY: VW Transporter body, fitted to seat six by day, convertible to sleep two adults and two children. Three side doors and horizontally elevating roof. Gas stove and refrigerator, wash basin. Hanging clothes space, several cupboards and drawers. Heating and ventilating system.

SIZE: Wheelbase 7ft 10½in. Length 15ft, Track 54½ and 56½in. Clearance 7½in. Touring weight with standard equipment, 29.2cwt; test load 3cwt Tyres 7.00 x 14in. Fuel tank 13 gals, fast touring fuel range 320 miles.

ENGINEERING: Rear air-cooled four cylinder engine of 1584cc capacity developing 60 gross horsepower (50DIN) and 81.7 lbs-ft torque. Four-speed gearbox. Integral construction on all-independent torsion bar suspension. Front disc, rear drum brakes, servo assisted. Ross worm-and-peg steering box, damped.

Road Behaviour

The Campmobile is a pleasant vehicle to drive. It is very stable, its steering is not only light under all circumstances, but it is quick in action, with only $2\frac{3}{4}$ turns of the wheel from lock to lock.

It is not noticeably affected by crosswinds, and for its size a turning circle of 39 ft (11.8 m) makes it reasonably manoeuvrable in confined spaces. Its high clearance permits off-the-road forays.

The brakes are excellent. With ample power assistance the discs stop the loaded vehicle promptly, and the rear engine weight prevents rear-wheel locking on emergency applications.

Road adhesion in the wet is good, and the Campmobile corners lightly and in a pleasantly stable manner, without evidence of the oversteer normally associated with rear-engined vehicles.

The ride over any surface is soft, and only the deepest potholes are felt. Naturally the vibration induced by stony mountain roads set the crockery a-shaking.

From the very nature of a motor camper, one tends to drive it at moderate speeds. This is just as well for they are all low powered in relation to their laden weight, the VW perhaps more than most.

With a modest torque ratio of 50.3 lbs-ft per ton, acceleration is very leisurely in top but in second and third is reasonable. Frequent changes are no hardship with the excellent Porsche synchro-box. For instance, acceleration from standstill to 50 mph (80 km/h) takes 22 secs through the gears, but 15-35 mph (24-56 km/h) in second gear requires only 6.3 secs.

From 20 to 40 mph (32-64 km/h) in third takes 8.1 secs, and 30-50 in top (48-80 km/h) requires 16.7 secs. The useful maximum speeds in the gears are: top, 70 mph (113 km/h); third, 53 mph (85 km/h), and second gear 32 mph (52 km/h).

The figures don't tell the whole story. I would summarise by saying that in mountainous terrain one tours leisurely with considerable use of the gearbox; but on undulating and plains country the Campmobile gets into its stride, and sails along in fine style at anywhere between 50 and 60 mph (80-95 km/h). It is under these conditions that the real joy of camper touring is realised.

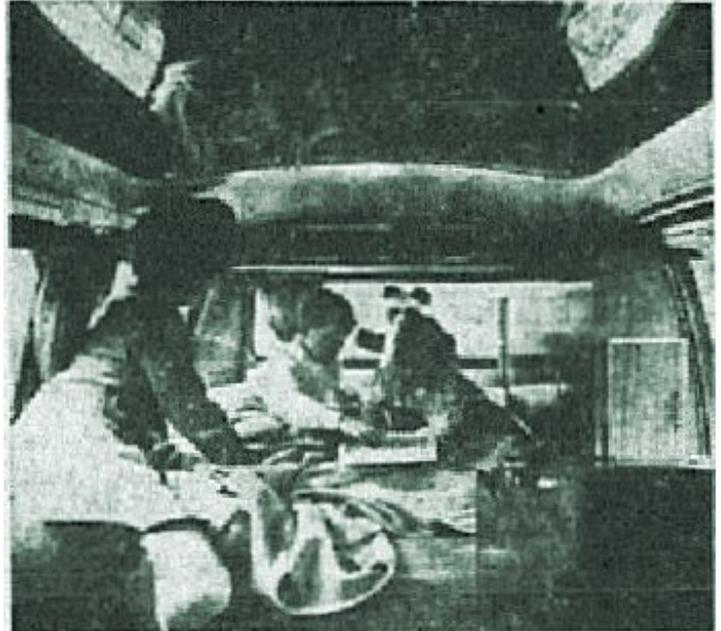
On one journey of 430 miles (690 km), including about equal proportions of mountains and plains, I comfortably averaged 45 mph (72 km/h) and 24.3 miles per gallon (11.6 L/100 km). This gives a touring range of 316 miles (509 km) per tankful, a good 39.5 ton-miles per gallon, and a high fuel efficiency ruling (ton-mpg x average speed) of 1785.

Most hills require third gear, and in this ratio the Campmobile climbed the Lett River Hill at 40-30-40 mph (64-48-60 km/h). It climbed out of the Abercrombie River (so steep that it is closed to towed caravans) with ease in second gear.

The overall gear ratios of the all-indirect gearbox are: top 4.4, third 6.8, and second gear 11.2 to 1. Top gear gives a road speed of 17 mph (27 km/h) at 1,000 revs, and the diff ratio is 5.4 to 1.

Design

The driving compartment is reached by a step, and a grip above the door would assist entry. The driving position is



high, with superb vision, and the floor gearshift and minor controls are easy to reach.

The front individual seats are hard (in the German style) and as usual proved quite untiring after an eight-hour journey. The clutch and brake pedals are both light in operation and well-spaced, but are unnecessarily high above the floor.

There is ample summer ventilation through numerous screened windows and the roof vent, but the heating system is unsatisfactory, being dependent on a warm air supply from an air-cooled engine in rear. This heat supply varies with engine speed and throttle opening and is inadequate in winter in the mountains.

The change-over switch between cabin and screen heating cannot be reached by the driver in harness, and the stalk dipswitch requires one to watch the high beam indicator.

The mechanical layout is basically the VW Transporter, too well known to require description here.

A multitude of options is offered purchasers, the more practical being a roof luggage rack at \$39, a quick-erect tent fastenable to the side door at \$167, a 240-volt conversion point at \$34, and a retractable side step at \$15.

Summary

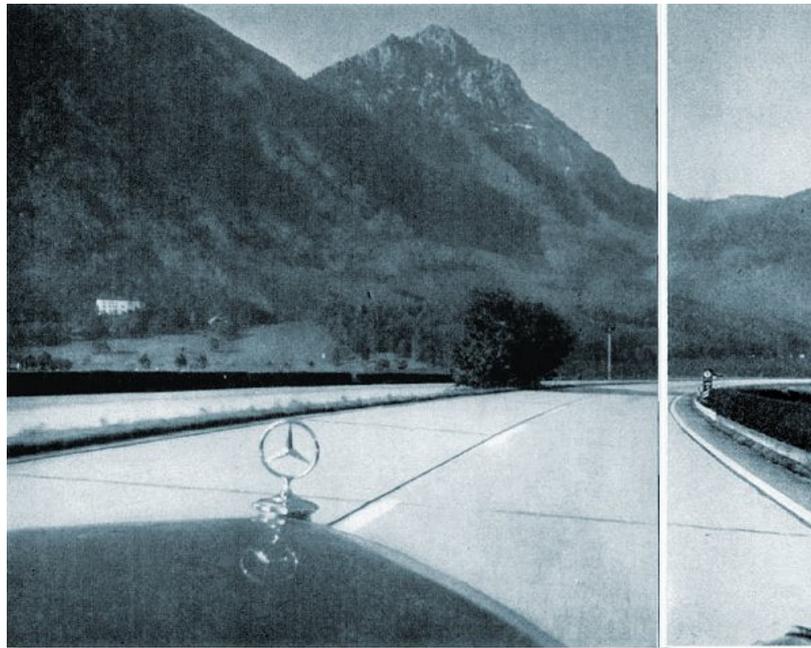
The VW Campmobile is a practical and reliable motor caravan of moderate power, with a quiet performance in the mountains, but capable of very pleasant and quite speedy touring in open country.

It is fitted with quality equipment, and sleeps two adults and two children. The optional side tent would be most useful for ablutions and additional shaded space in summer.

The motor camper gives a fine view and a feeling of spaciousness on tour, and it is very economical of fuel on long runs. It is ideal for the family undertaking long distance travel free from accommodation worries and for those interested in exploration off the beaten track.

The Campmobile was made available for test by The House of David Pty Ltd, the Volkswagen dealer of North Ryde. The VW Transporter is accorded the second cheapest category (one point) under NRMA insurance.

Sturt Griffith B.E.



Cruising at close to 90 miles an hour behind the three-pointed Mercedes emblem, we could still admire the Austrian scenery.

If you were set down on the Autobahn without knowing what country it was in, you might think you were someplace on the Pennsylvania Turnpike. Hills and fields are the same; the industrial Ruhr smoke looks the same as smoke coming out of stacks around Steelton, Pa.

But here's what you miss. Gas stations on

1,000 Miles on Europe's Super Highway.

PS reporting team drives the full length of a German Autobahn to compare this pioneer expressway with America's super-roads

Popular Science magazine, August 1957

Where in the world, outside of the U.S.A., can you tromp down hard on the gas pedal and not let up for hundreds of miles? Nowhere - except on Germany's famed Autobahn.

To find out how it stacks up against U. S. turnpikes, Popular Science sent Bill Morris and me over to drive it.

We started from Salzburg, an ancient Austrian resort city over-towered by the Alpine crags on Germany's south-eastern border. From here it is 1,000 miles (1,610 km) by Autobahn to the northern port city of Hamburg, our destination. The Mercedes people had lent us a handsome 220 sedan - all shined, greased, gassed, tuned and insured.

Despite the Autobahn's age (it was started in 1933) the German superhighway is impressive. It's shrewdly graded for safety at high speed, bypasses towns, goes in for long straightaways and has two lanes each way with a grass island divider.

Speed limit? There isn't any! And the Germans make the most of it - they drive as though racing to save an uninsured home from fire.

We tooled along on the Autobahn at about 140 kilometres (87 miles) per hour. The Mercedes, built like a light tank, is tight and sound as a nut. It has a swing-axle rear suspension that tends to give the car a slight swivel-hip motion on uneven surfaces, but it smooths out bumps like magic.

the German super-road are far apart and there's a painful shortage of places to eat and sleep. You don't appreciate a good American motel until you drive out one of the Ausfahrts (exits) late on a rainy night in search of food and lodging. We tried it north of Cologne, worming our way through madhouse traffic along the Rhine.

City streets are a frightening contrast to the open highway. The general impression you get is of having left the pits and entered a mammoth stock-car race. Cars zip past only inches away. Old men and young girls pedal along on bikes, shockingly vulnerable in the avalanche of whizzing machinery. What the guy ahead of you may do is anybody's guess. When he's ready to turn he flips out a hinged luminous

Can you read these pictorial warning signs?



European traffic signs are designed to bypass language barriers. Those above mean: 1. 60-Kilometer Speed Limit, No Passing (left car is painted red); 2. Bump in 150 Meters (sign is known among GIs as a "Marilyn Monroe"); 3. Slippery Road; 4. Truck Turnoff; 5. Deer Crossing for 6,000 Meters; 6. Men at Work.



This isn't a toll station but the border crossing between Austria and Germany. Our papers got a quick and painless check.

West Germany. Like the original sections, now undergoing constant repair after 24 years' hard use, the new ones will lack the broad shoulders and some of the fancier features of U. S. turnpikes. But Germany's superhighway has no tolls, no billboards - and no speed limit. Let's face it; every man has a hidden urge to lay the buggy whip to the horses. On the Autobahn you can do it without peering anxiously into the rear-view mirror.

By Frank Harvey, with photos by W. W. Morris

pointer. Our GIs call this a 'machts nichts stick.' Machts nichts translates as 'doesn't mean a thing.'

But when you finally arrive at a Gasthaus, it's almost worth fighting city traffic for. In a good one the Wienerschnitzel is crisp, the rooms immaculate, the beds covered with huge eiderdown quilts, and the bathtubs only slightly smaller than a Hollywood swimming pool. You can almost dive into a German tub - but don't push that row of buttons carelessly.

I took a bath in the pre-dawn one morning and, unable to find the light switch, simply pressed all the buttons I could feel in the dark. Nothing happened. I got into the tub and was lying, half asleep, in the deep water when the door opened and a young fraulein walked in. I said, "Nein! Nein! Go away!" She placed a towel on the edge of the tub, turned on a light (by pulling a string) in the corner, smiled at me and left.

It's relatively easy to get back on the Autobahn once you've left it. Signs are plentiful. But it is not a good road for full-bore driving after dark. It doesn't have the orderly row of stakes marked with firefly reflectors that tell American drivers the contour of the road ahead. About 50 (80 km/h) is the top safe speed.

The Autobahn is still sending out new tentacles all over



TRAFFIC OFFICER in a German city is like the starter in a stock-car race. Once he signals, all you see is a blur and a cloud of blue smoke. German cops use a different system from ours. Sometimes they don't beckon, but just turn sideways—that's your cue to come on through.



POLIZEI MEANS COPS. German police cover an accident with tape measure and notebook, try to fix blame on spot. It shortens court hassles.



AT HAMBURG DOCKS we ended our trip—1,000 Autobahn miles from soaring peaks of Austria to the smog of Germany's great industrial port.



Neumann's dream car - a self-made car from Saxony.

Gute Fahrt magazine, Germany (1990)

In Saxony, a self-made vehicle on a Volkswagen chassis from the 1950s has now reappeared. Back then, Wilhelm Neumann built his dream car based on a disused Wehrmacht Kübelwagen.

Special bodies on Volkswagen chassis are now among the sought-after rarities. A particular gem was created in the mid-1950s in Spremberg in Lusatia in the former East Germany, just a few kilometres south of Cottbus. Martin Matthäus from Bad Muskau an der Neisse is now the proud owner of this unique Volkswagen. Matthäus, now 81 years old, comes from the industry: he used to be the head of technical monitoring, comparable to our TÜV in Görlitz. He witnessed the development of his Volkswagen bit by bit and at that time also obtained the approval for road traffic in the form of an individual acceptance test.

Back in the 1950s, the Spremberg coachbuilder Wilhelm Neumann, owner of a small specialist company, wanted to build a passenger car according to his own ideas. Volkswagen parts and matching components from other makes such as Wartburg or Moskvich served as the basis. The main element was a Wehrmacht Kübelwagen (Type VW 82) from 1943. The VW Kübelwagen, a Porsche development, was technically based on the Volkswagen Beetle and went into series production from February 1940. Around 52,000 vehicles were manufactured by May 1945. The Kübelwagen had an all-steel body that was produced in the Ambi Budd press shop in Berlin-Johannisthal. Axles, engines and transmissions were built in the Volkswagen factory; the final assembly also took place here.

Just like the Beetle, the VW 82 Kübelwagen had the central tube platform frame that was characteristic of all early Volkswagens; a solid construction that is more suitable than almost any other for accommodating bodies of all kinds. This

is because the body of the Beetle was bolted to the floor pan. The same applies to the first Kübelwagen. In later series, the chassis and body were welded together for rationalization reasons.

Wilhelm Neumann cut off the box-shaped body of his Kübelwagen at the level of the side skirts. The remaining body panels, along with some additional reinforcements and stiffeners, were used to construct the new body.

The body itself was made of sheet steel and was assembled and shaped piece by piece. Fenders, doors, hoods or bumpers were hammered over the block of wood according to old handicraft tradition. Some parts came from other vehicles. A Wartburg contributed the front fenders, as well as the two headlights and the slightly curved windshield. Parts that were not available in the aftermarket were specially

made. The bumpers are an example of Neumann's zeal for work. The front bumper consisted of more than 60 individual parts that were assembled piece by piece and then welded together. The chrome plating then took care of a galvanic operation. Between 1955 and 1958, Wilhelm Neumann was busy realizing his dream of his own car whenever regular business operations in his body shop permitted.

Finally, in 1958, the time had come - the Neumann-Volkswagen rolled out of the factory building. The car was not only a masterpiece of craftsmanship, but also looked good. Its shape corresponded to the dream car style of the 1950s, which defined body design well into the 1960s.

The main features were the pontoon shape, at that time the ultimate in vehicle construction, as well as the stretched waistline with the characteristic "hip bend", the large panoramic windows, the tail fins and plenty of chrome trim. The design of the doors was reminiscent of that of the Karmann Ghia - half doors without the usual window frame. The upright rear window was made of curved Plexiglas. The interior corresponded to the exterior, because Neumann had also attached great importance to the interior design.

The approximately 950 kg heavy Volkswagen self-construction was driven by a 25 hp Beetle engine. It was replaced a few years later by a 34 hp unit.

Despite all the effort, Wilhelm Neumann was not very lucky with his dream car. The expected demand for other cars of this type did not materialize. Even in Wolfsburg, Neumann demonstrated his own Volkswagen construction. According to Martin Matthäus, the then VW boss Nordhoff expressed his appreciation and even offered Neumann 10,000 marks, almost twice as much as a new Beetle cost at the time, but Wolfsburg was not interested in a small series like the one Neumann probably had in mind.

Martin Matthäus took over the car three years after Wilhelm Neumann's death in 1983. The car is still the focus of numerous veteran events today.

Hans Joachim Klersy

(Read more on the Neumann VW in the October 2020 issue of Zeitschrift - Ed.)



Your first VW memories.

A recent thread on the Cal Look Forum at www.cal-look.com asked readers what their earliest memories of VWs were. I enjoyed reading the thread, and noted that many people's earliest memories were related to driving in their parents' VWs; fond memories re-captured later on through purchasing vintage VWs as adults. Who says that you can't go home again? While my family never owned VWs, I nevertheless remember my first exposure to the quirky little cars as if it was yesterday, even though it was 30 years ago.

Growing up in the 1970s, Beetles were omnipresent, but they didn't have any draw for me. Until 1982, when my older sister began dating a guy who was car-less. His older brother, however, was not, driving a 1968 Beetle. I'll never forget the first time that I saw that car. His older brother had dropped him off for a date with my sister. Parked in front of our house on a cold, snowy Canadian winter evening, it literally glowed, resplendent with fresh, bright orange paint, amplified by the orange and yellow sunset behind it.

His brother had performed the usual period modifications of the day, adding: 14 inch Chevy bolt pattern 'GT-mags' with wide, white-lettered tyres; flared fiberglass guards; lowered the ride height; a CB antenna mounted to the roof (accompanied by a loud speaker mounted front-and-centre, above the windshield); a Monza four tip exhaust; and an aftermarket carburettor and distributor. He also added custom seat covers, a smaller, 12 inch steering wheel, and a short-throw shifter. I was mesmerized by that car, shivering in my pyjamas on that cold, January day.

I used to love driving around in the back seat of the Beetle, and I remember the foreign sound of the engine, both



in tone and the disorienting fact that the noise was coming from behind me. I also recall how tossable the car was, with his brother frequently flinging it around corners with reckless abandon. I would slide (seatbelt-less) across the rear seat, bouncing off the door panels, cheering at the top of my lungs the entire time. It was better than an amusement park ride.

They say that smell is one of the strongest factors in memory, and I clearly recollect the smell of that car; its bouquet of 'horse hair' padding, damp, stale carpets and vinyl seats, amplified by the engine smell of the heat exchangers and gas heater. And it was wonderful!

They used to come in front of our house in the middle of the night, doing 'donuts' in the snow with the throttle pegged, while talking to my sister over the loud speaker, inquiring, "Can Lisa come out and play?" The unmistakable sound of that car would wake me up at 2am, and I would watch the car through frost covered, single pane glass spraying snow in a beautiful 360-degree radius. My sister and I thought that it was great. Our 6'5" father, however, awakened from his deep slumber, did not share our view, and was frequently seen dashing down the stairs in his boxers, his open robe trailing like the cape of a super hero, swearing like a sailor on shore leave the entire way down the flight of stairs.



To my young, impressionable eyes, that car was everything. And its memory faded and remained dormant until I met my girlfriend (and now wife) a few years later. She had always loved Beetles, and was determined to get one not long after we met.

30 years later and I've just come in from a drive in torrential rain in my '67 Beetle, and I loved every minute of it, watching the anaemic wipers trying to keep up with the deluge, and noting the ripe aromas of the musty interior on a humid day. The 12-year-old lives on.

Take younger kids (and teenagers) for a drive in your classic VW, as it is the best way to ensure that this hobby will still be around - and thrive - in 30 years. When my sister's four kids (aged 15, 13, 10 and 8) visited last summer, I took them for a spin in my '67 Beetle and '71 Porsche 911, and they couldn't stop talking about it, and reminded me of it when I was visiting them at Christmas (over six months later). If you love this hobby, get them while they are young and impressionable; otherwise they will all be driving Toyotas when they grow up and the classic VW scene will be kaput.

John Plow

From our website 37.

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

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

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



29/5/22 Hi, Do you have many members with the Eos? Needing some advice Joanne

2/6/22 Good morning, I have two questions. I live in Coffs Harbour have 1974 VW sedan. Interested in joining club won't attend meetings but would like to receive monthly mag etc discounts. Is this ok? Have you thought of allowing people who live outside Sydney to join meetings via Zoom? Second question: Do you know of any VW mechanics near Coffs Harbour? Thank you Alan

4/6/22 Wiring diagram for hazard & headlight switch for 77 type 2 kombi...mechanic stuffed up help! Please Thank you David

9/6/22 Hi I'm interested in joining the club. I have a 1979 kombi that I'd like to put on club rego. It's been modified so won't make historic rego but would be ok for classic rego I think. Is this achievable? Please let me know your thoughts. Cheers Adam

12/6/22 Hi there, just wondering if any of your club members with a custom Kombi or bus would be interested in doing a wedding for my partner and myself on 19th November 2022 from 11.30am to approx 2.00pm. Travel is from Rooty Hill to Penrith. Please contact if ur able to help us, Steve and Sharon

25/6/22 My name is Gavin Farmer and I'm an Australian motoring historian and author living in the Adelaide hills. I have written a book about all the cars made and/or assembled in Australia in the 1950s and it is ready for laying out. However, I have a problem that I am hoping you can sort for

me and it concerns the VW chapter of the book. I have some illustrations taken from various VW brochures of the period plus a few shots of VWs being assembled in Clayton but I do not have any nice portrait shots of 50s Beetles and Kombis to add to the illustrations for the chapter. The book will be published by New Holland which is based in Sydney. Would it be possible for you to find appropriate images from your members for me to forward to the publisher please? There is a degree of urgency in the matter...no pressure! I look forward to hearing from you and your help. Thank you. Regards, Gavin

6/7/22 Hi there I manage the Mullumimby Community Market in the Byron Shire area and am reaching out to ask if your club would like to gather at our market sometime this year? The market is on 3rd Saturday of every month from 8am-2pm and is held at summer park which is also the site of our local museum. Warm Regards Jacqueline

14/7/22 Dear Club Mag Editor, Please find attached a copy of the most recent compliant Shannons Club Add. All adds need to be updated with the latest legal script for compliance. The Goggo add is an example, let me know if you need a different advert version. Regards Gavin

20/7/22 Hi there. I have just joined club veedub after having owned several vw's over the past 10 years or so. I am interested in getting my kombi van on historic plates. Can you advise of the steps involved in order for me to do so? James

13/8/22 I have recently purchased a vw kombi and in having trouble getting windscreen wiper arms to suit it I was hoping you may have a contact in this field and willing to pay the associated shipping costs It is a 1967 t1 thanks in advance Kevin

15/8/22 Hi I have had my 79 camper dropped about 2 inches with spindles and the tyre is hitting the wheel arch over some road undulations when 2 of us are on board. The job was done by a "Kombi expert???" and several attempts to fix the issue have achieved little. I have had a variety of 'experts' giving me a variety of opinions but after having the front end replaced twice (at considerable cost) I am a bit unsure who to believe. Is there someone in our club who knows about these issues? Cheers Dave

19/8/22 I have a 1974 Passat that I restored few years ago. I have issue with 4th gear coming out of gear. I can't get any one to fix it. Can you help or advise please. I am at NSW 2430 Failford. See photo here. Amir

22/8/22 Hello, I am wanting to sell my gorgeous 1965 Split screen Kombi. Do you advertise in your magazine? Simone

29/8/22 I need to sell my 1967 VW (12 Volt Conversion), I parked it in the garage under a leaky roof 24 years ago. It has not been started since and would be suitable for project only. Help, I have no idea what it is worth. Raymond

30/8/22 I have a Passat W8. I am in New Zealand. Parts are very hard to get here. I need a fuel pump control module. Are you able to suggest any sources please? Bryan

31/8/22 Hi, Could I talk to you about the website would you be interested in build or Re-build your website? Our team expert in Website Designing and Development, Social Media Cover Page Design, E-commerce solutions etc I am a very skilled web designer with various abilities and can develop anything. Thanks Su Tan

2/9/22 Hi, Greeting of the day! I am a professional web designer. I can re-design your site with better layout and user friendly and add new features and functionality. Let me know if you are interested, then I can send you our packages and price list. My rates are very affordable. Regards, Devika

28/9/22 Hi Does anyone know where I can get a 1200 beetle gear box overhauled or exchanged thanks in advance Rick

4/10/22 Hi, I have been a member in the past and am looking at buying another beetle and getting back into my VWs. I'm looking to purchase a vehicle from Perth and want to put it on club rego. Does the eligibility requirement of 12 months club member need to be a new 12 month period, or is past member status qualify? Thank you - looking forward to getting back into the VW scene! Mick

9/10/22 Hi there I have an old version of the type2 transporter workshop Manual no 48 for VW 1200. 1500. 1600 Was wondering if anyone in your club is interested Linda

13/10/22 Hello I am a proud owner of a 1971 Super Beetle. I am keen to understand the terms and conditions of becoming a member and the cost involved please. In addition what am I required to do to become a member. Thanks Dom

20/10/22 Morning our family own a VW diesel R-Line and a T3 camper! Would appreciate joining the club and accessing information, contacts, meets etc. About to launch into the T3 upgrade. Warm regards, Dan and Rachel

31/10/22 I was a member for several years but lapsed about 5 years ago - used to attend meetings at the Greyhound Club. I have a collection of stuff - magazines, accessories, etc. - that I would be happy to GIVE to the club. Less stuff for my family to throw out eventually. If you are interested I am happy to donate them to the club. Let me know Albert

7/11/22 I'm selling my 74 Kombi and would like to join your club. Brooke

15/11/22 Dear VeeDub, I like to become a member - could you kindly advice how this can be done? I have a '64 VW notchback. Mano

15/11/22 I have a rear (engine) door off a combi in good condition & want to sell it as it is too good to throw away... I'm in Darwin and not sure who to contact... Thanks in advance...Robert

28/11/22 I wish to place an ad in the magazine. Nathan

30/11/22 I have a type3 and a beetle and I'm interested in joining your club, please advise how! Cheers Peter

2/12/22 Hello fellow VW enthusiasts, I live in Castle Hill and have a difficult time to get my wheels aligned as all the wheel alignment machines are now for four bolts but we have three. Do you know anyone who can still do it the 'old fashioned' way. Thank you and kind regards Margareta

19/12/22 Hi there, I have found some paperwork on a 1956 Volkswagen that I would like to donate. Please contact me ASAP Jac

23/12/22 Hi, i have a friend that wishes to sell her very good original condition 1968 beetle. She is wondering what it worth as she inherited this from her father (he is the original and only owner)... Would it be ok if I get her to call you or do you know somewhere she can take it to get valued? Regards Craig

5/1/23 Hoping you may be able to assist with a mechanic recommendation around Canberra for our 1974 Beetle. We need to get the steering and suspension looked at. David

7/1/23 I own an imported Australian vw type 1. I live in the uk. not sure if the engine is 'right'. my log book says its a '66 nut reading your webpage it might be a 67. The engine has a D stamped on the block. any clues please? Peter

21/1/23 Club membership I own a 1980 vw kombi have had it a few years but would like to get historic plates we live post code 2234 thanks Mick

24/1/23 I have a 1972 Karmann Ghia convertible in good condition. I would like to join the club, and apply for historic plates. My rego is due on 23/02/2023 but I understand the logic of being a member before receiving the historic endorsement to send to RMS. On the embership web page, do I join with the \$50 membership option, or take the \$60 historic registration membership, in anticipation of applying for historic plates? Thanks & regards Howard

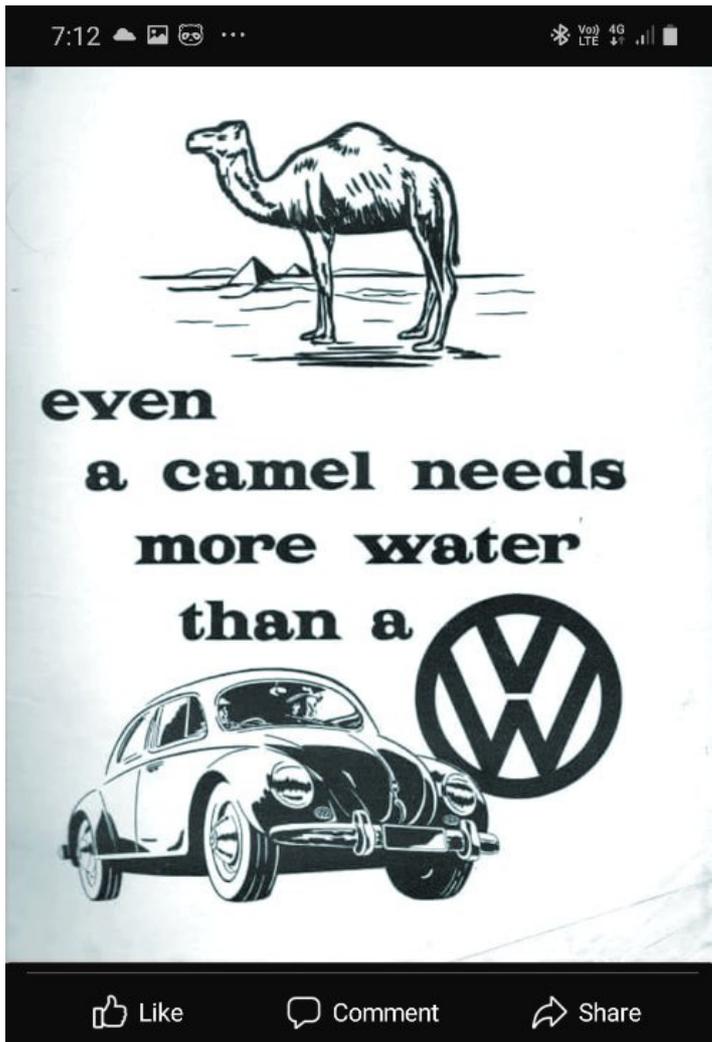
27/1/23 Dear Club VeeDub, I have inherited a Kombi bus which has been at the mechanics for the past 6 months waiting on parts to fix it. I registered it so that the mechanics could legally move it around as required. Once the bus is fixed I will be keeping it in NSW but I live in WA and will only be able to access using the bus on limited occasions so I was looking at a classic car registration option going forward and would like some process advise for obtaining one. Deborah

29/1/23 Hi we have 4 steel wheels for a '69 Kombi with good tyres that we'd like to sell. Can you let me know the procedure for placing an ad in Zeitschrift with a photo. Best regards, Peter

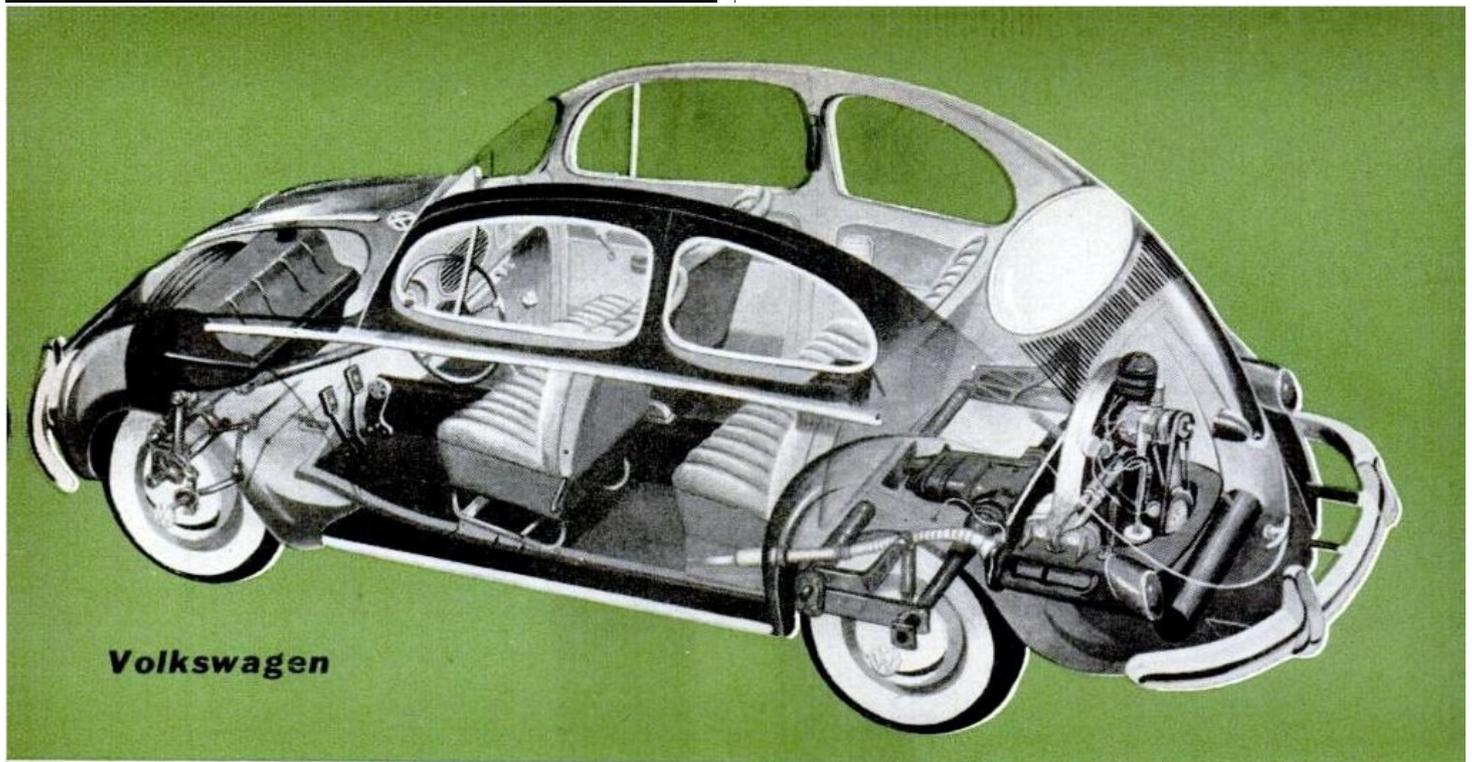
9/2/23 Hi I was just joined your club today. Wanted to check if the Sydney German Auto Fest is classed as a club event so I don't have to put the trip into my historic rego log book for my 1973 VW Type 3 Fastback. Also looking to attend meetings and rally's moving forward Regards Michael

28/2/23 Hey team. I'm looking for merchandise, tee shirts, stickers etc. Please help Karl

Oscar's Scrapbook.



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Volkswagen

CUTAWAY OF VW in standard body shows simplicity of construction. Ribbed floor pan contributes to overall body stiffness. Its four

cylinders are horizontally opposed. Displacement is one-fourth that of a '57 Chevrolet, fuel capacity and consumption about half a Ford's.

02397610
VW KOMBI 1972, 11mths reg (NPO770). DMT inspect, recond mtr, gd body, gd rubber, no rust, bed seat, \$2400 ono. 636 6560 Sat. 610 4673 Sun

02405415
VW KOMBI 1975, good condition, recond motor \$2,100 (MSS003) Phone 712 1376 or 745 1130.

02405972
VW Kombi 76, 2 litre, v.g. cond, bed seat, near new tyres, 3/86 reg (HRJ322) \$4300. 674 4092

02403664
VW KOMBI 75, Reco mtr, 2 mths reg plus pink slip, gd tyres, mech sound, rad/cass. White, side windows plus drs. (GCW974). \$1650ono. Ph. 449 8449.

02407687
VW PASSAT 76 auto, genuine 70,000k, immac cond inside & out, 4 new steel belted radials, 12 mths reg \$3500 (MYO520) 570 8431

02398536
VW PASSAT 1975 model, A1 body, runs well, \$1800 or best offer (HKA454) 727 3870

02401365
VW S/W 72 type 3, very reliable, \$1100 ono. (GOX732). 570 5863

02402105
VW S/wagon 71, unreg, needs repair. \$300 ono 923 1807

02402276
VW SUPERBURG 73 1600L. Excellent condition \$3,100 (HA415) 960 1114 960 2192.

02399743
VW Type 3, 73 Fastback, reg.7/86. excl cond. \$1400. (LWL253) 608 2875.

02406618
VW 1500 1973 Beetle, good cond. 7mths reg. (MY174) new tyres. \$1,850 ph 44 7136

02400874
VW 1600 station wagon type 3, 1974, 4 speed, manual, blue duco, radio, bkt seats, ex cond \$1350 728 2466 (GQD579) DL8703

02406662
VW 1600 TEE Fastback coupe, 6/86 reg, 4 speed, manual, bkt seats, white duco, radio, ex cond \$1250 728 2466 (NRC571) DL8703

02406831
VW 1600 Type 3 73 mod fm/cass. (MFE852) \$1,350 ono 327 5509

02398949
VW 1600 Type 3, 72 suit reg or parts \$300 (unreg) Ph: 95 6601

02407465
VW 1971 super bug, Regd 3/86, immac cond inside & out, mech A1, above average car. \$2690 (CIA429) DL8717 Ph 51 4884

02406449

02397829
VW Baja bug, 1300, excel cond, bull bar, stereo, 10 mths reg. \$2500 ono (EEU499) 427 6847

02407639
VW BEETLE 72, caramel, immac. cond., reg. 6/86. \$2,200 (CAB191) ph 799 6568 a/h

02398557
VW BEETLE 74 model, white, mag wheels, exc cond, no rust, mech A1, \$3,600 ono (GXQ 971) Ph (047) 30 4150

02399871
VW BEETLE convert, red new tyres reg 7/86 (MBB177) \$1900 Private 98 9558

02400558
VW BEETLE 70, reg 5/86, gd cond, 4 gd tyres, new mtr. \$1500,ono(GVR932) 888 5776.

02400586
VW BEETLE 1300, White, mech gd, goes well, \$500 (JXQ340) Ph. 607 4409.

02400928
VW BEETLE 59 1500, 12V, stereo equalizer, velvet trims, new carpet, new head lining, red, only \$1600 (JIZ743) 774 3470

02401064
VW BEETLE 1200, 1964 yellow, recond eng, new clutch & shocks, brakes need work, reg 10/85 (KKO057). ideal for car enthusiast \$600 ono. 427 6216

02401193
VW BEETLE exc cond, mag wheels, tinted windows, 1st to see will buy, \$2800 (CQC367) 764 3174.

02403406
VW BEETLE 1500, 72 mod. Semi auto, 11mths reg, \$950 ono. (GZQ965) ph 771 3604.

02403896
VW BEETLE 1300 De Luxe, 1968 model, 2/86 reg, drives well, body & mtr gd, all orig (EUR265) \$780ono Ph. 632 3914.

02404253
VW BEETLE goes well great tyres body reg OK \$550 offer (MPA284) 569 0242

02405641
VW BEETLE 1972, semi-auto, A1 cond. Beaut to drive \$2500 ono (EC1026). 558 6770

02406253
VW BEETLE Convertible 70, 1500 auto DMT approved, excell cond, reg 4/86, \$2850,ono (JDM846) 450 1020

02406636
VW BEETLE 75 L bug 1 owner books red \$4,950 HPG145 DL9233 332 3613, 337 4202 ah

02406838
VW Camper Van 1979, Sopru conversion, recond mtr, 12mths warranty (SNS11) John Terry's. Ph: 764 3096 DL8389

02402679

02488669
VW SUPERBUG 1972, 1600cc, Very gd. cond. Reg 11/86 \$1,950 ono. (CQK791) ph 698 5428

02488020
VW Superbug 1600 exc cond inside & out, Reg 4/86 (LFD239) \$2700 ono 624 5791

02488737
VW SUPERBUG 71, 10" rimmed mags, whale tail, spoiler, flared guards, Pioneer stereo, Weber carbs, blue printed etc. Exc. cond. (LJU759) \$4,500 ono 53 8155

02493230
VW SUPERBUG 76 1800 MTR (SE649) Pis/Holly carb. sys. mech A1, mags, gd tyres, stb. bar, Bilstein shocks, 4 wheel discs, \$4,200 ono Phone 688 3924

02496163
VW SUPERBUG 1600, hi back seats, 3/86 reg, mech A1, \$1495. Tavhimo 9315 Ph 560 7000.

02489616
VW SUPERBUG 73, low kms, exc. cond, log books, long reg, good tyres, rad/stereo/cass (NIT193) \$2,900ono Ph 727 9328

02497107
VW TRANSPORTER 83 custom camper conv., pop-up roof, elec. fridge, gas stove, dual batteries, full width bed/seat, exc. sound syst., t/windows, b/bar, t/bar, quick sale (LWB727) \$12,750 ph 949 5617

02487812
VW Type 3 wag, recond, 1700 mtr, plus G/box, new clutch, crpt, mech A1, (AWS131), only \$1950. Ph. 709 2957.

02496642

VW VW VW

- 1500 Beetle blue (KNE653) \$1490
- 1500 Beetle ochre (AII974) \$2490
- 1600 Superbug (GGY347) \$3490
- 1600 Superbug (EHQ773) \$3990
- 1600 Convertible (CF1588) \$4990
- 1600 Convertible (KXY678) \$6490
- 1600 Convertible (MGF838) \$8990

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 412 Liverpool Road, CROYDON
 799 6666 DL8951 799 6666

Finance available on small or no deposit T.A.P.

02496440
VW 1500 1969, good cond \$800 ono (JBI459) 357 3142

02489559
VW 1962 auto Camper, Trakka conversion (SN596) John Terry Kombi King. 764 3096 DL8389

02492121
VW 70 Kombi, Reg. 9/86. New muffler. Gd. tyres. Mech.A1. Windows walk thru. (ASG285) \$1650 ph.559 2540

02488108
VW 73 L 1600 clean orig. cond, mech A1, 69000 mis, reg 5/86 (GJG608) \$2,750 priv. (046)32 7342

02491098
VW 76 2 litre, Campervan, Fully fitted. Ready to go. R/rack, new front & rear bullbars, brand new muffler, stereo, rustproofed, 12mths reg. For the fastidious buyer. \$6500 (NTN536) 559 2540

02488114
VW'S WANTED Beetle mods 71-76, any condition. Cash waiting. 533 3476 ah 522 6458.

02486792





The late news.

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

In the Himalayas last week a research team discovered a new large furry creature that does hundreds of sit-ups and stomach crunches. It was the abdominal snowman.

A policeman stopped a man walking a crocodile down Parramatta Rd yesterday, and suggested he take the animal to Taronga Zoo. This morning the officer saw the same man and crocodile, and scolded him saying: "I thought I told you to take him to the zoo." The man replied, "I did. Today I'm taking him to the pictures."

The sewage overflow problem in the northern suburbs continues to worsen. The boss of Sydney Water, Roch Cheroux, said that when the sewage flows reach danger levels, he will step in.

It was reported that a Guildford woman rushed her cat to the vet yesterday after it had eaten a ball of wool. It had mittens.

A new book on the rise and fall of the Roman Empire was released today. It suggests that the Empire was cut in half by a pair of Caesars.

Russell Crowe won the latest series of I'm In The Jungle Get Me Out Of Here last week when he won the bug eating contest. He had to choose to eat either the regular or giant-sized weevil. He chose the lesser of the two weevils.

Senator Sarah Hanson Young announced today that she will be commencing an educational course in meditation. She said it would be better than sitting around all day doing nothing.

The funeral for the late Chuck Hellier, renowned as the world's worst comedian, was held today. One of his jokes was read out and there was a minute's silence.

Victorian Premier Dan Andrews told reporters yesterday that yes it was true, every month he handed over his pay packet straight to his wife Zoe. However he added he hoped she wouldn't find out that he was paid weekly.

In a new promotion for Sydney's public transport system, Sophie Monk gave a short talk on where her 38 bus stops.

Diane Esley, one of Sydney's recently qualified female locomotive drivers, was married yesterday. She got to the church on time but her bridal train was 20 minutes late.

Prime Minister Anthony Albanese was feeling lonely and homesick on his recent diplomatic trip to Billings, Montana. He went to a small local bookshop and bought a book called How to Hug. However he later discovered it was volume 12 of the World Book Encyclopedia.

A man paid an emergency visit to his doctor today, complaining of a steering wheel stuck to his groin. He said, 'it's driving me nuts.'

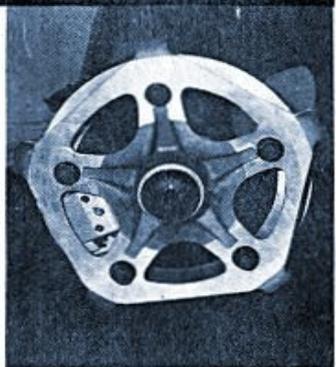
The John Deere company has just released a new model of agricultural machinery. It's called the Magic Tractor. When you drive it outside it turns into a field.

On a southern highlands heritage rail trip yesterday, an enthusiast accidentally fell into the smokebox of loco 3801 as it worked up a grade. He went through the boiler, superheater and right cylinder before being shot out through the blastpipe. He told the paramedics that he was chuffed to bits.

Sport. The Chinese Olympic Team have disbanded their new cricket team. Hopes were high for a successful team of Chinese cricketers, but it didn't work. They ate their bats.

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

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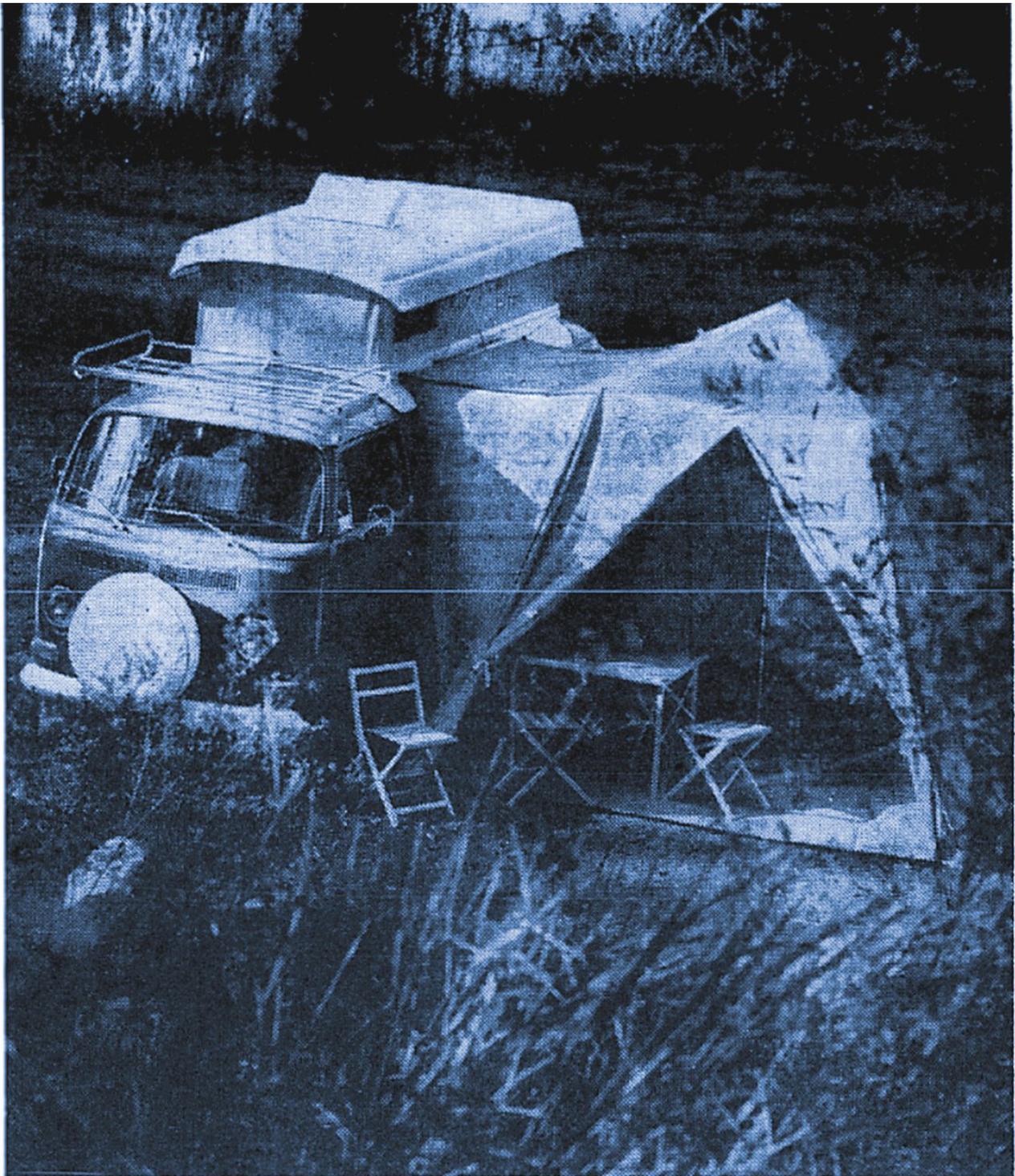
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