

# Zeitschrift



Dubs By The Lake 2024.

## July 2024

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Dubs by the Lake 2024

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Rod's Life Project update 13

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I taught my wife to save gas

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More Ash articles

Plus lots more...



The Legend Never Dies

## Club VeeDub Sydney.

[www.clubvw.org.au](http://www.clubvw.org.au)

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



# Club VeeDub Sydney Committee 2023-24.

<b>President:</b>	Lee Woods l.woods@hotmail.com.au	0414 952 509
<b>Vice President:</b>	Stewart Burke stewart.burke@me.com	0403 481 636
<b>Membership Officer:</b>	Clement Fernandez cmfernandez@hotmail.com	0401 398 427
<b>Treasurer:</b>	Bob Hickman hicko@iinet.com.au	0418 613 394
<b>Editor:</b>	Phil Matthews editor@clubvw.org.au	0412 786 339
<b>Webmasters:</b>	Norm Elias Phil Matthews	0421 303 544 0412 786 339
<b>Social Media:</b>	Daniel French daniel.french2011@gmail.com	0414 328 062
<b>Social Events:</b>	Kylie Rayner krkombi@gmail.com	0401 135 381
<b>Book and DVD Librarian:</b>	Carl Moll library@clubvw.org.au	0417 471 137
<b>Tool Librarian:</b>	Bob Hickman hicko@iinet.net.au	0418 613 394
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<b>Raffle Officer:</b>	Christine Eaton	(02) 9520 4914
<b>Vintage Registr:</b>	John Ladamatos johnladamatos@y7mail.com	0449 236 076
<b>Vintage Assistant:</b>	Wayne Fenech	0439 133 278
<b>Motorsport Captain:</b>	Rudi Frank bigrudivw@gmail.com	0418 442 953
<b>VW Nationals Committee:</b>	Lee Woods Steve Carter Zelko Jurkovic Stewart Burke Daniel French	0414 952 509 Bob Hickman Eddie Flieta Sandy Benic Phil Matthews (trophies)
<b>General Committee:</b>	Danny Haynes Wayne Fenech	Mohammad Bamya

## Canberra Committee.

<b>President:</b>	Aldred Gonzalez	clubveedubact@gmail.com(president)
<b>Treasurer:</b>	David Cook	clubveedubact@gmail.com(treasurer)
<b>Registrar:</b>	Willie Nelson	clubveedubact@gmail.com(registrar)
<b>Merchandise:</b>	Willie Nelson	clubveedubact@gmail.com(merchandise)
<b>Council Rep:</b>	David Cook	clubveedubact@gmail.com(council)
<b>Ordinary Members:</b>	Paul Cross; Jim Smith; David Brinton	

## Club VeeDub membership.

Membership of Club VeeDub Sydney is open to all Volkswagen owners. The normal cost is \$50 for 12 months. Membership with Historic Rego is \$60 for 12 months.

## Monthly meetings.

Monthly Club VeeDub meetings are held at Strathfield Golf Club, 52 Weeroona Rd Strathfield, on the **third Thursday of each month**, from 7:30 pm. All our members, friends and visitors are most welcome.

## Correspondence.

Club VeeDub Sydney  
PO Box 324  
Mortdale NSW 2223



## Facebook:

[www.facebook.com/ClubVeedubSydney/](http://www.facebook.com/ClubVeedubSydney/)  
[www.facebook.com/groups/ClubVeeDubACTPublic/](http://www.facebook.com/groups/ClubVeeDubACTPublic/)

## Our magazine.

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

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

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

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

## We thank our VW Nationals sponsors:

### 36 years.

Andrew Dodd Automotive	Vintage Vee Dub Supplies
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Stan Pobjoy Race Engineering	

### 30 shows and over.

Aust VW Performance Centre	Shannons Car Insurance
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### 20 shows and over.

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### 15 shows and over.

Antique Tyres	Rod Penrose Racing
Black Needle Motor Trimming	Volks Home Automotive
BWA Auto	Volkscare
Canberra VW Centre	VW Magazine Australia
Euro Revolution	

### 10 shows and over.

Das Resto Parts	Motexion
Forty Horse T-Shirts	Mountain Mechanics
Just Kampers Australia	Volkswagen Spectacular
Mackellar Service Centre	Volkwerke

See the back page for all 2024 VW Nationals sponsors

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





# The Woods Pantry Cars and Coffee From 8am Sunday 21 July

In July Club Veedub Sydney are supporting The Woods Pantry Cars and Coffee (and breakfast)

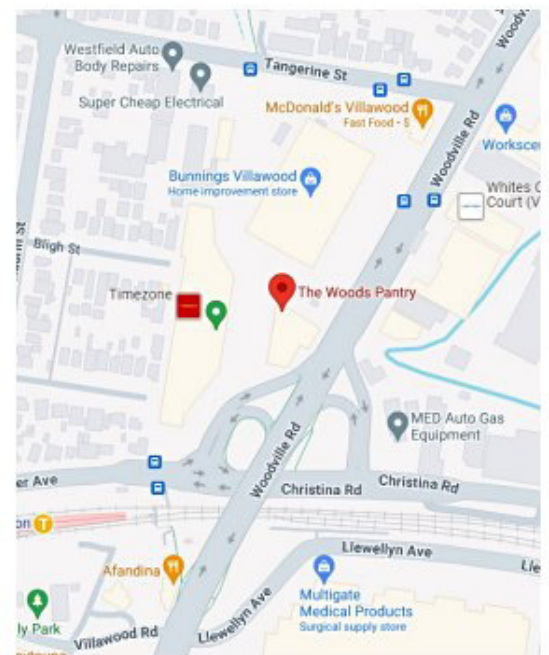
Unit 5 824-850 Woodville Rd Villawood Sydney

Join fellow classic and historic car, muscle car, customs, exotics and hot rod enthusiasts for Cars & Coffee. Enjoy the famous Woods Pantry Campos Speciality coffee, best breakfast and bacon and egg.

Enjoy a chat with fellow auto enthusiasts! From 8am to whenever

There is plenty of parking, great coffee and food and a great atmosphere.

PLEASE! No illegal or dangerous driving when entering or leaving the venue.



# VOLKSWAGEN SPECTACULAR 2024

**31ST JULY - 5TH AUG**  
**Valla Beach Holiday Park NSW 2448**



**1954 MUSTER**

FACEBOOK:volkswagenspectacular2024

Show and Shine  
**TOP 10 VWS**

Cruises Around Beautiful  
Nambucca District

Lap Dash at  
Raleigh Raceway  
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Swap Meet  
Saturday Arvo & Sunday

Charity auction

Dancing-Sitdown Meal  
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Dressup theme: Disney

Email  
[vwspectacular@gmail.com](mailto:vwspectacular@gmail.com)  
PH: 0427695203





AUCTIONS · EVENTS · INSURANCE



# **2024 SHANNONS EASTERN CREEK CLASSIC Sunday 25th AUGUST 2024 SYDNEY MOTORSPORT PARK, EASTERN CREEK**

**THE LARGEST GATHERING OF CLASSIC VEHICLES IN NSW.**

- **1,800+ Member vehicles from over 150 clubs on display and on parade**
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- **NSW's most prestigious Concours d'Elegance judging event**
- **CMC Raffle for Prostate Cancer Foundation drawn at 2:30pm. First prize is \$3,000 cruise voucher from Cruise Express**
- **Classic double-decker bus rides around the track (gold coin donation)**
- **Trade displays in Pit garages - books, models, tools, auto memorabilia**
- **Live music, rock n roll dancing, art show and much more**



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

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



# 2024



# WINTER EUROPEAN CRUISE

## MT WILSON



AUSTRALIAN SPLIT WINDOW KOMBI CLUB



Hi Guys you are invited to the 2024

Annual Australian Split Window Kombi Klub

"Winter European Cruise" to Mt Wilson

in the Blue Mountains NSW

For a BYO Picnic Lunch on

# SUNDAY 25TH AUGUST 2024

Split Kombis To Traditionally Lead Cruise

## All VWs Welcome

### THE DAYS ITINERARY:

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

Car Windsor Road & Groves Ave.

9.30am: Splitting from McDonalds

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

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

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

12.30pm: BYO Picnic Lunch

1.30pm: Sponsor Awards

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



Event Contact: Simon Barnfield  
Email: [kombis2u@gmail.com](mailto:kombis2u@gmail.com)

Australian Split Window Kombi  
VW Winter European Cruise 2024



## Von der Frau Präsidentin.

Guten Tag from Hahandof SA!

Adam and I are on our honeymoon and have stopped in to visit Hahndorf - what a sweet little village! The petrol here is cheap and the food delicious!



So far we have driven my 2006 Porsche Boxster from Sydney to Adelaide via Narooma, Lakes Entrance, Cape Otway, Mt Gambier and into Adelaide. Weather has been cool but mostly clear skies. The weather certainly hasn't stopped us from cruising with the roof down!

This month our monthly meeting will also be our AGM. Please have a think about your skills and areas where they might be used to improve our club! Don't be afraid to put your hand up, your help would really be appreciated!

June and July are quiet months event-wise. We're going to try a different Cars and Coffee in July - at Villawood.

August is much busier. There's the long-running VW Spectacular at Nambucca Heads; the popular Kombi Cruise to Mt Wilson, and the CMC Shannons Classic at Eastern Creek. We have again booked 20 places. See Bob Hickman at the next meeting to claim your ticket. Please only take one if you are definitely going; don't grab one then fail to turn up on the day.

Denlo Motors VW at Parramatta have invited us to a charity drive to Clifton. It's still being organised, but it will be for pre-1990 VWs only and on-line pre-booking and payment will be needed. It will be \$150 to take part.

This month the posted paper magazines are no more, except for those few members with no email. Everyone gets the digital magazine anyway, which arrives a week earlier, and this change will save the club more than \$1,000 a month. We'll still have some spare printed copies, but these will only be available for pick-up at the monthly meeting. So if you want one, you'll have to come along to the Strathfield Golf Club on Thursday 18 July.

We that's all from me, internet is not fab here! We are off to Whyalla to see some giant bottle fish!

Bis bald! (see you soon)

Lee Daines



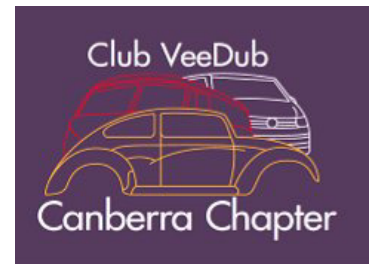
## Kanberra Kapitel report.

Not much happening at this time of year due to the rain and cold. However, there have been a few 'coffee at the flags' events (see report in this issue) and some good news of owners getting some time on their vehicles to get the niggles worked out so they may be able to attend future events.

Please note our 2024-25 committee on page 2. We found that gmail allows you to filter/fwd based suffix, so I will forward the emails based on the suffix in brackets to the relevant recipient.

At the moment we are starting to get organised for our yearly local event GAD (German Auto Day - 22 Sept 2024) which will be held at a new venue. Some of our members are also looking forward to joining other dubbbers traveling north for Valla late July.

Aldred Gonzalez  
Canberra Chapter  
[clubveedubact@gmail.com](mailto:clubveedubact@gmail.com)  
(president)



## 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](http://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/](https://www.facebook.com/groups/ClubVeeDubACTPublic/) for all info on these events.**

### July.

**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. This meeting will also be the **2024 AGM**. All committee positions will be vacated and new nominations will be called for. Members are invited to stand for a 2024-25 position! Snacks, tea, coffee and biscuits will be provided.

**Sunday 21st:- Cars and Coffee** at The Woods Pantry, Unit 5A 824 Woodville Rd Villawood, from 8am. Campo's speciality hot coffee, all day breakfast brunch. Join other classic car, custom and hot rod enthusiasts for an informal chat and a hot coffee. Plenty of parking, great food and atmosphere.

## August.

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

**Friday 2nd - Sunday 4th:- Volkswagen Spectacular** at Valla Park. Yes it's on again, where too many Volkswagens are never enough. Five days in a beautiful location, with events / cruises / displays on each day. Camp at the Valla Holiday Park or grab a motel / B&B in town (Nambucca Heads). For all information and accommodation bookings (don't delay), go to their website for more details.  
[www.volkswagenspectacular.com/](http://www.volkswagenspectacular.com/)

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

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

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

**Sunday 25th:- Shannons Sydney Classic 2024** at Sydney Motorsport Park, Eastern Creek. Organised by the CMC, it's the largest classic car show in Australia. Club displays, double decker bus rides, trade stands, historic race cars, Concours, and a parade lap of the track for all show entrants. Over 2,000 classic cars! Club VeeDub will again have a Volkswagen display, with 20 spaces booked. Cars should arrive by 8:00am. You must book with our Vice-President Stewart Burke at the monthly meeting to secure your reserved entry ticket and parking space for the day. Please only take one if you are SURE of attending - don't take one then fail to turn up on the day.

**Sunday 25th:- Split-window Kombi Winter European Cruise** to Mt Wilson in the Blue Mountains NSW. Meet at McDonalds McGraths Hill (Windsor Rd & Groves Ave) from 8am for breakfast. Cruise departs at 9:30am. Coffee stop at Fruit Bowl, Bilpin. Photo stop at Mt Tomah Rest Area. Arrive at Cathedral Reserve Mt Wilson at 12pm for BYO picnic lunch. Trophy presentation at 1:30pm. A free event where all VWs are welcome, but split-window Kombis will lead the cruise. Please ensure your VW is full of fuel and food/drink before departure as there are no shops or servos at Mt Wilson (public toilets are on site.) Contact Simon at [kombis2u@gmail.com](mailto:kombis2u@gmail.com) for more info.

**Saturday 31st:- Charity VW Drive Day**, presented by Denlo Volkswagen Parramatta. To celebrate 70 years of Volkswagen in Australia, Denlo Motors will host a VW Charity Drive, from Denlo Parramatta to the Imperial Hotel, Clifton. 9:00am to 1:30pm. Denlo will host lunch at the venue, as well as professional photography of the vehicles. Limited to just 35 spots for VWs 20 years and older only; pre-booking is essential and costs \$150 per car to take part. All proceeds to White Ribbon Australia and RizeUp. More details (including booking/payment link) to follow next month.

## Club VeeDub AGM. Thursday 18 July 2024.

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

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

All Club VeeDub members are invited to attend, and if you wish, nominate for a position on the committee for 2024-25. The 'General Committee' is a great place to start if you haven't done it before. We are always looking for new blood, new enthusiasm and new ideas. Come on, get involved! We welcome your input to help make our VW club bigger and better than ever.

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

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

## September.

**Tuesday 3rd:- Canberra General Meeting** at the Spanish Australian Club, 5 Narupai St Narrabundah, from 7:30pm.

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

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

**Thursday 19th:- CLUB VW MONTHLY MEETING** at the **Strathfield Golf Club**, 52 Weeroona Rd Strathfield. Get the latest VW news and views, plus VW socialising, drinks, raffles, trivia and plenty of prizes. Enjoy the Club's bistro and sports bar too. Lots of fun, all welcome. 7:30pm start.

**Sunday 29th:- East Hills Charity Car Show** at Kelso Oval, Panania. All classic makes and models welcome. Trophies to be won in numerous categories. Show cars enter through the gates on Marco Ave, off Childs St. A great family day out, food and drink stands, music and entertainment, motor accessory traders. Phone Glen on 0434 360791 for more info.



Join the Club VW Convoy at McDonalds Moorebank (Newbridge Rd) at 8:00am for an 8:30 departure.

## October.

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

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

**Saturday 5th–Sunday 6th:- VW Warwick Drags 2024.** Two days of all Volkswagen 1/8-mile drag race action! Friday night dyno session. Saturday street parade and car display, scrutineering and practice; evening tappet cover racing and entertainment. Sunday drag racing all day. Round Robin heats, Top VW Shootout for natural and turbo cars. Great food and drink. Air- and water-cooled VWs welcome, stock or hot-rodged. Pre-entry and payment is essential, before Friday 27 September; no entries on the day. Go to [www.vwma.net.au/warwick](http://www.vwma.net.au/warwick) for all bookings and info.

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

**Thursday 17th:- CLUB VW MONTHLY MEETING at the Strathfield Golf Club**, 52 Weeroona Rd Strathfield. Get the latest VW news and views, plus VW socialising, drinks, raffles, trivia and plenty of prizes. Enjoy the Club's bistro and sports bar too. Lots of fun, all welcome. 7:30pm start.

## Marktplatz.

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

*All ads will be published here for two months. All published ads will also appear on our club website, [www.clubvw.org.au](http://www.clubvw.org.au).*

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

## New ads.

**For Sale: 2004 VW Golf Edition 200 R32 # 58.** Canberra car with low KMs (139,600 km). Current fastidious owner last 14 years. Original excellent condition mechanically, exterior and interior. Full service history at Canberra VW Specialist, all



receipts. Lots of money spent including new headliner, wheel refurbishment and new alternator. Full NSW Registration until 21 Nov 24. First Prize Winner of Standard Mark IV Golf Category at VW Nationals in Sydney last month. Ready to just drive and enjoy. Contact David on 0408 291 300 or email [brinton.home18@gmail.com](mailto:brintons.home18@gmail.com) Asking \$26,000. No texts please.



**For Sale:- 2008 Jetta Diesel** auto sedan. Silver grey. 265k km on the clock. Mechanically A1. Very reliable. Full service history Including VW servicing. 4 new tyres ( Cost \$1000). Car located in Glenbrook. \$4500 Contact Carl on 0417 471 137 or email [carlmoll@iinet.net.au](mailto:carlmoll@iinet.net.au)

**For Sale:- Complete Full rebuild custom Astrum Beach Buggy** with very rare body. Full mechanical serviced engine, all new wiring harness work. Large 275x15 Rear tyres. Deep diamond red paint job, custom built interior, Porsche leather seats, custom gauges and much more just ask. Custom LED lights, custom hand made stainless steel scuff plates and



**Next Club Meeting:  
Thursday  
18 July.  
7:30pm  
Strathfield Golf Club.**





dashboard. Selling only due to personal reasons. Has NSW Conditional Registration (not transferable). Can be inspected on private property at Wamberal NSW 2250. \$24,900 ONO. Contact Simon 0413 005 000 or email [simon@aussieviper.com](mailto:simon@aussieviper.com)

**Wanted:-** Hi I would like to place an ad in the magazine for a **1975 Type 1 Superbug**. Need as a donor car for the dash , air and fan system and wiring harness. I am located at Heathcoate but my current car is at Caringbah. Contact Craig Peatman on 0419 616 840 or email [craigpeatman@hotmail.com](mailto:craigpeatman@hotmail.com)



**For Sale:- 1958 VW**, German built ,fully restored, Reg, always garaged, less than 50 km since restoration. All parts from VW Heritage UK. Located Gold Coast. Offers around \$40k. Phone Justin on 0479 005 300 or email [jptrowley@hotmail.com](mailto:jptrowley@hotmail.com)

**For Sale:- I have black 2002 Golf GTI** that I would like to sell. Engine-wise, it runs very well, has been regularly serviced and only has 192,000 km on the clock. The issue is that the recent weather in Sydney has gotten through the [sunroof?] and caused mould to grow on the seats, water to pool in the passenger footwell and the electrics to play up. As such, we have allowed the registration to (just) lapse while we were away and figuring out what to do with it. We have owned the car since 2011 and would like it to go to a good home but, recognising the condition and lack of registration, we aren't seeking a lot. Please contact us on 0427927940 or email [cameronphilipwatson@gmail.com](mailto:cameronphilipwatson@gmail.com) We are in Redfern, Sydney. Kind regards Cameron

## 2nd Month ads.

**For Sale:-** I have a **VW Type 182 (Safari)** that has been sitting under a cover in my garage for 7-8 years. I would now like to sell it. I have been told \$20,000. Would it be of any interest to your members? For all enquiries please contact me John Henshaw at Cape Schanck, VIC 3939 on my mobile 0418 323 633 or email [wjdhenshaw@gmail.com](mailto:wjdhenshaw@gmail.com)



**For Sale:-** Could you please advertise my **VW Beetle** in next club magazine please. It's a 1971 VW Beetle with 10 months Historical Registration, Wattle Yellow in colour. New Upholstery, side Boards and Chrome Bumper Bars and Radio. Low Mileage and engine in good condition. \$25k to \$30k or nearest offer Phone Mark on 0409 920 397 or email [amanda1971vwbeetle@gmail.com](mailto:amanda1971vwbeetle@gmail.com)



**For Sale:-** Howdy, I have a **VW1600 Instruction manual** that came with my grandfather's 1600 that he purchased in 1968. Would someone in your club be interested in it? Especially someone with a Type 3? I'd like it to go to a place it will give pleasure/get used. If you are interested, please contact me, Simon Njoo on 0410 580 067 or email [simon@murphynjoo.com](mailto:simon@murphynjoo.com)

**For Sale:- 1968 Beetle convertible**, restored 2014 , has QLD road worthy. Second place VW Nationals 2014 has been garaged for 8 years runs well, professional conversations have all paperwork to support , location northern NSW, \$18,000. Call Mick on 0410 570 663 or email [hume2444@gmail.com](mailto:hume2444@gmail.com)



**For Sale:- '79 DUB'** plates for sale (NSW). I've just transferred my 1979 Westfalia to Club rego (historic plates) and no longer require my '79 DUB' plates. They are in storage at the RMS and I am looking to sell them. Cost \$127 per year to have these on your vehicle at rego time. Asking \$1500.00 Please contact Graeme on 0434 060855 or email [graeme@darkgreendesign.com.au](mailto:graeme@darkgreendesign.com.au)





## Trades and services directory.

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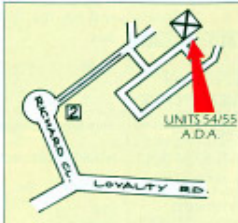
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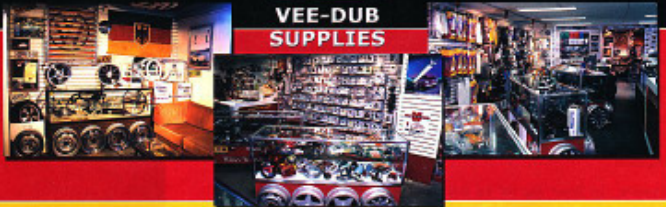


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Email: [warwick@hasmot.com](mailto:warwick@hasmot.com)  
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## ID.3 GTX revealed.

The Volkswagen Golf GTI hot hatch has gained an electric counterpart in the ID.3 GTX, unveiled in Europe ahead of an eventual Australian arrival.

It is more powerful than a Golf R, quicker than a Golf GTI, with a longer driving range than the regular ID.3 electric hatch, and unique exterior and interior styling.

Australian arrival timing is yet to be locked in, however the GTX has been confirmed for local Volkswagen showrooms. Indications are for a possible introduction in 2025.

Two variants of the ID.3 GTX are available - the regular version, and Performance - both powered by VW's latest 'APP550' electric motor used in its other electric models, driving the rear wheels.

Fitted to both variants is a 79 kWh (usable capacity, or 84 kWh gross) lithium-ion battery pack, up 2 kWh over the previous 77 kWh pack, and now good for up to "about" 600 km of claimed driving range (up from 550 km).

The regular model develops 210 kW/545 Nm, matching the ID.4, ID.5 and ID.7 in Volkswagen's European range, while the Performance has 240 kW/545 Nm, matching its Cupra Born VZ twin.

Volkswagen claims a 6.0-second 0-100 km/h acceleration time for the regular GTX, or 5.6 seconds for the Performance - 0.1sec quicker than the Born VZ - with electronically-limited top speeds of 180 km/h and 200 km/h respectively.

It is a significant improvement over the regular ID.3, which has a 150 kW/310 Nm rear electric motor, and with the 77 kWh battery is capable of 0-100 km/h in 7.9 seconds and a 160 km/h top speed.

For context the current Volkswagen Golf GTI has 180 kW/370 Nm and a 6.4 sec 0-100 km/h time, and the European Golf R has 235 kW/420 Nm and 0-100 km/h in 4.7sec. Of course the ID.3 GTX is much heavier, expected to weigh close to two tonnes.

DC fast charging at up to 175 kW is available, for a 10 to 80 per cent recharge in a

claimed 26 minutes.

Battery pre-conditioning is now available to automatically prepare the car to take on energy while en route to the charging station, by heating the battery to the optimal temperature.

The ID.3 GTX has re-tuned electric power steering, recalibrated adaptive suspension, and Eco, Comfort, Sport and Individual drive modes. Drum brakes on the rear axle remain, with front discs.

On the outside, it is distinguished by a unique front bumper with arrow-shaped LED daytime-running lights, a honeycomb grille insert and black highlights, plus a new rear diffuser, GTX badges, and matrix LED headlights are standard, whereas they

are optional on other models.

Standard are 20-inch two-tone or black wheels with 215 mm-wide tyres - or 235 mm-wide rubber on the Performance - while the mirror caps, window trim and side skirts are gloss black on the GTX, rather than matte black on the regular model.

There are five colours, including Kings Red Metallic plus Moonstone Grey, Grenadilla Black Metallic, Glacier White Metallic and Scale Silver Metallic.

Inside, there is a choice of regular seats with Lurus recycled fabric and synthetic leather-look upholstery, or single-piece sports items with microfleece and leather-look trim, both with red stitching and GTX lettering.

Alongside the GTX's arrival, the ID.3 range gains a new 32.8-cm infotainment touchscreen with faster software, climate-control shortcuts pinned to the bottom row of the screen, a supposedly-smarter IDA voice assistant, and ChatGPT integration.

The volume and air temperature sliders below the touchscreen are now illuminated - but touch-sensitive buttons remain in place on the steering wheel, which have been criticised by customers and media for being too sensitive and hard to use.

There is red trim and GTX badging on the steering wheel, the gear selector is now a stalk behind the steering wheel - rather than mounted to the instrument display pod - and the augmented-reality head-up display has been updated.





New safety technology includes assisted lane changes on motorways with the Travel Assist adaptive cruise control and lane centring system, and a door exit warning which can prevent the side doors opening into an approaching car or cyclist.

The park assist system gains a memory function - which can record a manoeuvre over a distance of up to 50 metres, and replay it in reverse - and remote parking abilities using a smartphone app.

## Tayron in testing.

The Volkswagen Tayron has been photographed testing just one month after images of the SUV were first leaked online by Chinese government documents.

The current Tayron is exclusive to China, but it has been reported a second-generation Tayron is coming to replace the Tiguan Allspace in Volkswagen's key international markets, including Australia in 2025 or later.

These 'spy' images show Volkswagen has used clever disguise to make the Tayron look like a current Tiguan Allspace, and hide the new model's design features.

Images published by the Chinese government showed an SUV badged as a Tiguan L - reportedly the Chinese name for what will be sold elsewhere as the Tayron.

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

Compared to the new generation of the regular, five-seat Tiguan, the Tayron grows by 197 mm in length, 17 mm in width and 43 mm in height.

The Volkswagen Tayron is expected to mirror the regular Tiguan's available 2.0-litre turbo-petrol engine, with a seven-speed dual-clutch automatic transmission.

In Europe, the Volkswagen Tayron is expected to be offered with 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 reportedly being targeted.

As previously reported, Australian-delivered examples of the Volkswagen Tayron are planned to be built in Wolfsburg, Germany - rather than Mexico, as per the current Tiguan Allspace, or China.



## VW leaves local committee.

Volkswagen will no longer be a participant on the policymaking committee of the Australian car industry's peak lobby group.

According to a report from news outlet Reuters, Volkswagen Australia has vacated its seat on the Policy Advisory Committee, within the Federal Chamber of Automotive Industries (FCAI) - the organisation made up of car companies.

The FCAI has been accused of publishing 'deceiving' information and making 'false' statements on the Australian Government's New Vehicle Efficiency Standard (NVES), in an attempt to undermine the proposal.

The NVES put forward three options to reduce the emissions from new cars from 2025 to 2030 - a mild option, a moderate option, and an aggressive option. Despite some support for the moderate approach, the FCAI warned the price of utes and SUVs could increase by as much as \$13,250.

Last week, electric car brands Tesla and Polestar both renounced their memberships in the FCAI, claiming the organisation was only working to represent the interests of some of its members to slow the implementation of emissions standards.



While Volkswagen hasn't left the FCAI, its withdrawal from the policymaking council signals a line in the sand for the German auto giant.

"Volkswagen Group Australia (VGA) withdraws from the FCAI's Policy Advisory Committee," the letter is understood to have read.

"VGA (Volkswagen, Audi, Skoda, and Cupra) speaks for itself on public and policy matters, including the New Vehicle Efficiency Standard.

"A strong NVES is in the best interest of this country."

It's understood the Policy Advisory Committee shapes the FCAI's position on subjects, before lobbying the government to push for its desired outcome.

The letter concludes by confirming Volkswagen Australia will continue to provide its sales figures for the FCAI's monthly VFACTS report.

## ID.Buzz GTX.

The 2025 Volkswagen ID. Buzz GTX has been unveiled - the performance version of the electric Kombi revival - with





a local arrival on VW Australia's wish list.

GTX is the current badge denoting sporty versions of electric Volkswagen models, positioned between petrol GTI and R cars in terms of performance, and has been applied to the ID.3, ID.4, ID.5 and ID.7.

A local launch is yet to be locked in, but VW Australia says it "want[s]" the ID. Buzz GTX, and that it is "working through potential local timings."

It combines a 210 kW/560 Nm rear electric motor - expected to be fitted to the regular ID. Buzz range once it reaches Australian showrooms this December - with an 80 kW/134 Nm front motor for 250 kW combined.

VW claims a 0-100 km/h acceleration time of 6.5 seconds - one tenth slower than a 180 kW Golf GTI, though the ID. Buzz may be quicker at lower speeds given electric motors deliver maximum torque from close to zero rpm - and a 160 km/h electronically-limited top speed. The Golf GTI is limited to 250 km/h.



The all-wheel-drive ID. Buzz GTX is fitted with a 79 kWh battery in the short-wheelbase model, or 86 kWh (both usable) in the long-wheelbase version, as the larger footprint provides more space to fit a bigger battery.

DC fast charging for the small and large batteries are claimed at up to 185 kW and 200 kW respectively, for 10 to 80 per cent recharge times of 25 minutes, and "less than half an hour."

The car will automatically pre-condition the temperature of its battery en route to a charging station - when it is entered into the satellite navigation system - to ensure optimal recharge times.

Claimed towing capacities are 1800 kg braked and 800 kg unbraked for the short-wheelbase GTX, and 1600 kg braked/600 kg unbraked for the longer wheelbase.

The GTX stands out on the road with a unique front bumper including a black honeycomb grille and arrow-shaped

LED daytime-running lights, black exterior trim, and 19-inch or 21-inch wheels in black or diamond-cut black/silver finishes.

Matrix LED headlights are standard, as well as exclusive Cherry Red paint - available in single-tone or two-tone variants, with a Mono Silver upper body - plus a further six single-tone and four two-tone paint options.

Inside, there is unique microfleece seat upholstery with red stitching, piping and GTX branding, plus red highlights on the steering wheel, and a black headliner - with the GTX the only ID. Buzz variant to offer this feature.

Five (two front, three rear) or six seats (two in each row) are offered in the short-wheelbase GTX, while the long-wheelbase version is available with six seats, or seven (two-three-two) - with the second-row seats able to be slid forward or back by up to 150 mm or 200 mm, depending on the model.

Boot space is rated at up to 2469 litres, in the long-wheelbase model with the second and third rows folded, and the vehicle loaded to where the top of the second-row seats would sit.

The GTX adopts Volkswagen's latest infotainment system, running on a 32.8 cm screen with a faster processor, new menu layouts and an IDA voice assistant which integrates ChatGPT artificial intelligence technology for answering general knowledge questions.

There is now the option of a head-up display, plus in the long-wheelbase model, the largest glass roof ever fitted to a Volkswagen, with a Polymer Dispersed Liquid Crystal layer which can switch from transparent to opaque at the touch of a button.

New safety features for the GTX include remote parking controlled from a smartphone app, an updated parking assistant which can remember parking manoeuvres, a door exit warning, and a revised semi-autonomous driving system which can complete automatic lane changes.

The 2025 Volkswagen ID. Buzz GTX is due to open for orders in Europe mid-year, ahead of showroom arrivals by the end of this year.

## Off-road Polo Robust from Brazil.

The Volkswagen Polo Robust has been announced in Brazil - the largest market in South America - designed for use on farms across the country.





The sixth-generation Polo is Volkswagen's best-selling model in the country, and was beaten only by the Fiat Strada mini dual-cab for the title of the most popular car overall in 2023.

The effectively-named Polo Robust hatchback joins Volkswagen's Saveiro and Amarok utes in its model line-up designed for off-road use, the Robust name used previously on the Saveiro Robust edition in 2020.

While it remains FWD only (no 4WD option), the Polo Robust brings raised front and rear suspension for increased ground clearance over rough terrain, while two option packages are intended to make the Polo Robust even more farm-friendly.

The first pack adds external grille protectors, vinyl seat covers and rubber floor mats; a second adds a luggage compartment rubber mat and a tow bar.

The Robust appears based on the low-cost front-wheel-drive Polo Track introduced to Brazil in 2023 - a stripped-out version of the regular Polo, to cut the price - which replaced the Volkswagen Gol as VW's cheapest small car.

The chunkier bumpers front and back, steel wheels and tinted tail-lights on the Robust are the same as those featured on the Polo Track.



The Robust is powered by a 1.0-litre three-cylinder 'flex-fuel' engine matched with a five-speed manual transmission, with no automatic option.

The term 'flex-fuel' refers to the Polo's ability to run on either petrol and/or lower-emission ethanol 'bio-fuel' blends - owners in Brazil can decide at the pump.

More than 2 million new vehicles were sold in Brazil in 2023, making it the region's largest market - considerably larger than Australia's 1.2-million sales - yet it did not get close to its 2012 peak of 3.6 million.

Volkswagen's market share increased to 15.8 per cent in 2023, with 345,000 vehicles sold, second to Fiat's 23.1 per cent.

In February 2024, Volkswagen announced plans to invest a further \$US1.83 billion (\$AU2.76 billion) in the Brazilian market, aiming to grow sales by 40 per cent by 2027 with a mix of fuel-flex, hybrid and electric vehicles.

The same month, Fiat also announced a number of new vehicles, including an 'urban-sized' pick-up designed specifically for Latin America.

The Italian brand - part of the larger Stellantis Group - said in March 2024 it would invest \$US6.07 billion (\$AU9.16 billion) in Brazil by 2030, where it has three factories.

Volkswagen has four factories in Brazil - where it has operated for 71 years - and is the nation's largest automotive exporter.

## VW electric ute for USA.

Volkswagen has kicked off design studies into a new electric ute for the US market, twinned with the upcoming battery-powered revival of the Scout ute and four-wheel-drive brand.



Tentatively due out later this decade, the new model is planned to share key elements, including its platform, drivetrain, electronic architecture and chassis, with upcoming models from the recently-resurrected VW-owned Scout marque.

A pivotal part of a broader strategy aiming to raise the profile and sales of the Volkswagen brand in the US, the new dual-cab ute is envisaged to rival the electric Rivian R1T, Ford F-150 Lightning, Tesla Cybertruck and Ram 1500 REV, sources at Volkswagen have revealed.

It is unlikely to be built in right-hand drive for sale in Australia, even assuming it receives the green light for showrooms.

The new ute is among a brace of future electric models currently at an early stage of design development under the guise of Volkswagen's latest design boss, Andreas Mindt.

Mr Mindt - who was the VW Group's Bentley design boss before being returning to the namesake brand in 2023 - is said to looking to provide the new truck with a bold but functional appearance with classical Volkswagen design elements and clear differentiation from the new Scout ute.

Dimensions for the new Volkswagen ute remain secret, though its cabin and tray dimensions are claimed to be larger than those of the Rivian R1T, which measures 5515 mm in length, 2078 mm in width and 1923 mm in height.

With a different positioning and brand profile, Volkswagen believes its new ute will not steal sales from Scout despite similar components.

The basis for the new Volkswagen ute is a uniquely-developed platform to be shared with the new Scout ute and its so-called 'RUV' (Rugged Utility Vehicle) sibling - the latter of which is expected to be previewed as a concept later this year before going on sale in the second half of 2026.

Details relating to the new platform remain under wraps, though it is expected to use a heavy-duty ladder-frame design to provide it the off-road ability and ruggedness expected by traditional ute customers.

The Volkswagen Group is yet to divulge information about the battery partner for its new range of Scout models.



However, the recent announcement confirming its PowerCo division plans to establish a battery manufacturing facility in Ontario, Canada, suggests it will provide battery packs for both US-built Scout and Volkswagen utes.

Power for the proposed new VW ute - which insiders describe as being at a conceptual phase of development - is planned to come from dual electric motors, providing permanent four-wheel-drive capability as well as torque vectoring and 'tank turn' functions, journalists have been told.

Key drivetrain components, including electric motors, inverters, heat pumps and power electronics are planned to be sourced from within the Volkswagen Group.

Engineering development for the new Scout line-up has been contracted by the VW Group to manufacturing specialist Magna-Steyr, in a deal purported to be worth up to \$500 million.

The Austrian-based company has been involved in the development of several electric models in recent years, including the Mercedes-Benz G-Class, Fisker Ocean electric SUV and Jaguar I-Pace. They have a long history of excellent contract work with Volkswagen, going back to the original 'syncro' AWD Gold, Passat and Transporter models of the 1980s.

Production of the Volkswagen ute is planned to take place alongside the two Scout models at a new factory being constructed in Columbia, South Carolina. The new plant is set to become the new home for the Scout brand in the US.

While the new Volkswagen model is seen as a sibling to the Scout pick-up, rumours suggest Audi is planning to create its own rugged new SUV model as a twin to the Scout RUV.

Volkswagen has long entertained the idea of entering the potentially-lucrative US ute market with a model larger than the Amarok, which is sold in other global markets, including Australia, South Africa and South America - but not North America.

Initial plans for a Volkswagen ute to be sold in North America were based around a long-wheelbase version of the first-generation Touareg.

More recently, Volkswagen revealed the Atlas Tanoak - a 5438 mm-long concept based on the VW Group's 'MQB' platform used by models such as the Golf and Tiguan, and sharing its drivetrain and chassis with the Atlas seven-seat SUV built at Volkswagen's plant in Chattanooga, Tennessee.

Recent comments attributed to Volkswagen's US CEO, Pablo Di Si, suggesting the company had shelved plans for a ute for North America are said to refer an earlier strategy for a petrol-powered model, the Atlas Tanoak concept.



"An electric pick-up [ute] is a whole new ball game. We see it as a chance for the Volkswagen brand to enter what has traditionally been one of the largest market segments in the US," said a Volkswagen insider with knowledge of the company's future model plans.

## Vale Marcello Gandini.

Legendary Italian car designer Marcello Gandini passed away in March 2024, at the age of 85.

Born in Turin in 1938, Gandini joined industrial design company Bertone in 1964 and studied under their chief designer Giorgetto Giugiaro. Giugiaro left Bertone the following year to start his own design company (and went on to style the VW Passat, Scirocco and Golf in the early '70s), and Gandini took his place. He would remain with the Bertone company for fourteen years.

Gandini designed the Lamborghini Miura in 1966, from first sketch to finished prototype, in just three months. His groundbreaking design incorporated a rear mid-engined and transversely mounted V12. It has often been considered one of the beautiful cars ever built. He went on to design the Espada, Urraco, Countach, and the original design proposal for the Diablo, as well as a number of Lamborghini concept cars.



More mundanely, like Giugiaro, he also designed practical mass-production cars for the large manufacturers, including sub-compacts such as the Innocenti Mini and the first generation Audi 50 (which became the Volkswagen Polo), as well as midsize family cars, such as the first-generation BMW 5 Series and Citroën BX.

The Lancia Stratos rally sports car, featuring a seamless semi-elliptic windshield and door glass combination, is also a Gandini design.

Other cars he designed include the Alfa Romeo Carabo and Montreal, Lancia Stratos Zero, Iso Grifo, Maserati Khamsin, Ferrari GT4, De Tomaso Pantera, Fiat X1/9 and Bugatti EB110. Gandini himself said his design interests prioritised vehicle architecture, construction, assembly and mechanisms over styling.

Car Design News awarded Gandini the magazine's first Lifetime Achievement Award in 2012, and said his stature within the industry could not be overstated. Flavio Manzoni, chief design officer at Ferrari, said Gandini was "probably the greatest car designer ever".





Winery for a buffet breakfast. Breakfast was bloody brilliant and well organised. After breaky we returned to the camp ground to participate in the hubcap throwing competition.

A few of us got in our VWs and drove out to Denman for a browse, cruise and a coffee. The drizzle had stopped and the sun was out. In the afternoon the obligatory Limbo was organised. The grounds were a little wet/ muddy but the usual suspects and some new peeps got their beasts out to the marked off area and participated in the Limbo. Great fun

and laughs had by all. There was some new Limbo kings this year.

Saturday night I went to the local saloon for a brewsky and a meal and what a feed it was. The best crumbed cutlets I have had and even better the pub was only 200 metres up the road. When we got back the yearly auction was on, there was many items up for auction that I made bids on but this year I knew my limit. All money raised in the auction went to Westpac Rescue Helicopter service. After the auction there was a live local band. Great music with the best of company.

## Dubs By The Lake 2024.

Another year of the Dubs by the Lake has been done and dusted, but this year was a little different. A change of date and venue.

It started with meeting up with other Volkswagen enthusiasts at Penrith on Friday (14/06/2024) morning. We cruised along Putty Road and had a stop over at the infamous Grey Gum Cafe at Putty for a break and some lunch. We then continued on to the new venue at Jerry's plains camping ground. Putty Road is a great drive for Volkswagens.

What a great camping area, we set up camp and got ready for an awesome weekend. It was overcast all day but we had no rain compared to the deluge of rain in Sydney and Newcastle.

The Friday night shenanigans started with a meet and greet and then karaoke. The large fire pits were throwing off a comfortable warmth. As it happens at most karaoke events, it takes a while for peeps to get there braveness together so I got up there and belted out a few songs and then the shameful singing of the gathering started, it turned out to be a great night. Actually the singing by all was not that bad at all.

It started to drizzle early Saturday morning but that did not stop the VW crew to convoy/cruise to Hollydene Estate



Quite a few more drinkies were drank and many a yarn about VWs were had around the fires.

We woke on Sunday morning with the sun shining, all the VW's were put on display around the campground. There were a few market stalls about and the Singleton Mens Shed were there selling their wares and cooking up a storm for us all.

At 1pm they drew the raffle tickets that were sold throughout the day, some great donated prizes were won by







many.

There was also trophies awarded for best in class, Giddy Up I received the award for best Kombi. To say I was chuffed is in understatement as there was many more worthy winners there on the day.

What a spectacular weekend filled with good vibes, loads of laughs and a great time!

A massive thank you to the Dubs by the Lake organising committee especially to Beau and Corrina Farrell for initially starting this event several years ago but also to continuing to make this happen.

Dubs By The Lake 2024 raised \$6700 with all the monies raised being donated directly to the Westpac Life Saver Rescue Helicopter Service.

Next years event will move back to February 2025 with the possibility to move to another location but honestly, Jerry's Plains was a top campground for this event..

Kylie "Giddy Up" Rayner



## Free to a good home.

There's nothing better than free!

It's my favourite word in the English language.

Superhuman things can and have been done when the word free is thrown around here and there.

People have always given me some Volkswagen bits, but just lately it's starting to get out of control.



I'm receiving a massive amount of Volkswagen cars and parts donated to me because of few reasons.

No one has the space to store the stuff anymore.

For us old guys, we are way into the future now and we know what direction we are taking and some things just aren't needed. The parts and cars are hard to sell because all of us VW people are tight arses with our money.

It's easier to give stuff away than it is to sell it, get a skip bin or call the metal guy. People are happy to see their parts or cars go to a Volkswagen enthusiast.

Even I have a limit though and soon I'll have to stop, or get selective, as I'm running out of space quickly. It's building up much quicker than I can get rid of it.

Basically, massive amounts of Volkswagen stuff is going for free every week it seems and nobody except me cares or takes the effort.

Anyway, it's much better than paying for it I guess, and I am able to pass savings on, meaning cheaper stuff.

So don't be lazy and get out there and grab some of this stuff before it's gone for good.

The real reason why I'm getting so much stuff for free is there is nobody else grabbing this stuff. Get out there and tell people you will take it.

Just don't come crying to me when those parts are hard to get.

Ashley Day.







## Canberra Coffee at the Flags.

Periodically on a sunny Sunday morning the local aircooled crew venture out for 'coffee at the flags'. This meetup is at the International Flag Display at Commonwealth Place, just in front of the High Court in the National Triangle. Sometimes these events have many or a few attendees.



The aim is to hopefully take the spot near the lake before the local firefighters park one of their units. There are few local coffee shops and it is an area where the many walkers of the 'Bridge to Bridge' loop of Lake Burley Griffin will see and admire the cars.

It has been known to see water pumpers and non-VWs join the crew - a love of cars is all that we ask for!

Of course this run is rarer in the winter months. Nonetheless, keep an eye on the ACT Chapter facebook page when some declares a flags run for a coffee and a meetup! (Photos courtesy of club member Ben Mallie)

## Just one car under \$3,000 barrier.

*The Sun-Herald, Sunday 22 February 1976*

Motorists can now buy only one new car selling for less than \$3,000 in Australia.

And there are only 11 other models left in the under-\$4,000 bracket.

The shock motoring milestone came this week when the price of the Leyland Mini passed \$3,000 for the first time.

The Mini, which originally came on the market for less than \$1,500, is the last of the popular small cars to go over the \$3,000 mark.

The Czechoslovakian-built Skoda is now the only new sedan selling for less.

But the Skoda is a newcomer to the Australian market



and very few are available because of import restrictions.

### Survivors

The Mini's new price is \$3,115, a rise of 6.5 per cent. It is still the cheapest nationally-distributed small car in Australia.

The number of models in the under-\$4,000 range is expected to diminish even further over the next few months.

Just over 18 months ago, there were more than 100 models in this price bracket.

Here are the 12 survivors and their prices before delivery, registration and other charges have been added.

All cars referred to are manuals. Several of the models have automatics available for less than \$4,000.



Skoda—the only sedan car priced at less than \$3,000 here.



Leyland Mini—price has just topped the \$3,000 mark.

CHRYSLER GALANT: \$3934 (2-door).

CHRYSLER LANCER: \$3755 (2-door); \$3954 (4-door).

DATSUN 120 Y: \$3396 (2-door); \$3678 (4-door); \$3809 (station wagon).

FORD ESCORT: \$3516 (2-door); \$3823 (XL 2-door); \$3926 (XL 4-door).

HOLDEN GEMINI: \$3708 (4-door).

HONDA CIVIC: \$3310 (2-door); \$3400 (3-door); \$3723 (4-door).

LEYLAND MINI: \$3115 (2-door).

MAZDA 1300: \$3317 (2-door); \$3688 (4-door); \$3918 (station wagon).

SKODA: \$2899 (S 100); \$2999 (S 110 L).

TOYOTA COROLLA: \$3419 (2-door); \$3779 (4-door).

SUBARU 1400 DL: \$3698 (2-door); \$3798 (4-door); \$3958 (station wagon).

VW BEETLE 1600: \$3798.



### Beating pollution

Air-pollution rules which will come into force at the end of June will almost certainly shorten this list.

Ford, for example, already has plans to replace the 1300cc motor in the Escort with a 1600cc unit so as not to reduce the car's performance once the anti-pollution equipment is fitted.

This will automatically add to the Escort's price and will push the price of at least the XL model well over \$4,000.

The ancient Volkswagen Beetle will almost certainly not meet the new regulations. The much anticipated VW Golf is due to be released for local sale next month as its likely replacement.

The new Golf however will have a release price of \$4,228 for the 3-door model and \$4,358 for the 5-door.





## The Project of My Life – Progress 13.

Finally I have some finished products; stage 5 for those who have been paying attention to the processes of fibreglass prototype, mould and product fabrication that I've previously banged on about.



These are, of course, the sill panels, which will not house heater channels but will fit over rectangular steel tubing bolted to the floorpan. The little knee pads on the left are recessed inserts which will eventually form the base of the pillar panels. As you're probably aware, the left side sill has a groove for the wiring harness. German Beetles have the harness going through a hole before ascending along the inner wheel well. Mexican Beetles have a continuation of this groove in the sill stamping, which makes it much easier to install or remove the harness. I'm incorporating these features in the right-side sill as well so that another harness or an air-conditioning line can be run through there without protruding.

I'm using a fibreglass variety which is new to me: double-bias cloth. It's much stronger than chopped-strand mat, as the glass fibres are continuous; it's even stronger than woven cloth, but much more 'drapable,' which is important for the sort of complex mould contours that I've created.

----

Here is my roof mould. I've never spent so much time on one item and this one has to be spot-on, the roof being the most visible part of the car. Having the mould rolling around on the floor would make it pretty hard to work on, so I ordered-in some plywood and made this cradle to lift the whole thing up to a comfortable height. The shop cats haven't found it yet.



I've mentioned in a previous article the high-torque starter motor that I had got hold of. Unfortunately, the factory starter/bell housing/engine bolt with the D-shaped head doesn't have a corresponding shape to engage in on this Japan-made starter motor, so it would turn around and around as you tried to tighten up the engine. To counter this, I got some 2-mm plate and made the profile match that of the starter body, drilled a hole in it, then bent the edge to match the bolt head.



That should do the trick.

----

I've installed the Andrig Aircooled Technology fan, though final Loctiting® and torquing will have to wait until I've fitted a drive pulley to the alternator so that there's something to tighten against. This fan is no longer available, as Andrig has moved on to a [complete new system](#) of fan housing and fan with two intakes.

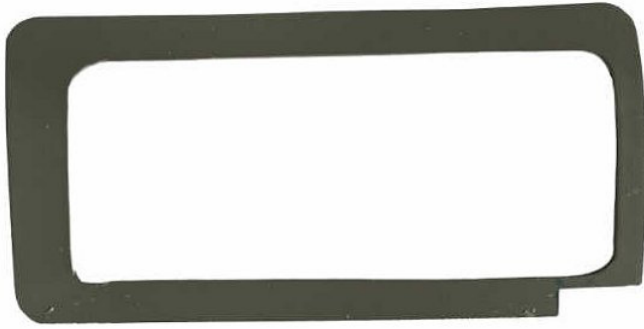


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In order to provide access for a clutch master cylinder, a big hole has been cut into the chassis tunnel, significantly weakening it. I don't really like this idea, so to rectify it somewhat, I've cut out a stiffening panel from the same 2-mm plate. To attach this stiffener, I plan to drill holes around the



aperture in the tunnel and plug-weld through them onto this plate.



----

While dealing with [oil-cooler ducting](#), I got to thinking about two problems which I hope to address with one solution:

1. Oil flow to the stock cooler is controlled by a relief valve responsive to pressure, which is only roughly equivalent to temperature. I'm sure there are times when the oil will be getting cooled prematurely, though it's hard to know by how much because you can't see the relief plunger working.
2. Oil will deteriorate chemically as long as the water derived from combustion isn't boiled off. I found some useful info at [Performance Unlimited](#) about the ideal temperature for engine oil to achieve maximum engine life; it converts to 90° C. That's below the boiling point of water, so ideally the oil temperature should be allowed to rise for long enough to boil off any water present, then fall to what's best for engine longevity.

Ideally, to address both issues, the air flow from the oil cooler should be blocked off until the oil reaches a temperature somewhere above 100 degrees, then allowed to exit freely in order to bring the temperature back down to 90°. If I were using an external oil cooler, the challenge would be much easier, as there would be electric control over a cooling fan motor. When the cooler is in the stock location like mine, you need to engineer some sort of gate valve. There is a market for young blokes who want to make a lot of noise with their exhaust system, then tone it down when driving past police roadblocks. The solution consists of a butterfly



valve welded into the exhaust in order to bypass mufflers.

Two types are available, actuated by [vacuum](#) or an [electric motor](#). A vacuum-operated valve would fail in the closed position and would not receive a vacuum signal during acceleration (not good), so I opted for the electric version, choosing the 3-inch one, which matches the cross section of the stock oil-cooler outlet very nicely.

All you need to do is reverse the current polarity for the electric motor to change directions. When it hits the end of its travel, there is no feedback to let you switch it off, so all you can do is give it a pulse of about three seconds to fully open or close it. What I plan to do is fit another 40-120° C temperature sensor for Golf 1 to the deep sump and hook it up to the [Arduino](#), which will sense the voltage when the oil temp hits 105° C and close a relay, sending a pulse to the motor and opening the butterfly. Next time the ignition is turned on, if the temperature is below 90°, another relay will actuate, sending a pulse in the opposite direction to close the valve. Because there will be software control over the system, the temperature thresholds and timing will be able to be tweaked.

Connecting the butterfly valve isn't trivial. I've ordered-in a 3-inch stainless exhaust elbow and a 3-bolt exhaust flange. I'll be welding these together along with an adapter piece from sheet metal to attach it to the oil-cooler outlet, then making a bracket to stop the whole thing from falling off along the road.

----



There are three things to look at in the above photo:

1. The tin screws: Torx-head M6 screws. I won't need one of [these](#).
2. My method for blocking off the holes where the clips for the spark-plug leads normally pop in: two circles of sheet metal cut out with a hole saw, pop-riveted together.
3. A set of Andrig Aircooled Technology [fixed flaps](#).

Now why would I want to fit a set of these when I've already gone to the trouble of sourcing all the hard-to-get thermostat components? A long story.

Firstly, you need those flaps, fixed or swivelling, to reduce turbulence and align the cooling air to where it's needed. Next, I'm setting out to radically re-engineer the



delivery of cooling air to the VW Beetle engine through the use of [air ducts](#) with entry points in the base of the mudguards and a combined spoiler/grille above the rear window (no graphic yet, as nobody has volunteered to make me drawings) and eliminate the standard grille below the window. If the plan is successful, air will enter the cooling system like on a front-engined car: from points of high pressure. The faster you go, the more air would flow through. On a normal Beetle, the faster you go, the better-cooled it ain't. My hope is that the cooling improvement will be so great that it will be over-cooled, just like my old Beetle with the [whale tail](#). On that particular Beetle I engineered a thermostat with a higher-temperature opening so that the flaps were partially closed most of the time.

Doing so leads to a situation which I will try to explain using the analogy of a vacuum cleaner, one where you can block off the air outlet with your hand. If you do block off the outlet, the electric motor slows down, because it's working harder, doing more work. If on the other hand you block off the tube where you suck up dust, the motor speeds up, indicating that it's working more easily, doing less work. VW has implemented two similar systems for throttling the cooling air. Before 1965 the inlet was restricted using a throttle ring. After that, the outlet was restricted using flaps after the fan. The throttle-ring system costs less in the way of horsepower when it's restricting cooling air. The flaps consume more horsepower than a totally open system. They probably made that modification so that the heater would deliver some degree of warm air more quickly. I'm in a hot country and unconcerned by the lack of a heater. With a stock engine there's not much difference between the old and the new; the thermostat opens at a low 65° and doesn't do much regulating after that, unless it's winter in a cold country. But if it's a heavily modified engine with a serpentine belt which doesn't slip at 4500 RPM like a V-belt and it's got a higher-output fan, and in my case if the fan is picking up high-pressure air so that the movement of the car sends even more air to the engine, the restriction offered by the flaps trying to keep the engine warm is going to cost real power.

Before, when I was planning to use the flaps and a thermostat as delivered on Mexican Beetles, I was contemplating dealing with an over-cooled engine by having a series of progressively smaller serpentine crankshaft pulleys machined up, as it seems that the only diameter available off the shelf is the stock one. This would be an expensive route and a classic case of open-loop design. But going the new way with a throttle ring, I am sure that the cooling will self-stabilise in closed-loop fashion and I'll be able to stick with the big crank pulley so there'll be lots of cooling in reserve. At the same time, under normal running, there will be reduced pumping loss with improved fuel consumption. It's having your cake and eating it too; no compromise. I have a plan A and a plan B to carry out this undertaking.

Plan A: use yet another Golf 1 coolant sensor screwed into an angle bracket in the stock thermostat location to sense air temperature beneath the fins. Feed that to the Arduino, which will send signals to a T3 Transporter central-locking motor to move the linkage for the throttle ring back and forth. The Transporter item is unlike most other central-locking motors in that it is low geared through a worm drive and has limit switches built in. The worm drive means that any external force acting on the lever will not turn the motor.

Also, it's built for automotive application. Having the Arduino at the heart of it means that you have software control over the temperature threshold and timing, but in case the electronic route doesn't work out, then there's ...

Plan B: just use the stock design of thermostat to move the throttle ring in and out, but substitute the Mexico wax-pellet thermostat, which I expect to be able to replace with different-temperature units from other vehicles. It means cutting a hole in the cylinder tin for the rod to pass through.

Here is where I'll get the [throttle ring](#) and actuating [parts](#). I'm travelling to Germany this year, so I'll just pick them up there. Using the throttle ring means that there will be no way to fit a [volute ring](#), but because the throttle ring is itself in the form of a venturi, I'm expecting that the VW engineers will have optimised it for air flow.

----

I've gone to fit the steering rack after having painted the bracket with 2-pack epoxy. A few problems have held up the installation:

- The clamp which Alex in Finland has made is too strong and won't tighten down onto the rack output shaft, so I'm having it milled to make it a bit less solid, following Alex's dimensioning.
- The attachment between the steering column and the Polo rack input shaft is an oddball 16-mm diameter, 60 spline arrangement, a smidgeon smaller than the one on a Beetle, which will not clamp down that far. Alex's solution was to use a [smooth-bore U-joint](#), drill a hole in the side and use a set screw to attach it. I've done that, but I'm not about to bet my life on it holding up. I'm prepared to buy original VW Polo items: one of [these](#) with the appropriate clamp (I think I got the last one in existence) and have some cutting, turning and welding performed to attach the U-joint securely.

At the time I started searching for a rack solution, Kerscher in Germany only offered left-hand-drive models, but now they list a [RHD kit](#). I would have had fewer headaches if only I had been able to source one of those. I've sent Kerscher an email asking if they can provide me one of their cross shafts to link the steering column to the rack. Still waiting ...

A trial fitment of the rack to the front end revealed one thing: I won't need to engineer-in any travel stops, as the rack bottoms out just before the tyres hit the torsion tubes.





----

The banjo for the hydraulic clutch sticks out a bit from the centre tunnel and it's best that it be out of the way of passengers' feet. I decided to build a protective cover for it and incorporate the new piece into a remade cover for the accelerator lever. While trial-fitting the steel cover, I noticed that since I've bent the stop on the accelerator pedal itself to get more travel, the front part of the steel cover has effectively become a new stop for forward movement of the lever, so if it's going to be remade, it may as well be redesigned to eliminate the premature stop.



The angle at the front is a bit more pronounced than stock. Stainless washers have been glassed around the inside of the fitting holes. You can just see the hydraulic line protruding from the right.

Once I've finished my centre console, which will have removable panels on either side at the front for access to a cubby hole, I will probably incorporate this piece into the left-side console panel.

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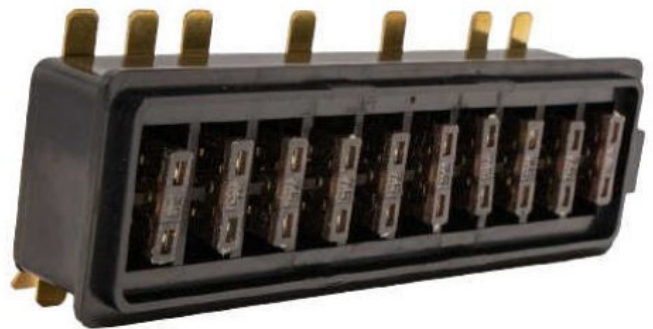
I recently picked up a set of 5½-inch ATS wheels in really good shape. Although I love the steel wheels I've got already, this makes me really happy, as I'm on a relentless quest to save weight and the slightly narrower width will likely help with keeping everything inside the stock-width mudguards. I nervously fitted one to the rear, expecting that it would foul against the caliper as the Lemmerz wheels do. Oh joy, total clearance! They came without wheel caps and



people want a lot on eBay for original ATS caps, so after a very extensive search for generic caps which fit a 70-mm hub, I ordered in a set from [Rhino Tuning](#). Nice-looking items which fit exactly, but icing on the cake is my thing, so I got another set of [genuine VW caps](#), sliced the tops off the Rhino caps with an angle grinder and popped the VW logos straight in.

----

I've already got my fusebox sorted. It's the type which has an LED in parallel with each blade fuse, so if a fuse blows, you know which one it is. Every fuse is connected to every other one on one side, which is no good for a normal Beetle, as most of the fuses are wired after the ignition and headlight switches, but for my use it's just fine. On the other hand, this item I really like:



Replacement fuseboxes for air-cooled VWs using modern blade fuses instead of the old dodgy torpedo fuses. You can get them at [Torque Resto Parts](#). Just none available with the relay stand above the fusebox; a pity.

Rod Young  
[rod.young2@icloud.com](mailto:rod.young2@icloud.com)

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And just as the Ghia was, the Scirocco was also assembled by Karmann. Propelled by a transverse SOHC inline-fours ranging in size from 1.1- to 1.6-litres (and 1.7-litres for the US) depending on the model, the Scirocco was a satisfying ride. The German TS model was initially the quickest, with an 85 bhp (63 kW) engine, but in 1976 the Scirocco GTI appeared with a fuel-injected 110 bhp (81 kW), 4 months before the Golf GTI was released. The Scirocco was a substantial success, with a global production run exceeding 500,000 units for the first generation model into 1981.

Unfortunately no Sciroccos were sold in Australia - they would have been subject to full import duties and

would have cost twice as much as a locally-assembled Golf or Passat. Two cars were shipped in for testing and evaluation, and were displayed at the 1976 Melbourne and Sydney motor shows, but the model was never released here.

Following the end of first-gen Scirocco production, VW immediately replaced it with the Mk2 Scirocco for 1982. Styled in-house and still built by Karmann, it was longer and wider but still based on the same chassis. Its eight-valve inline-four SOHC engine was available in 1.3-, 1.5-, 1.6- and 1.8-litres, 44 kW up to 82 kW.

A pivotal moment for the Scirocco came in mid-1986, when Volkswagen dropped in its first-ever 16-valve inline-four. I attended the Mk2 16V Scirocco's press launch, and compared with Volkswagen's previous eight-valve Golf and Scirocco offerings, the 16-valve upgrade ignited the drive experience. Accompanying the new engine were a full aero body kit, a larger spoiler fitted midway up the backlight, and teardrop-shaped slotted wheels. New four-wheel disc brakes were standard; a power package, a sunroof, leather seating, and air conditioning were optional.



It's hard to believe now, but four-valve combustion chambers in an alloy DOHC head were exciting technology at the time, and in the Scirocco 16V's case, this resulted in 123 horsepower for the US market (37 percent more than its predecessor). In Germany the 16V engine was available in 95 kW (129 bhp) and 102 kW (139 bhp) versions. Those ponies pulling 1040 kg gave a power-to-weight ratio that would theoretically net the fastest, most powerful VW ever built.

## VW's first hot hatch.

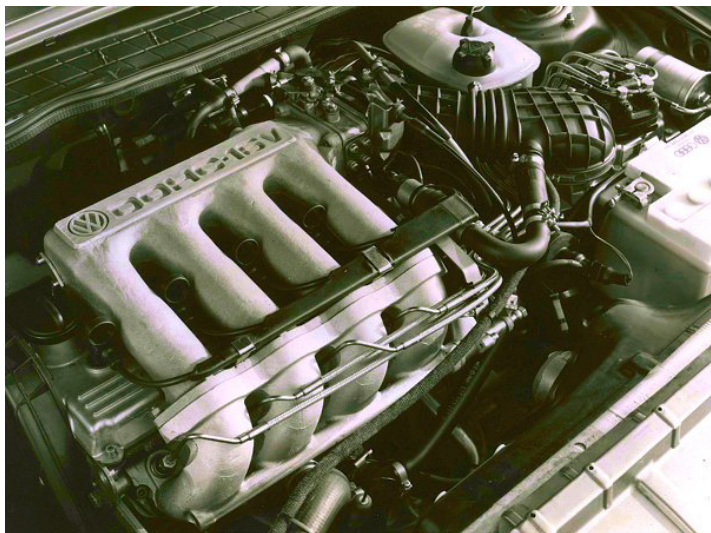
*Hagerty's Auto News, August 2022*

Sharing Volkswagen's first-generation water-cooled front-drive platform with the original Mk1 Golf and named after a warm Mediterranean wind, the Scirocco debuted in Europe in 1974, six months ahead of the Golf (so that any teething problems could be ironed out before the Golf appeared). It was an economical sport coupe with smart styling by Giorgetto Giugiaro, who also styled the Golf.

Essentially, it was to the new front-engine, liquid-cooled Golf as the previous Karmann Ghia was to the Beetle.







Despite the factory's 124-mph top-speed claim, I saw just 110 mph in fourth while thrashing the Scirocco 16V on Phoenix International Raceway's longest straightaway.

The German 102 kW 16V 1.8-litre Scirocco GTX had a rated top speed of 207 km/h (129 mph).

Shifting was improved, too, owing to a revised five-speed transaxle. On street duty, the 16V proved nearly as fun to row as a Toyota MR2 but much better looking.



Thanks to its performance-calibrated suspension and firm chassis, the Scirocco 16V made the most of its 185/60R14 Pirelli P6 tyres. Today, adding a passenger and luggage will only further improve the ride. It helps that the power-assisted rack-and-pinion steering makes the 16V feel light, with only mild understeer at the limit. Aggressive driving still brings a trait familiar to certain FWD pilots-lifting the inside rear wheel while cornering.

A Mk2 Scirocco of any year is a truly mechanical experience. Sure, the Bosch KE-Jetronic fuel injection and ignition contain electronics, but the rest of the car is all you. The steering offers good feedback, and the independent front and torsion-beam rear suspension will help you hustle the Scirocco through any twisties you encounter. Plus, the beam axle allows a low cargo-area floor, which expands the car's utility.

Mk2 Scirocco sales continued through 1988, with 291,497 units produced globally before the model was replaced by the more upscale Corrado. Again, for Australia the Mk2 Scirocco was never sold here, the importers this time not even bothering to import any demonstrators.

The Scirocco Mk3 didn't arrive until 2008, lasting just seven years and adding 280,000 more units. This time it did

make to Australia, with just 2,267 units ('R' model only) sold here from 2011 to 2017.

For a vintage experience on a budget, the 1986-88 Scirocco 16V remains as hot as its namesake wind. "Maserati? Ferrari? Lamborghini?" challenged a period Volkswagen ad. "Scirocco!"

John L. Stein

## An interesting car movie website.

I have always had an interest in all cars and fascinated by the history as a VW owner.

I also love movies that include cars (Herbie, The Italian Job, Bullitt, James Bond) just to name a few .

I recently discovered a website IMCDB.org. it stands for Internet Movies Car database.

[www.imcdb.org/](http://www.imcdb.org/)

This website is amazing , listing all the cars featured in thousands of films, whether they be major stars or just spotted in the background. You will see the most complete list on the web about cars, bikes, trucks and other vehicles seen in movies and TV series, image captures and information about them.



To start your visit on the site, you can search for a movie by typing a part of its title in the search box in the top right corner of the page, or select a make in the list.

There are 244 different default makes listed, of which Volkswagen is only one, of course you can also search for VW family makes Audi, Skoda, Seat, Bentley, Lamborghini and Bugatti. Even MAN or Scania trucks, or Ducati bikes.

Then you get a choice of which particular Volkswagen model. There are separate lists for VW 'Type' or VW 'Model name.' Hundreds of them, more that you can think of.

Of course, VW featured in so many movies, but you can spend hours looking at all the brands that made cars prominent and locked in time!

Enjoy the search!

Carl Moll





## Touchscreens in cars are a menace.

*Hagerty's Auto News, August 2022*

The Swedes are a curious bunch. They build the world's safest cars, but from little more than walking age they'll teach their children how to fell a tree with an axe, catch fish from the surface of a (hopefully) frozen lake, and make a warming fire outdoors - using a tree trunk, a chainsaw, and a can of petrol.

They are sensible and considerate in working hours, but can be wild and uninhibited when night falls and the drinks flow. Obeying speed limits comes naturally, yet few nations' drivers are better at drifting a car sideways through a snow-covered pine forest.

In some small way, this explains why, when Sweden's car journalists gets their hands on a new vehicle, they don't do what Americans, Brits, and Germans do, which is skid it around a test track or racing circuit until its tires resemble balls of wire wool and the brakes appear to have erupted into a small bonfire. Oh no. The Swedes turn all serious, devising tests for real-world driving scenarios which you or I are unlikely to encounter in our lifetime but the likes of which keep Sweden's reviewers awake at night.

Remember the moose test? In 1997, a simple, standard testing procedure caused the board of Mercedes-Benz to drop everything they were doing - namely, launching the new Maybach Concept to the world's media, at the Tokyo Motor Show - and fly back to Stuttgart, making damage-mitigation plans as they went which would have to be presented to Jürgen Schrempp, Mercedes' CEO, the moment they touched down.

The moose test was the work of Teknikens Värld, a Swedish car magazine. It was designed to probe at a car's handling characteristics during a sudden, emergency lane change ... such as when a 600 kg moose stepped out in front of your Saab or Volvo.

That simple test - to which Mercedes had not subjected its new, mass-market A-Class - literally tripped up the company's most significant car of the moment. It's estimated that a recall of the first 17,000 cars on the road, and subsequent fitment of an Electronic Stability Program (ESP) as standard cost the company more than 2.5 billion Euro

more than it had intended to invest in the project.

So you can understand that when Sweden's car reviewers are presented with modern cars with functions mostly operated through touchscreen systems, they don't reach for their iPhone to stream their favourite podcast, or ask the car to order them a Foodora meal (their DoorDash equivalent). They search for flaws.

How, they ask, is scrolling, swiping and jabbing your way through numerous menus safer than using conventional buttons or stalks on the steering column?

And, of course, they don't just pose the question, they go in search of the answer. "They" in this case is Vi Bilägare, a consumer magazine that has been doing sensible things with cars since 1930.

The answer doesn't make for comfortable reading; at least, it doesn't if you're a car manufacturer that claims touchscreens offer progress through convenience, extra features, upgrades over time and, er, a virtual whoopee cushion. Using a 2005-era Volvo V70 as a benchmark, Vi Bilägare magazine established how long it takes the average driver to perform common tasks when at the wheel. Operations were as follows: changing the temperature of the climate control, choosing a specific radio station, resetting the trip computer, and lowering the brightness of the instruments.



So far, so straightforward. The driver had to perform the tasks while traveling at motorway speeds, and had had the opportunity to familiarize themselves with all the cars being tested. So, let's cut to the chase; if you performed the tasks in the Volvo V70 while driving, how long would it take and how far would you have gone? It took all of 10 seconds, and the distance travelled was 306 metres.

The worst offender of the new cars was an MG Marvel R, an electric, family-sized SUV, which took 47 seconds and covered 1372 metres in that time.

Ah, you may be scoffing at this point. That electric MG is merely badge-engineered Chinese car that can't compete with the might of Europe's prestigious carmakers. If only... The next worst offender was BMW's new flagship, the iX. Its driver needed 30 seconds to perform the simple tasks, taking them 928 metres down the path. The acclaimed Hyundai Ioniq 5 took 27 seconds and 815 metres. Pin-up for the Tesla fan club, the Model 3, needed 24 seconds and 717 metres, while Volkswagen's post-Dieselgate rush job, the poorly received ID.3, clocked in at 26 seconds and 786 metres.

Cars, you may have noticed, have never been more expensive. And as automakers transition to electric power,





that cost burden to the consumer is only going to increase, at least in the short term. Many manufacturers say they will phase out high-volume, low-margin cheap cars in favour of posh and pricey alternatives that come packed with profit.

That escalating cost is also partly because carmakers can't justify fitting small cars with all the safety equipment that will be mandatory in the future. Yet the same safety bodies and rule makers, who are forcing expense upon consumers in the name of our well-being, have buried their heads in the sand over touchscreen tech in cars.

If I said to you, "I'm rubbish at using an iPad; would you send a message for me and then check the weather, please?" while you were driving, you'd tell me where to shove it. Yet these screens have proliferated for reasons of ... you guessed it, cost.

Stuff you and I knew was flawed is being forced on us whether we like it or not.

As infotainment systems continue to develop, more independent testers should take a leaf out of Teknikens Värld's and Vi Bilägare's book and highlight the hidden dangers of 'progress.'

James Mills

## The Midnight Run.

Many years ago, maybe over twenty five, I used to service a lot of septic systems at Badgerys Creek.

We had over two hundred units on what is now the airport land owned by the Government.

All of those houses were rented to people before it was flattened for the new Sydney airport.

It used to be our best customer with around 240 service contracts.

One of the places I used to visit had Beetles and VW parts everywhere.

The guy that lived there worked at All Model Wreckers on Marigold St in Revesby (remember them)?

He must have taken Volkswagen parts home in his pockets every day because his little garage was full of new and hard to get parts.

Obviously he was a good guy to ask about parts I needed because I love to save money.

One day I went to ask about some parts and found the place abandoned but most of the Volkswagen stuff was still there.

I asked the real estate agent what had happened and they told me that he had done a midnight runner and the stuff was being taken away that week.

I asked how much they were paying to have the stuff taken away?

\$150 was the answer, remember this was a long time ago. I asked if I paid them \$150 would I be able to take all of the stuff?

They said yes but I would have to take everything.

I gave them the money and got to work the next day.

In total I pulled out of that yard-

4x '60s model Beetles

1x IRS floorpan

1x off-road buggy

1x Holden Torana

1x Cortina race car

1x Valiant Ute

And a garage full of new and old parts.



All of the cars and most of the parts were sold off for a decent profit with the exception of the Cortina race car.

I got a call from the estate agent asking for the Cortina back.

Apparently the guy had come back, paid them the money owed and asked if he could have just the race Cortina back.

It seemed fair so it was dropped back at the estate agent the next day.

Also the guy looked like someone you probably wouldn't want to upset.

So as long as he was happy so was I.

These types of deals happen but are rare so keep an eye out and don't be afraid to ask.

Ashley Day.



# Klub Korrespondenz.

From: [paul@killerrides.com.au](mailto:paul@killerrides.com.au)  
Date: 26/06/2024 11:06AM  
Subject: Magazine Feature - 2024 VW Nationals Show and Shine

Message:

Hi guys, I publish Killer Rides magazine online and just wanted to let you all know that I have put together an article in the latest issue (online now) featuring the Show and Shine along with a video on the event as well. You can get it out for free at [www.killerrides.com.au](http://www.killerrides.com.au) Just click on the front cover image to open the new issue. Regards,  
Paul Beck  
Publishing Editor Killer Rides Australia  
0432 795336



From: [jholmesdziuba@hotmail.com](mailto:jholmesdziuba@hotmail.com)  
Date: 09/06/2024 09:34AM  
Subject: Fresh Start?

Hello Lee,

This is Jennifer Dziuba from the K-W & Area Bug Club in Canada. I hope this finds you doing well, and that your Nationals were a great success!



I have reached out via e-mail, via Messenger, and on your Facebook pages in an attempt to maintain communication between our Clubs. I think I owe you an apology for having inundated you folks with lots of e-mails in an attempt to share our quarterly newsletters. It was with the best of intentions and I have been given the 'what-for' by my own Communications Manager LoL! I wonder if we could start fresh? My Communications Manager is going to provide me with a link to our Google Drive to share with you if you're interested in our newsletters, and I have also invited you, Lee, to our Members Only FB page if you'd like to join. If these things are not a good fit, please let me know.

I am trying to put together some information about your Nationals for our quarterly newsletter and wonder if you might have a picture or two that you could share with me.

I sincerely hope that I will hear from you soon.  
Kind regards as always,

Jennifer Dziuba  
Director, K-W & Area Bug Club

Hi Jennifer,

Please don't be sorry, I am slow on communications for the club at the moment as we have just had our major annual event and am now prepping to head off on my honey moon. I will have a bit more free time once I return. :-)

Warm Regards,  
Lee Woods

----

From: [julianbeale@gmail.com](mailto:julianbeale@gmail.com)  
Sent: 13/05/2024 05:57AM  
Subject: Information LNC Industries

Dear President, I have really enjoyed looking at your extensive website and admire how much you and your colleagues have put into it.

I will keep this request and the reasons behind as brief as possible.

I was a ten pound Pom! I arrived in Sydney in May 1969 and worked for VWA at Waterloo Road, North Ryde for two years before travelling back here overland from (then) Bombay in a Falcon ute which I bought from the Post Office. Previously, I had been working for VW UK and I arrived in Australia with an introduction to Doug Donaldson. He kindly referred me to Terry McGovern who became my boss, mentor and friend. During those two years, I came to know pretty well a number of others, including Charlie McCoed, Len Wallace, Ray Ratcliff, Jurgen Seil, Gordon Bingham, Norm Newbon.

After leaving, I kept in touch for a while but the passage of time took effect. I know that Doug D died in the early '90s but wonder if you could help me with info on any of the others, particularly Terry M and his wife, Merle.

Many thanks and kind regards,

Julian Beale.

Hi Julian,

It's great to hear your reminisces, and it's a shame we haven't been able to contact many of the old LNC management staff of the late '60s and early '70s. We sought support from Doug Donaldson back in 1985 when we started this VW club, but by that time he was in ill health (emphysema) and close to retirement, and we didn't hear anything back from him.

By that stage, the parent company LNC Industries had pretty much closed down Volkswagen in Australia and were only selling a few hundred T3 Transporters and luxury Audi 100s every year. The Subaru and Honda franchises, which they gained in 1973 and 1974, were by far their main business by then.

Doug Donaldson retired in 1986 and passed away in 1991, just before Lanock Motors closed down. I went to the official Lanock Motors farewell function at North Sydney in May 1991 and spoke briefly with his widow, Lee. We have featured a couple of items on him in our magazine, which you can download from our website. See these issues:

[www.clubvw.org.au/media/zeitschrift/archives-2021/june-2021/](http://www.clubvw.org.au/media/zeitschrift/archives-2021/june-2021/) - page 39  
[www.clubvw.org.au/media/zeitschrift/archives-2021/october-2021/](http://www.clubvw.org.au/media/zeitschrift/archives-2021/october-2021/) - page 27

According to my records, the new LNC Industries (VW



Australia) team from June 1968 comprised of:

Doug Donaldson (Managing Director)  
Dick Higgins (General Manager)  
Bob Bessemer (Marketing Manager)  
Terry McGovern (Parts Manager)  
Jurgen Seil (National Service Manager)  
Gordon Bingham (PR-Advertising). He was later replaced by Norm Newbon.

Unfortunately I have little to add on these fellows.

Gordon Bingham was a good friend of race driver Allan Moffat, as they both began as marketing cadets at Volkswagen in Melbourne in 1959. He gets a few mentions in Allan's biography 'Allan Moffat - Climbing The Mountain,' a great book which I highly recommend to you.

Allan drove VWs in local track events in the early 1960s, alongside Eddie Perkins (Larry Perkins' father) and George Reynolds. Gordon's sister June Bingham later did the accounting books for Allan's race engineering company at '711 Malvern Rd' in the '70s when Allan was a national superstar.

According to Allan, Gordon Bingham later left VW in Australia to head VW's Porsche-Audi division in the USA, then later still joined the management team at BMW of America. According to this obituary, he has passed away but unfortunately it's not dated:

[www.eastbaytimes.com/obituaries/gordon-bingham/](http://www.eastbaytimes.com/obituaries/gordon-bingham/)

Jurgen Seil was active in retirement and helped us with the Australian history articles, sharing lots of detail and anecdotes. He participated in the launch of the New Beetle in Sydney in 2001 and gave a number of speeches on Australian VW history. He lives in Tea Gardens on the mid-north coast of NSW and was active in the local Tea Gardens-Hawks Nest Motor Club and their major show, the Motorfest, as recently as 2020 where he is featured on their Facebook page. I did hear he has been suffering ill health recently but you can probably contact him through there:

[www.facebook.com/p/Tea-Gardens-Hawks-Nest-Motor-Club-Inc-100065113346055/](https://www.facebook.com/p/Tea-Gardens-Hawks-Nest-Motor-Club-Inc-100065113346055/)

Unfortunately I don't have any information on the other fellows. I would think most of them would be gone by now. A person younger than me may be able to track down their families through Facebook and other social media, but I'm the wrong generation for that, sorry.

Good luck with your search. If you have any stories or photos of your time at VW Australia that you wish to share, we would love to publish them in our magazine.

Kind regards

Phil Matthews  
Editor, Club VW Sydney

Phil,

Thank you so much for such a swift and interesting response. I'm sorry I have taken a few days to acknowledge but I have been trawling through old files and memorabilia, finally coming up with the photo below which I hope you will find entertaining. I'm sure it depicts the bash to celebrate Gordon Bingham's departure from VWA and believe that was sometime late in 1970.

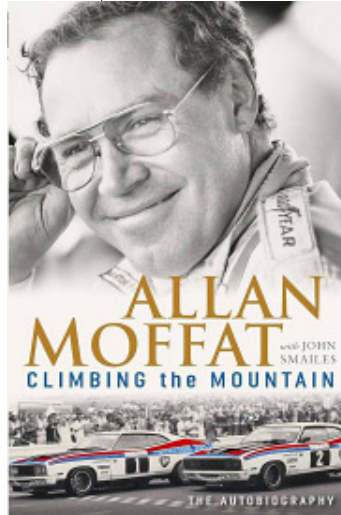
I think that is Dick Higgins seated centre foreground with Doug D standing on his right. On the extreme left is Bob Bessemer, Laurie Hancock (Service) on his left, Moving right and standing at the back are, first Juergen Seil and then Norm Newbon (holding up glass). In front of Norm is Gordon B with his leaving gift, which I remember as some form of boomerang (please come back!). Extreme right is Terry McGovern and I'm next to him - garish looking tie. The tall guy at the back next to a beard is Bob Ehlers who did Dealer Development.

I have one other clear memory of some inspired automotive advertising which was initiated by Gordon & Norm, and created by DDB, VWA's Ad

Agency. The Americans landed on the Moon in July '69: Armstrong & Aldrin plus Collins. At the time, it was a struggle to sell Beetles in Australia and shortly after the mission was accomplished, full page ads appeared in The Australian, The Sydney Morning Herald and maybe others, featuring a photo of the Lunar Landing Module and beneath it just the VW Roundel and the words "It may be ugly, but it gets you there".

Many thanks again and congratulations on Club VeeDub. Keep the Legend Alive!!

Best wishes,  
Julian.





# How I taught my wife to save gas.

It took nerve, but I showed her how smart driving could give us \$50 a year more spending money.

*Popular Science magazine, March 1957*

I sat there in the right front seat of the car, annoyed. My wife punched the accelerator. Then she hit the brake. Then she punched the accelerator. Then she hit the brake. She was wasting gas.

"Do you know how many times you've used your brake in the last 10 minutes?" I asked finally.

She's the cheerful type, my Rosemary. "Shall I guess?" said she.

"Twenty-nine times," I said.

"You counted!" she exclaimed.

I had. I had been counting since soon after we pulled away from Philadelphia's Independence Hall on our way to Jamestown, Va. Traffic was fairly heavy, but her braking was plainly excessive. It added: too much accelerator, too much brake.

We had three aboard - well, four, counting Schnapps, the dog, who never has been told that he's only a dog, and acts accordingly. Hubert Luckett, of the Popular Science photographic staff, lolled, characteristically silent, in the rear seat.

Our mount was a 215-horsepower 1957 Plymouth sedan. It had two extra drains on its power output: a three-speed automatic transmission and power steering.

"Twenty-nine, eh?" my wife was saying. "Okay, 31 - keep the dog on your side of the seat, 32 - Schnapps, get over!"

Well, you learn to live with things like that.

Suddenly I got an idea. Leaning over, I took the reading off the odometer and deducted a couple of miles for the distance we had come. The gas tank had been full when we started.

"What's that for?" asked my wife as I straightened up.

"Checking mileage to Jamestown," I lied.

"Don't trust him," said Luckett, closing his eyes. "He scares little children." I noted the time, deducted 12 minutes. Presently we were out of the jam-packed traffic. There were traffic lights, but not so many.

"There you go!" I exclaimed.

"Stepping on the accelerator when you can see that light's going to turn red!"

"Maybe you'd like to drive," responded my wife generously.

I had overstepped myself. "No," I said, "you're doing fine, just fine."

Luckett, eyes still closed, asked, "You want to drive from back here?"

I subsided.

My wife was on the accelerator, then off it. She'd lose speed, then hit the gas to regain it. She'd floorboard the throttle. That threw the machinery into a lower gear. That sped up the engine. That cost gas. I bit my tongue.

We overnighted in Alexandria, Va. At dinner my wife suddenly said, "It's the dog. He gets in the way."

I said, "We'll put him in the back seat tomorrow."

Luckett said, "You keep that beast up front."

My wife had a point. Schnapps, a Miniature Schnauzer who demands an umbrella in wet weather, was all over the seat. He'd had distemper as a puppy, and in the inevitable babying got irrevocably spoiled. Five minutes after lights went out that night, I felt - as usual - four feet hit the bed, then a cold nose in my ear.

"Why can't you teach that dog some manners?" I said.

"Look who's talking," gurgled my wife.

It was a cold night. I pulled the blanket over Schnapps.

We filled the tank the next morning. It ate up 11.5 gallons. I boarded the right front seat, Luckett sought the roomy comfort of the rear.

"Again?" asked my wife. "Lucky me!" She was enchanted with the car.

"You're doing fine," I said.

Again she was on the accelerator. On hills she fed the engine more gas than it could use. She failed to look ahead for red lights and speed zones. So she had to use her brake. She failed to watch traffic, got boxed, had to brake. In utter innocence, I'm sure, she also exceeded the posted speed limits.

Luckett was snapping pictures, his face impassive. My wife glanced at him in the rear-view mirror.

"You two are up to something," she said.

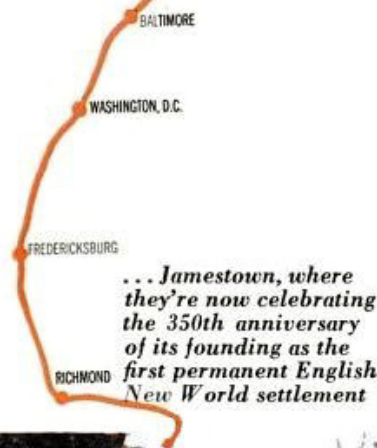
"Such as?" asked Luckett.

"Oh," said she absently, "such as proving what lousy drivers women are."

We reached Jamestown in mid-afternoon. At a station nearby, I refilled. The tank took 15.5 gallons.



*We pulled away from Philadelphia's Independence Hall on our way to . . .*







*"There you go!" I exclaimed impatiently. "Stepping on the accelerator when you can see that the traffic light up there is just about to turn red!"*

At dinner I began figuring with a pencil on the menu.

"What's the verdict?" asked Luckett.

Including some sightseeing driving around Washington, D.C., we had covered 337.8 miles on 27 gallons of gas. My wife's average had been 12.5 miles per gallon. Allowing for stops, her average speed had been 39.1 miles an hour.

As a matter of fact, she had not done a bad job of driving. Whatever offenses she had committed were being committed by millions of other motorists every day.

"Hmm," mused my wife, "so that was it!" Then she beamed. "Pretty good, eh?"

"For speed, yes," I said. "For miles per gallon, it's awful."

"Oh," she said, "that."

"That," I repeated indignantly, "That is important!"

"Maybe," said Luckett, baiting me, "maybe you could do better."

"I can," I said. "It's simple."

"Like keeping the dog off the bed at night?" asked my wife.

"I'll bet you a new hat that I can do a lot better," I said.

"How much?" she asked.

I got reckless, "Three miles a gallon."

I always misread women. "I mean," she said, "how much for the hat?"

"I'm going to do even better than three miles," I stated. "Forget the hat."

"Five will get you 10," put in Luckett, "that she gets the hat anyway."

I was smarting. That night I jawed, "Don't you realize that three miles more to the gallon would make a difference of \$50 a year in our gasoline bill?"

"Umm," drowsed my wife.

I could better her gas mileage, I knew. It would be a breeze. But by how much was something else again. When I had said three miles a gallon, it had been sheer bravado. I wasn't acquainted with the car. It had been borrowed for the trip to Jamestown, which this year celebrates the 350th anniversary of its founding as the first permanent English settlement in the New World.

As the lights went out, I felt a cold muzzle in my ear.

Two days later we got ready to start back. I checked the tires. The left front and left rear held 19 pounds, the right front 18 and the right rear 22. I pumped all of them up to 28. This was six over the manufacturer's spec, but would reduce road friction.

At a Plymouth dealer's in Williamsburg, near Jamestown, I asked a mechanic if he had any ideas for saving gas.

### *Bad driving habits mean more trips to the pump*



*My wife punched the accelerator. Then she hit the brake. She was wasting gasoline.*



*She failed to watch traffic, got boxed in behind a truck and had to pull up short.*



*A showy getaway when the light changes is fun—but an awful pain in the pocketbook.*



*On hills, Rosemary was inclined to feed the engine more gas than it could use.*





*I joked, "Don't you realize three miles more to the gallon would make a difference of \$50 a year in our gasoline bill?"*

"Sure," he said, "take out that automatic shift and put in a manual box."

"No, you don't!" interposed my wife. "You drive that car in the same condition that I did!"

I topped off the gas tank. I figured on a substantial gas saving in the acceleration ranges. I knew that in Drive, even allowing for slippage in the transmission coupling, the engine would turn only 1,325 revolution at 30 miles an hour. I knew that with the transmission held in intermediate by the throttle, the r.p.m.'s shot up alarmingly. At open throttle it was almost 3,000 at 45 m.p.h.

At the gas pump, out of my wife's hearing, Lockett said, "Do you want to make this a little more interesting with a side bet?"

He wasn't helping matters any.

We took off. There was nothing to choose between the weather on the way down and now. It had been chilly, drizzly and windless then. It still was.

I fidgeted the first half-hour. We had to meander through a number of small towns. I sweated, easing in on the throttle, braking only when I absolutely had to.

I'd clocked the automatic gear changes in the transmission when my wife was driving. With the accelerator on the floor, her low-to-intermediate shift occurred at an indicated 25 miles an hour, intermediate-to-high at 49.

It was vital, if I were to make a showing, that I get into high gear fast. Experimenting now, I discovered that at feather-light throttle, I could nudge the car into intermediate at 12 miles an hour, and into high at 15.

As we emerged onto a good, two-lane highway, I decided to relax. If I couldn't prove my point by easy driving, it wasn't worth it.

At a stop light, I pushed the Neutral selector button while we waited.

"I doubt that that will do any good," commented Lockett from the rear

seat. "Your throttle setting at idle is fixed. If anything, you're speeding up your engine by taking the load off of it."

My wife put in tartly, "No help from the audience, please!"

Now I had a four-lane road. The car was on perfect behaviour. It had cats' feet on turns, and it almost anticipated my movements on the controls. I watched ahead for zoned areas to avoid wasting gas on the brakes. I coasted toward red lights to save starting from full stops.

To keep from enriching the mixture on acceleration, I let the car creep up on the speed I had chosen. To make time, I kept the speedometer needle between 50 and 55 except in going uphill. Then, as the speed that had been built up on the downgrade was dissipated, I let it drift lower. It never got below 45.

"You're changing your speed," observed my wife, "just as I did."

"He's keeping constant throttle pressure," said Lockett, "a maximum manifold vacuum for the speed he wants. He thinks-"

"Thanks-" I said.

"-it will save gas," finished Lockett dourly to my wife.

"-for the first kind words from either of you," I said.

In a vote of confidence, Schnapps edged over and put his head in my lap.

I had seven miles of heavy noon traffic through Richmond, outskirts to outskirts. The gas gauge told me little. In the manner of Chrysler Corp. cars, the gauge in the Plymouth was swinging wildly. I could only try to average out the swings.

The speed limit was 45 miles an hour north of Richmond. I observed it. My wife hadn't.

I had five miles of Washington traffic.

"You can bypass Baltimore," suggested Lockett.

"Whoa!" said my wife. "Let's keep this honest. I drove through Baltimore." So I did, too - and the roof fell in on me. I hit the city's outskirts at the five p.m. rush hour. Nobody said anything. It took me 40 minutes to go eight miles.

We overnighted north of Baltimore. I topped off the tank, took the odometer reading and noted the time.

"Yes?" said Lockett at dinner, raising an eyebrow.

*When I took over, I checked the tires . . . and pumped all of them up to 28 pounds.*



*Then I topped off the gas tank . . . Lockett said, "Want to make a little side bet?"*





"I wouldn't give you two the satisfaction now," I said.  
"I'll not do any figuring until we get right into Philadelphia."  
I was afraid to face the figures.  
My wife said, "Maybe the man didn't fill the tank - pass the salt please - all the way up."

"Or maybe - the mustard, please -" said Lockett,  
"there's a hole in it."

It was different the next day - worse. I had 2½ miles of crawling traffic in Wilmington, Del., and five of agonizing stop-and-go in Chester, Pa. We took a rest stop on the outskirts of Philadelphia.

"It's cold," said my wife. "Keep the engine running for the heater."

"That's a sneaky way to get a new hat," said Lockett.

Philadelphia was all congestion. This, I knew, would finish me. It was precisely 1:50 p.m. when I rolled into Independence Square. I refuelled a block away.

Reluctantly, I got out my pencil. Presently I said -  
"Wow!"

"Bingo?" inquired Lockett politely.

The car had consumed 18.8 gallons of gas. I had driven, according to the map, 312 miles. My odometer actually registered only 306, and at least part of the disparity could be attributed to the bigger effective rolling radius of my wheels with their harder tires.

My average speed, despite traffic worse than that my wife had encountered, had been 32 miles an hour, or some five miles an hour short of hers.

And - the payoff I had hoped for - I had run just a smidgen under 16.6 miles to the gallon, or four miles better than my wife.

"So that's it," I said. The words came out a bit tarter than I intended.

My wife nodded. "You win," she said. "You're absolutely right." There was a pause. Then: "How much did you say we could save driving your way, dear?"

"Fifty dollars a year," I said.

"Fifty dollars." She got a far-away look in her eye. "You know, there's this new shop, and I was passing it the other day, and there was this adorable little black dress ..."

I wonder just who did win.

Devon Francis

## How You Can Get More Miles to the Gallon

A few simple driving practices can boost your gas mileage 25 percent or more:

- \* From a dead stop, ease in on your accelerator. Keep your engine speed low. And shift into high fast.
- \* Stay off your brake.
- \* In traffic, use just enough accelerator to drift to the next light.
- \* Stay off your accelerator at stops.
- \* On the open road, drive at 60 (100 km/h) or under.
- \* Keep a fixed throttle.
- \* Drive ahead of your car - close your throttle well short of red lights and speed zones.
- \* Avoid getting 'boxed.'
- \* Slow down if wind is against you - its resistance goes up as

the square of speed.

- \* For the automotive handyman, attention to a few car and engine details will pay off in better gas economy.
- \* Carry about six pounds more in your tyres than the car manufacturer specifies.
- \* See that your wheels are 'free;' jack them up and turn them by hand; check your wheel-bearing adjustments; make sure that your brake shoes are not dragging.
- \* Install a thermostat that will bring your engine temperature up to operating efficiency quickly.
- \* Keep plugs and points clean; check the wear on your points; gap your plugs.
- \* Use a light engine oil.
- \* Adjust your idle just above the point where your engine will stall.
- \* Advance the spark to the point where a slight detonation occurs on steep grades.



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## Dutch Wittebrug VW half-roof.

*Gute Fahrt magazine, 1989*

One of the strangest open cars was created in Holland in the 1960s - a Beetle with a half roof and a folding rear roof. Around 40 such cars were built for the Hague police.

Open Beetles were extremely popular as service vehicles for the police. In addition to Karmann in Osnabrück, other well-known body manufacturers were also involved in the construction of police convertibles. The best-known include Hebmüller in Wülfrath, Papier in Cologne and Austro-Tatra in Vienna.

The Dutch police have always been on the lookout for unusual company cars. Today, the series models from Volkswagen, Audi and occasionally even Porsche are part of the standard equipment, similar to those in Germany.

Things were different in the 50s and 60s. The Beetle dominated the street scene, also as a police vehicle. The Hague Volkswagen dealer Wittebrug developed a very special Beetle especially for the city police of The Hague: a kind of landaulet with a fixed half-roof at the front. At the back, however, the police Beetle was open, similar to the Beetle convertible mass-produced by Karmann. However, the Wittebrug Beetle did not have a folding top, but rather a removable tarpaulin made of canvas.

The standard Beetle sedan from Wolfsburg production served as the basic model. The Beetle - just like all other Volkswagen Group models today - was imported from Pons Automobilhandel in Amersfoort and Leusden near Arnhem.

The Beetle limousine was converted at Wittebrug to meet the specific requirements of the Hague police. First, the body specialists separated the roof. Only part of the B-pillar was left standing. The front window frame was also removed and replaced with that of the Karmann convertible. Instead of the normal Beetle doors, the convertible's half doors with chrome-plated window frames were installed. In addition, there were some struts and reinforcements in the area of the floor pan and in some body segments to ensure the necessary

torsional rigidity, the critical point of all convertibles.

A cross member was welded to the remaining B-pillar. It fulfilled several functions: On the one hand, it served as an additional stiffening element, and on the other hand, it also served as a support for the solid half-roof made of sheet steel. It was covered with imitation leather and had small panes on the sides, similar to the skylight windows of the Samba bus. The crossbar also served as a suspension point for the collapsible polyglass rear window.

In place of the rear seat, the Wittebrug mechanics installed a wooden loading area with a special holder for a company bicycle. In addition to the battery, there was also a radio, a fire extinguisher and numerous other items needed for patrol work under the loading area. If necessary, the police could

now take a bicycle with them. It was easily stowed in the specially prepared rear seat, with only the front wheel sticking out. If the bike was not in use, the tailor-made cover could be lashed down. Now the vehicle interior was also protected against rain. Otherwise the vehicles remained largely unchanged. The drive units used at the time were the 1.2 litre engines with 30 and later 34 hp DIN (36 and 40 bhp SAE).

According to Wittebrug boss Hans Blonk, around 40 Beetle conversions were built for the Hague police by the end of the 1960s. It is not known if any have survived to the present. Today the Dutch police are content with purchasing series vehicles. Wittebrug is still one of the main suppliers to the Hague police. However, almost only series cars are delivered, similar to those that are used as patrol cars in Germany. Custom-made products would be too expensive.

In addition to the 'small' Volvo 440, which is manufactured in the country, today the most frequently driven company cars in Holland are the Volkswagen Golf, Passat Variant and Transporter T4 series. There are also some civilian Golf GTIs in the service of the criminal police and the Audi models 80 and 100. The Dutch motorway police, on the other hand, prefer Porsche Carreras.

Hans Joachim Klersy

## Repurposing.

Over the years I've wrecked a lot of cars.

Hundreds of them in fact, all of them either a Volkswagen or a Porsche.

Many times friends have suggested that maybe I could make some sort of furniture, trailer or art out of those parts.

I always tell them that the parts are too valuable, for many reasons.

To do a desk or some sort of other man shed art, (to do something worthwhile), you normally would need about \$600 in parts.

Something like the complete front or back of a car.

Factor in the time it takes, is it worth it?

"Definitely", if you're good at it or you have a talent for





that sort of thing.

Especially if you have a good imagination and you can make decent things from parts that maybe aren't so valuable.

It's most likely that there is a gap in the market for someone that has a bit of flair and access to a lot of different parts.

I'd like to have a go at it one day, there are plenty of ideas for me out there on the internet.

If only I had the time.

How about you?

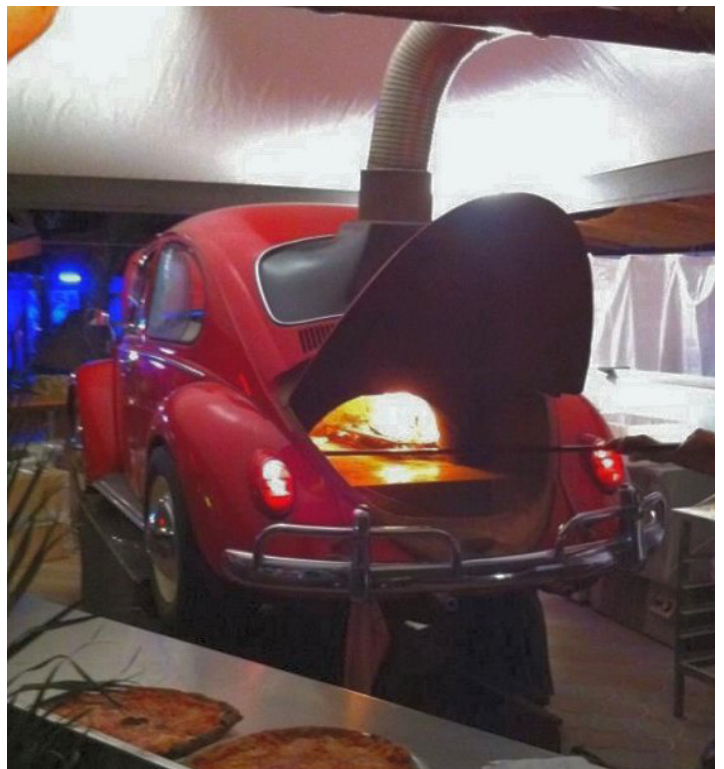
In my mind, I can see a trophy or class at the VW Nationals for the best repurposed Volkswagen parts, or is that



a little out there for you?

(Happy for you to organise it, Ash! - Ed)

Ashley Day.





# Oscar's Scrapbook.

Bruce Miller  
21h · 🌐  
Wow! Phillip Matthews



Architecture & Engineering  
September 14 at 5:54 AM · 🌐  
Air cooled piston comes up for more air 🤔



**Kids today will never know what it was like to take a ton of pictures**



**And have to wait a week to find out they were useless**



PS PICTURE NEWS



SWANTONS

USED  CARS

(Used Car Division)  
71 FOREST RD.  
HURSTVILLE  
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(Next to Container's Ltd.)

'60 VOLKSWAGEN SEDAN. Current series. 40 hp motor, synchro all gears. Only 3000 miles, 1 owner. Immac. cond., tan with Ivory flash. New car warranty. £210 dep.

'59 VOLKSWAGEN SED. Green, clean car. P.B. radio. £157 dep.

'59 VOLKSWAGEN SEDAN. Excellent condition, long reg. £157 dep.

'58 VOLKSWAGEN SEDAN. Grey, red trim. P.B. radio. £149 dep.

'58 VOLKSWAGEN SEDAN. Mainly tan, long reg. Very clean, excellent condition. £150 dep.

'58 VOLKSWAGEN SEDAN. Cream, red trim. P.B. radio. £157 dep. Many extras.

'58 VOLKSWAGEN SEDAN. Pawn, brown trim. £149 dep.

'58 KOMBI VAN. Reconditioned motor, transmission. £142 dep.

'57 VOLKSWAGEN SEDAN. Pawn, excellent mechanical condition. Radio. 12 mths. Reg. £119 dep.

'56 VOLKSWAGEN SEDAN. Blue, grey trim, 12 months reg. P.B. IDAV radio. Reconditioned July. £124 dep.

'55 VOLKSWAGEN SEDAN. Blue, grey trim, radio, fog lights, extras. £124 dep.

'55 VOLKSWAGEN SELAN. Green, fawn trim, ex. cond. £124 dep.

'60 HILLMAN MINX SPECIAL SEDAN. Tan and Ivory, as new cond., 12,000 miles, 1 owner. Radio, many extras. £179 dep.

'60 AUSTIN LANCER, Ivory and red. Nice car, goes very well. £174 dep.

'58 FORDOMATIC. Three tone tan and fawn, green flash, small mileage. P.B. radio. £174 dep.

'58 HOLDEN FE SPECIAL SEDAN. Two tone beige and fawn. Radio, cup visor, spoked discs. £167 dep.

'58 HOLDEN F.E. PANEL VAN. Two tone green, genuine 1 owner, 27,000 miles, 12 months reg. £142 dep.

USED CAR DIVISION 58-9616 OPEN ALL WEEKEND



NEW V.W.'s

SALES & SERVICE  
Inspect the full Volkswagen range of vehicles at the showrooms.

All the most wanted colours available.

SWANTONS  
10 Hudson St.  
HURSTVILLE  
LU2094, LU7996, LU4543  
Or after hours LU1506

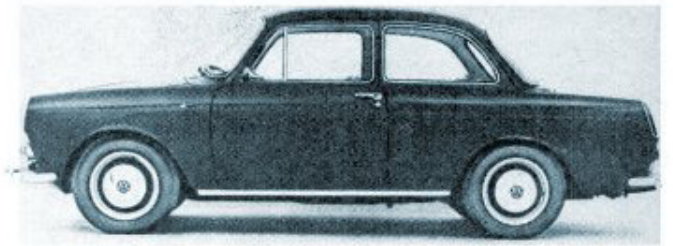
New VW comes in two styles

The long-rumored big brother to the ubiquitous Volkswagen will make its debut in Germany this September.

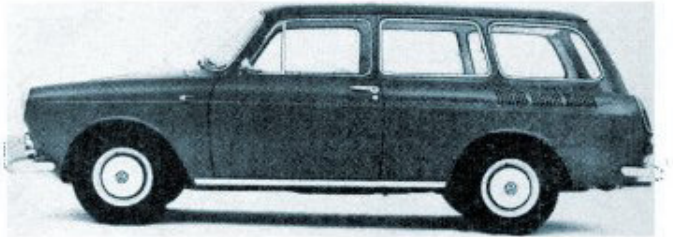
The conventional body styling of the new VW-1500 bears no resemblance to the familiar beetle shape of the older model. Chassis design is the same, but the new car has slightly more overhang. Parts are not interchangeable.

Available in both two-door and station-wagon form, the car is powered by a rear-mounted, air-cooled engine. Although the flat four displaces 1,500 cc., it is smaller in overall size than the standard 1,192-cc. Volkswagen engine.

A new assembly line in Wolfsburg, West Germany, will produce the new series. Slanted toward Europe's growing



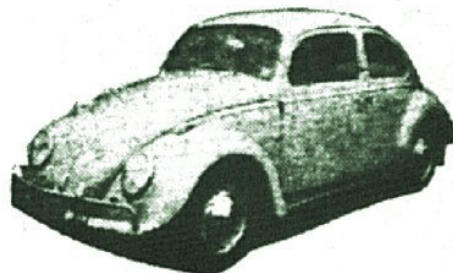
Overall length is 166 inches. Gearbox and engine are integral.



Telltale louvers at rear of station wagon feed air to engine.

middle class, the car supplements the original Volkswagen. Price in Germany will be over \$1,600. At present, no plans have been made for importing the car here.

POPULAR SCIENCE MAY 1961



VOLKSWAGEN

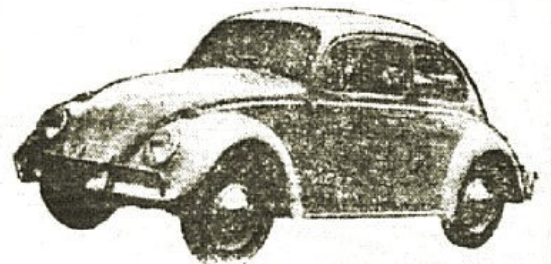
You name the model or the colour and your own deal and we'll fix it.



64 VOLKSWAGEN

2 only (1 blue, 1 white) definitely best 2 V.W.'s in Sydney both as new condition, radio fitted. £3/15/.

\$65 dep. and t.l. . . . . WEEKLY



V.W.'s ALL MODELS. The best range of A1 units in Sydney. Many with radios and extras. Test drive car. We recommend Reg. No. DCN-784 and drive away on

£50

VOLKSWAGENS



Imported thoroughbreds that are ready, willing and able to take you round Australia and back again. Anything traded as deposit.

WHY TAKE ONLY \$260 MORE FOR YOUR TRADE-IN WHEN TSC COULD EASILY DOUBLE IT!

CAR RACING

START 11 a.m. MONDAY 30th JANUARY

\* SEE BECHEY, GEOGHEGAN, MATICH, MANTON, FOLEY, GIBSON, ALLEN.

CATALINA CIRCUIT KATOOMBA

LIQUOR BOOTHS







## The late news.

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

Prime Minister Anthony Albanese was asked today whether the cost of living crisis was being caused by the Government's ignorance, or indifference. He replied he didn't know, and he didn't care.

There was a riot at the Weather Bureau yesterday, with disgruntled staff breaking windows and throwing furniture about like a tornado. Police had to storm the building.

Police foiled an attempted bank robbery in Pitt St late last night. Most of the robbers were caught as they attempted to escape, but the safe-cracking locksmith was arrested in the basement. Police entered as he was making a bolt for the door.

A report from the USA tells us that actor and karate expert Jackie Chan was recently conscripted into the US Army. However he was soon rushed off to hospital - just after the first time he saluted.

The conductor of the Sydney Symphony Orchestra took all the musicians to lunch at McDonalds yesterday. However there was concern about the discarded instruments - everyone threw away the pickle-ohs.

Former TV chef and holistic health practitioner Pete Evans has revealed a new cure for annoying headaches. Just slam your head through a glass window. The pane will disappear.

Veterinarians at Taronga Zoo have managed to cross a parrot with a woodpecker. They now have a bird that talks in Morse code.

A man reported to his doctor today, complaining he couldn't stop breaking wind. The doctor told him to drop his trousers, while he reached for a long pole with a steel hook on the end. What on earth are you going to do, the patient cried? The doctor said well for a start I'm going to open the window.

Year 9 student Johnny Spratt was reprimanded for skipping school yesterday, but he told the headmaster that his grandfather had been badly burned. Not too badly I hope, the headmaster said. Johnny replied well they don't mess around at the crematorium.

It was reported today that Myfanwy Davies of Eastlakes recently celebrated her 15th wedding anniversary. She had been born on the 15th of the month, left school at 15 and met her husband on the 15th, got married on the 15th and had lived together at number 15 for 15 years. She and her husband had just returned from a 15-day holiday to the 15th-largest island in the Pacific, where they stayed in room 15. On returning home, she ran off with the Welsh rugby team.



The Department of Health released a new on-line health survey yesterday. It posed the following questions: Do you suffer from A. a bleeding nose; B. Getting up every morning; C. Karl Stefanovic; or D: all of the above - Karl Stefanovic getting up your bleeding nose every morning.

The world's oldest carnival act, the Amazing Zwaldos, will be performing at this year's Royal Easter Show. Arthur Zwaldo, who is 91, will fire a pistol at his wife, Edna Zwaldo, who is 89. She will catch the bullet in her teeth - which are in a glass of water on top of her head.

Bruce Hewson, long recognised as the world's worst musician, was locked outside of his house today. He tried the Doors but couldn't find the right key, and didn't know when to come in anyway.

Sport. Moses Mbye, long recognised as one of the worst goal kickers in the NRL, attempted to end it all today by throwing himself in front of a train. Fortunately, he missed.

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

**CLOUGHS**

## TEST DRIVE

A LUXURY  
**THOROUGHbred  
GOLF PASSAT  
AUDI FOX**

Check the Cars and check our Deals. We  
think you will be impressed.

**CNR. CANTERBURY RD. & STACEY ST.  
BANKSTOWN  
Phone 707 2700  
LD. 1628**

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



# THE CHEAPEST WAY TO SEE AUSTRALIA

In the comfort of your own car.

**Sydney to Brisbane**  
**\$9.00**

Because the Golf Diesel has fewer parts that might need service and repair, you only need a major service every 20,000 km or twelve months.



**Sydney to Melbourne**  
**\$6.53**

Remember there's no carburettor, no coil, no ignition distributor or spark plugs on our Diesel. Less to go wrong. Less to maintain.



**Sydney to Adelaide**  
**\$12.52**

Golf Diesel will reach 80 km/h in just 11.5 secs. and cruise up to 140 km/h. It may be a diesel but it's no slouch.



**Sydney to Perth**  
**\$33.73**

Our Golf Diesel is, of course, a Volkswagen which makes it very reliable. That's reassuring when you're crossing the Nullarbor or driving to work.



## The amazing 78 mpg Diesel Golf crossed Australia for \$42.73.\*

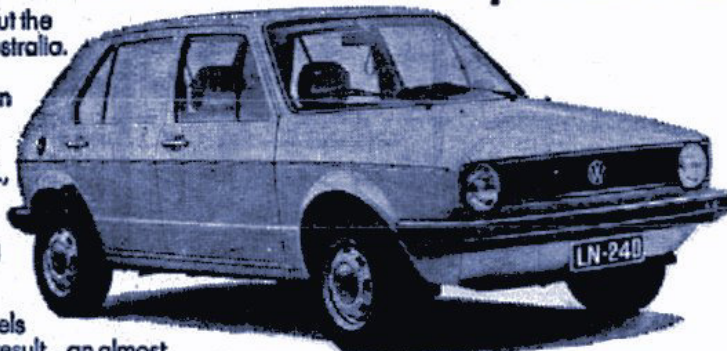
The economy run was supervised throughout the 5,428 km from Brisbane to Perth by TOTAL Oil of Australia.

The Golf was thoroughly checked by the N.R.M.A. and found to be absolutely standard, even to the 28 psi tyre pressure.

As the Golf passed through each State the N.R.M.A. seals were again checked by the R.A.C.Q., RACV, R.A.A. of S.A. and R.A.C.W.A.

And while you shouldn't expect to get 78.17 mpg (3.61 litres/100 km), for everyday driving you should be able to achieve 45 mpg (6.5 litres/100 km) without driving for economy.

For example, Peter Robinson, Editor of Wheels Magazine, said "...the little car was thrashed. The result...an almost incredible 18.4 km/l (51.9 mpg). Perhaps there really is a Diesel in our motoring future."<sup>†</sup>



\*The Brisbane to Perth trek was completed in December 1978. Fuel costs ranged from 18.9c to 23.5c per litre. †Extract from November 1978 Issue of Wheels Magazine. Volkswagen Australia Pty. Limited (A Division of LNC Industries Limited).

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