

Zeitschrift



VW Polo GTI.

August 2024

IN THIS ISSUE:

**Polo GTI review
The Brosol Blues
1979 4WD Transporter
More Ash articles**

**Recaro in receivership
Kindred Restomods
Bad Camberg 2019
Plus lots more...**



The Legend Never Dies

Club VeeDub Sydney.
www.clubvw.org.au

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



Club VeeDub Sydney Committee 2023-24.

President:	Lee Daines l.woods@hotmail.com.au	0414 952 509
Vice President:	Stewart Burke stewart.burke@me.com	0403 481 636
Membership:	Mohammad Banya mohammad.banya@gmail.com	0450 003 098
Treasurer:	Bob Hickman hicko@inet.net.au	0418 613 394
Editor:	Phil Matthews editor@clubvw.org.au	0412 786 339
Vintage Registr:	John Ladomatos johnladomatos@y7mail.com	0449 236 076
Vintage Assistant:	Wayne Fenech	0439 133 278
Social Media:	Daniel French daniel.french2011@gmail.com	0414 328 062
Social Events:	Kylie Rayner krkombi@gmail.com	0401 135 381
Webmasters:	Norm Elias Phil Matthews	0421 303 544 0412 786 339
Book and DVD Librarian:	Carl Moll library@clubvw.org.au	0417 471 137
Tool Librarian:	Bob Hickman hicko@inet.net.au	0418 613 394
Merchandising:	Adam Daines adam.daines@hotmail.com	0404 984 648
Assistant Merch:	Oscar Daines	
Raffle Officer:	Christine Eaton	(02) 9520 4914
Motorsport Captain:	Rudi Frank bigrudivw@gmail.com	0418 442 953
VW Nationals Committee:	Lee Woods Steve Carter Zelko Jurkovic Sam Nadile Daniel French	0414 952 509 Bob Hickman Eddie Flieta Sandy Benic Phil Matthews
General Committee:	Danny Haynes Wayne Fenech Arthur Margaritas	Eddie Flieta Daniel French Sandy Benic

Canberra Committee.

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

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

Club VeeDub membership.

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

Monthly meetings.

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

Correspondence.

Club VeeDub Sydney
PO Box 324
Mortdale NSW 2223



Facebook:

www.facebook.com/ClubVeedubSydney/
www.facebook.com/groups/ClubVeeDubACTPublic/

Our magazine.

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

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

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

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

We thank our VW Nationals sponsors:

36 years.

Andrew Dodd Automotive	Vintage Vee Dub Supplies
H&M Ferman	Volksbahn Autos Pty Ltd
Stan Pobjoy Race Engineering	

30 shows and over.

Aust VW Performance Centre	Shannons Car Insurance
Mick Motors QLD	Wolfsburg Motors St Peters
North Rocky Mechanical	

20 shows and over.

All Metal Bumpers	Indian Automotive
Evolution Car Hire	Mobile Model Cars and Toys
Harding Performance Cars	Wayne Penrose Automotive

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



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



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

**Club VeeDub Sydney has 20 display spaces reserved – these will go quickly.
See 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



Find us on:



facebook®

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

Australian Split Window Kombi
VW Winter European Cruise 2024

SAVE THE DATE!



GERMAN AUTO DAY

SUN 22 SEPT 2024

Thoroughbred Park, Canberra



KELSO OVAL PANANIA

EAST HILLS CHARITY

CAR SHOW

SUNDAY 29th SEPTEMBER



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



**RESEARCH
ADVOCACY
CURE**

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

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



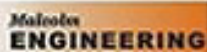
www.easthillscarshow.com.au

VW
WARWICK
MICK MOTORS
MAJOR SPONSOR VW WARWICK 2024
OCTOBER 5-6TH
2024

Entries Open September 1st



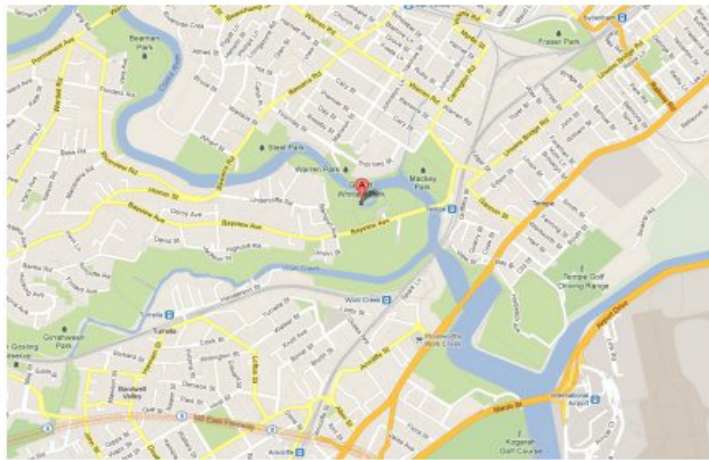
• ALL VW 1/8TH MILE DRAG RACING WEEKEND • SHOW'N'SHINE
• SATURDAY NIGHT MOTORSPORT PRESENTATION • ENTERTAINMENT



www.vwma.net.au



2024 Sydney German Autofest



Sunday 27th October 2024

Gough Whitlam Park

Bayview Ave, Earlwood

Entry gates open 7:30 am to 8:30am

All German vehicles welcome – Volkswagen, Audi, BMW, Porsche, Mercedes etc. Original classics and late models.

\$25 to show your car.

Organised by the Mercedes Benz Club of NSW.

Pre-entry is required - book and pay from the website:

www.sydneegermanauto-fest.com.au



Von der Frau Präsidentin.

Der Frühling ist fast da!
(Spring is almost here!)

I don't know about where you are at, but Sydney is having some beautiful winter weather! So after a quiet June and July, it's time to get your cars out and head to the following upcoming events!!!

* Shannon's Sydney Classic on the 25th August at Eastern Creek Raceway. The club has been given 20 tickets to attend, if you would like to go, please get in contact with our Treasurer Bob Hickman. There are a few tickets remaining!

* 2025 Winter European Cruise to Mt Wilson on the 25th August 2024. First meeting place McDonalds Windsor (McGraths Hill) at 8am for a 9:30am departure.

The VW Spectacular was on this weekend just gone - hopefully a report and some photos next month.

Then coming up next month is the Canberra German Auto Day, the east Hills Car Show, then the Warwick VW Drags, the Sydney German Autofest, and Boris' Picnic Day. Spring is coming and there's plenty on for you and your VW!

Last month we held our Annual General Meeting (AGM) where all positions were declared open and up for grabs! I would like to take this opportunity to thank all those who backed me for another year as president, I will do my best to serve you all well!

I would also like to thank those Committee members who will continue to stand by me on the committee, and also welcome the new Committee Members. Thank you all!!

We have started another innovation at our monthly meetings - the Magazine Exchange, next to Christine's raffle table. You can take the latest printed Zeitschrift issues, as well as old VW magazines people have donated. So if you have any old VW magazines in boxes in your garage, that you don't want any more - don't throw them away, bring them along to the next meeting and pass them along!

Bis bald,
(Bye for now,)

Lee Woods



Kanberra Kapitel report.

Hello from a chilly Canberra.

There has been some minor events over the month, between the wind, cold and rain.

Canberra Cars n Coffee for July had a few cars. Here it is ok to turn up to this event and any other with your regular car, there is no need to be in anything exotic, modified or historic. It is all about the experience of being around fellow motoring enthusiasts.

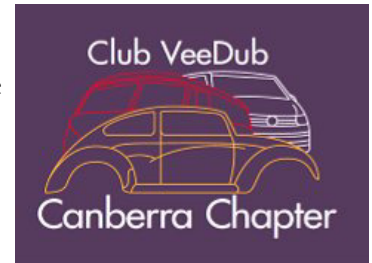
There is a contingent of Canberra members who attended Valla early August and those that didn't travel north decided to meet at the flags.

Upcoming August 25 is the Fish n Chip run to Batehaven from Canberra. We will meet up south coast dubbbers at Nelligan Pub for 1030 and then cruise in together from there.

Finally, preparations are underway for the German Auto Day, held 22 September at the new venue of Thoroughbred Park. We wish to thank our current and future sponsors for this event.

Don't forget to keep an eye on your email or on the facebook page(s) and dont be afraid to reach out if you have an queries or wish to suggest an event!

Aldred Gonzalez



Klub Kalender.

***** All information correct at time of printing but subject to change - events are sometimes altered or cancelled without notice. See www.clubvw.org.au/events for the latest information and any changes.**

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

August.

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 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. Contact Jye at Denlo on 0403 333 217 for more info.

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 22nd:- Canberra German Auto Day at Thoroughbred Park, Randwick Rd Canberra, 10am to 3pm, Gold coin entry, cars should arrive from 9am. Plenty to do and see for the whole family - Food, drink, coffee and activities to keep the kids entertained. For more information check the Canberra Facebook page at www.facebook.com/groups/ClubVeeDubACTPublic/

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 dink 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 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.

Sunday 27th:- Sydney German Autofest 2024 at Gough Whitlam Park, Earlwood, 9am-3pm, organised by the Mercedes-Benz Club of NSW. Come join us for the display day for all German makes - Audi, BMW, Mercedes, Porsche and Volkswagen. Bring your VW along (old or new), and join the VW display - let's try to out-number the others! \$25 entry per car. Food and drink stalls on site, trade displays, trophies for the best cars. Show cars must arrive between 7:30am and 8:30am. Prebooking required, go to www.sydneymgermanautofest.com.au/

November.

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

Thursday 7th:- Magazine Cut-off Date for articles, letters



and For-Sales.

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

Sunday 17th:- Day of the Volkswagen Melbourne, held at Yarra Glen Racecourse, Armstrong Grove Yarra Glen. Celebrating 70 years of the VW Club of Victoria. Trader and swapper entry 8am, show and general entry 9am. Show entries close 11am. Keep an eye on the Facebook page: www.facebook.com/volkswagenclubofvictoria/

Sunday 24th:- Boris' Picnic Day 2024. Yes it's on again! Come along to Sans Souci Park, just before Captain Cook Bridge at Sans Souci. From 8am - try to get there as early as possible (no reserved parking, first-in first-parked). Free entry. Enjoy Boris' BBQ, show off your shiny VW (old or new) but no swapper stuff please. Asphalt parking, toilets, pool, kids play area and wharf nearby. See you there! Phone Boris on (02) 9789 1777 for more info.

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

Marktplatz.

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

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

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

New ads.



Free to good home:- I have a few sets of VW wheels / tyres that I am looking to give away if someone can come and collect them from my home in Lismore NSW. Hopefully

someone from the club may be interested – please get in touch asap before we advertise to a wider audience. Details are:

- **VW Golf < Brescia >** 19 inch x 7.5" Alloy Rims x 4. (ET51) were on a GTI 40 years Edition when purchased. The rims are in as close to perfect condition as possible. No gutter scrapes. They have Pirelli P-zero tyres. The front two tyres show a small amount of wear. The other two show little wear. However they have been off the car for 5 years, so I am not sure how good the tyres are still (New cost for each rim through VW as an accessory is \$1600; ie, for 4 rims; \$6400)

- **VW Golf < Parker >** 18 inch x 7.5" Alloy Rims x 4 They came with a mark 7 VW GTI The rims are in very good condition. A few gutter scrapes.

- **VW < Pretoria >** 18 inch x 7.5" Black Rims x 2 They were bought as spare rims for my Golf GTI 40 years Edition, but were never used - brand new.

All inquiries please contact Ken on 0413 213557 or email office@lismoreskinclinic.com.au



For Sale:- 2007 VW Golf GTI Mk5. Silver, A1 mechanically sound. 2.0 litre turbo engine, 6 speed manual. Low kms at just 138,500. Full service history (mostly serviced at BWA Auto). 2nd owner, non-smoker. My wife has owned this car since 2011. Rego until Feb 2025. Car is also advertised on Carsales for more photos including interior etc. Number plates are not transferrable. Car is located at Blaxland - Lower Blue Mtns. Asking \$8,999.00 ONO. For all enquiries please call Mark on 0418 694 825 or email mdhayres@bigpond.com



For Sale:- 1969 VW Beetle, completely restored in 2012. 69' Chassis/engine and 60' body and high back seats/seatbelts. I bought this as my first car in 2005, was used as a daily drive

until 2016 and has since been garaged in a shed outside of Goulburn. Little superficial rust, eg. engine lid in the usual spot. Has been continually registered with full rego. \$18,000 ONO - hoping to go to a good home - text me to arrange a call 0438 565 564 or email sybkenny@gmail.com



For Sale:- I have a purple **1975 Superbug** for sale. Runs well, partially rebuilt engine, new exhaust, new carburettor, new rear light lenses. Kept undercover. NSW rego until April 2025. Asking \$15,000. Located Southern Highlands NSW Please contact Anna on 0406 124 307 or email permhollow@hotmail.com



For Sale: My WA plates currently on my VW T3 Syncro. Best offer. Email ricketts.tony@gmail.com

2nd Month 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 [brintonshome18@gmail.com](mailto:brintons.home18@gmail.com) Asking \$26,000. No texts please.



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 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

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 Heathcote but my current car is at Caringbah. Contact Craig Peatman on 0419 616 840 or email 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



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 We are in Redfern, Sydney. Kind regards Cameron

Trades and services directory.

Trades and services directory.

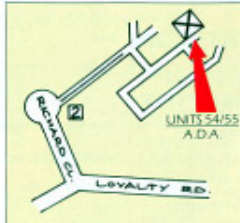
ANDREW DODD AUTOMOTIVE THE ENTHUSIAST VW SPECIALIST

Specialising in:
Engine Reconditioning, Brakes, Front End Work, Servicing & Modifications to VW Beetle, Kombi, Type 3, Golfs & Passats.

40 YEARS VOLKSWAGEN EXPERIENCE

We are located at:
Units 54 & 55/2 Richard Close
North Rocks (Off Loyalty Rd)

PH: (02) 9683 2184



Unit 1
11B Harp Street
Campsie NSW
Australia 2194



Tel: 02 9789 1777

Fax: 02 9718 8704



VEE-DUB SUPPLIES

KOMBI GHIA TYPE III BEETLE

WWW.VINTAGEVEEDUB.COM.AU

H&M FERMAN AUSTRALIA

Original Equipment Manufacturers & Designers for the Motor Industry

Warwick Blackwood
National Sales Manager

99-105 Boundary Road
Peakhurst NSW 2210
Sydney Australia
www.hasmot.com

hasmotek
AUSTRALIA

Ph: +61 (0) 2 9533 2722
Fax: +61 (0) 2 9153 6033
Mob/Cell: +61 (0) 415 263 029
Email: warwick@hasmot.com
Email: hasmot.vw@gmail.com

Stan Pobjoy's Racing Engineering P/L

All engines are precision machined and personally built by Stan Pobjoy, guaranteeing you professional engine build quality and exceptional performance.
Power your VW with a Pobjoy engine today!

02 6654 3694

Stan Pobjoy's Racing Engineering Pty Ltd
1252 Orara Way, Nana Glen, Coffs Harbour NSW 2450

INSURANCE FOR MOTORING ENTHUSIASTS

CALL 13 46 46
SHANNONS.COM.AU



SHARE THE PASSION

IMAGINE THE BIGGEST & BEST DISPLAY IN AUSTRALIA OF NOS & NLA STOCK

REPUTED TO HAVE THE LARGEST STOCK IN THE WORLD

Volkswagen Autos



PHONE FOR PRICES & STOCK

(02) 9688 2933 6 DAYS

FULL MAIL ORDER SERVICE

www.volkswagen.com.au

North Rocky Mechanical & Import Parts



Gordon & Maree Fischer

43 Quinn Street
North Rockhampton Q 4701
P.O. Box 5732 CQMC 4702

Ph. (07) 4922 0111 Fax. (07) 4922 0555

Automotive Servicing Specialists

67 CAMPBELL ST
ST. PETERS, NSW 2044

JAN BANGMA

Email:
wmooffice@tpg.com.au

Phone:
9519 4524

VOLKSWAGEN - AUDI



Trades and services directory.

Trades and services directory.

AUSTRALIAN VW PERFORMANCE Centre

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

www.vwperformance.com.au

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

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

Fax: (03) 9761-6216

Email: avwpc@vwperformance.com.au



Mikki Piirlaid
The Chief
mikki@indianautomotive.com.au
0410 315 739

Indian Automotive We Share Your Passion

02 4731 6444

Volkswagen & Porsche Specialist

Unit 2/143 Coreen Ave, Penrith NSW 2750

www.indianautomotive.com.au



MICK MOTORS

96 Toombul Rd
Northgate QLD
Australia 4013

Ph +61 07 3266 8133

Volkswagen Spare Parts Fax +61 07 3260 5179

mick@mickmotors.com.au

WAYNE PENROSE VOLKSWAGEN PTY LTD

Home of the Multi-Award Winning "MANGO DREAM"

2/106a Pitt Street North Nowra 2541 0419-481461

HARDING PERFORMANCE HP

Guy Harding

1/56 Cambridge St,
Coorparoo Qld 4151
www.hp.net.au

T 1300 730 949
P +61 7 3394 1200
e guy@hp.net.au

ALL METAL BUMPERS

Unit 1/17 Memorial Avenue, INGLEBURN

Phone: **9605 1044**

MOBILE AUTO MODELS & TOYS

Specialising in diecast model cars

STEVE

Ph: 9543 5364
Fax: 9543 2649
Mob: 0403 012 060

mobilemodels@bigpond.com



Robert 0418 662 915

Tereza 0419 494 465

PO Box 200
Blacktown NSW 2148

Shop 2a, 12 Romford Rd
Kings Park NSW Australia

evolutioncarhire.com
evolutionhire@optusnet.com.au



Trades and services directory.

Specialising in Restoration, Customisation & Repair of Auto, Marine & Commercial Vehicles.



MARK: (02) 4722 5333 www.blackneedle.com
Unit 38 / 37-47 Borec Rd, Penrith. 2750

Trades and services directory.



SPECIALISTS IN NEW GENERATION VW, AUDI, SKODA & PORSCHE
LATEST COMPUTER SCAN TECHNOLOGY AND LOG BOOK SERVICING
FOR NEW GENERATION CARS

Canberra VW Centre



SERVICE • PARTS • REPAIRS www.cvwv.com.au

2 PARK STREET, BELCONNEN, ACT 2617 & 15 LINDUS STREET, WICKHAM
Belconnen Ph: 02 6253 1481 Wickham ph: 02 4927 0689



Bob Whyms
Managing Director

BWAauto

E kwhyms@bigpond.net.au
M 0418 651 620
T 02 9838 7373
F 02 9838 7606

45 Prince William Drive
Seven Hills NSW 2147

European Service and Parts Specialist

Australia's Air & Water Cooled VW Magazine!

CRAIG HUGHES

VW Magazine Australia
PO Box 3551
Loganholme
QLD 4129

Phone: 0419 735 596
info@vwma.net.au
www.vwma.net.au



Club Veedub Sydney Membership / Subscription Form. ✂

New Member: Renewal:

Name:

Address:

State: Postcode:

Email:

Phone: (Landline)

(Mobile)

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

Will you be applying for NSW Historic Registraton? NO YES

\$50 - Normal Membership

\$60 - Historic Rego Membership

Simply join and pay on-line using the QR code (see over).

You only need to fill out and post this form if you can't do it on-line.

Trades and services directory.



Superior Auto Movers

Contact: Sandy Benic Phone: 0418 230 283 Email: superiorautomove@gmail.com
Easy approach hydraulic trailer. We specialise in prestige, sports and vintage cars.
We will offer 10% discount to Club Veedub members

Trades and services directory.

Club Veedub Merchandise

For Club polo shirts, jackets, hats, mugs, stickers etc - or any other Club items you might suggest,
Contact Adam Daines

0404 984 648

sales@clubvw.org.au



Beetle glovebox lid pull handle.

Australian made to suit early (pre 68) VW.
High quality stainless steel polished to a show winning shine.

\$37 posted within Australia.

Enquiries
Carl Moll
carlmoll@iinet.net.au
0417 471 137



Wanted:



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



Club Veedub Sydney Membership / Subscription Form.



Join on-line

Choose \$50 Normal Membership, or \$60 for Membership with Historic Registration.

Note:- If you cannot join via the webpage, for whatever reason, you can do a direct bank transfer:

Club VeeDub Sydney Inc.

BSB: 032002

Account: 562396

Receipt no:

Then cut out this form, fill it out and post it to:

Club Veedub Sydney

PO Box 324

Mortdale NSW 2223



More Golf Rs available.

Volkswagen Australia expects to triple the amount of Golf Rs delivered this calendar year after two years of supply shortages.

In 2022, just 151 Golf R examples were delivered to Australian customers and only 346 in 2023. VW stopped taking orders for the Golf R in February 2023 after the wait time for the model blew out to more than 12 months due to parts shortages.

But, Ralph Beckmann, Volkswagen Australia's passenger vehicles marketing manager, told media this week that supply constraints have now improved, and VW expects to move 1,100 cars in 2024. The pause on Volkswagen Golf R sales was lifted earlier in 2024.

"We have got about 500 [cars] secured for the rest of the year, predicting an overall sales growth up to 1100 cars just for the Golf [R] itself," said Mr Beckmann.

In good news for Golf R customers, Mr Beckmann said existing orders shouldn't take longer than six months to fulfil.

In general, Australia continues to play an important role for Volkswagen's R division globally.

"Last year we finished [as the] number one global market for T-Roc R and we're intending to maintain that target for this year as well. And as you're aware, we're saying goodbye to Tiguan R towards the end of this year," said Mr Beckmann.

"But at the same time, we're welcoming Touareg as the new member into the R family."

Volkswagen delivered 2,900 T-Roc Rs and 3,400 Tiguan Rs in 2023.

Touareg refresh.

A facelift for the 2024 Volkswagen Touareg large SUV range has arrived in Australia with far more equipment as standard fitment - but with prices reduced by up to \$8250.

A number of features previously reserved for pricey option packs are now included as standard for the four-variant showroom line-up, which includes a high-performance Touareg R plug-in hybrid flagship.

Increased Australian supply of the Touareg has allowed Volkswagen to sharpen its pricing for the facelifted model in pursuit of higher sales, after last year reporting the SUV's lowest annual deliveries in 13 years.

Volkswagen says adding more equipment at a lower price is intended to capture more family buyers, though the Touareg remains a five-seater only.

Updates to the 2024 Touareg range amount to styling changes inside and out, as well the addition of new equipment, including a previously-optional 15-inch infotainment screen now included on all variants.

The entry-level Touareg 170TDI variant starts from \$86,790 before on-road costs - \$2450 less than before, and now its lowest price since early 2022 - while the new Touareg R bookends the line-up at \$129,990 plus on-roads.

The largest price reduction has been handed to the Touareg 210TDI Elegance and R-Line, which are down \$8250 and \$7550 respectively to \$99,990 and \$109,990 plus on-road costs - the cheapest they have been since late 2021.

All model grades now receive a 360-degree camera, matrix LED headlights, automated parking, and other features as standard - many previously found only in \$6600-\$7600 option packs.

New across the range is wireless Apple CarPlay and Android Auto, which now fills the full infotainment screen, as well as traffic sign recognition - a first for a Volkswagen passenger vehicle in Australia.

Volkswagen claims there is more than \$10,000 worth of extra equipment in the Touareg 170TDI than in the previous model.

It joins equipment already included in the pre-facelift, such as Vienna genuine leather upholstery, steel spring suspension, wireless smartphone charging, "open-cell" fine grain ash woodgrain trim, heated front seats, and dual-zone climate control.

Each of the three regular Touareg variants is powered by a 3.0-litre turbo-diesel V6 engine, mated to an eight-speed automatic transmission and all-wheel drive.

The 170TDI engine develops 170 kW/500 Nm, while stepping up to the 210TDI unlocks stronger 210 kW/600 Nm outputs.

New for 2024, the regular Touareg range is joined by a



performance flagship, the Touareg R plug-in hybrid, priced from \$129,990 before on-road costs. It has a 250kW/450 Nm 3.0-litre turbocharged petrol V6 matched with a 100 kW/400 Nm electric motor, 14.1 kWh battery, eight-speed automatic transmission and all-wheel drive.

These combine for outputs of 340 kW and 700 Nm, good for a claimed 0-100 km/h acceleration time of 5.1 seconds in hybrid mode, 51km of claimed electric-only driving range, and claimed fuel use of 3.3 litres per 100 kilometres in lab testing.

All variants of the 2024 Volkswagen Touareg line-up are now available in dealerships nationwide.

2024 Volkswagen Touareg Australian pricing

Touareg 170TDI - \$86,790 (down \$2450)

Touareg 210TDI Elegance - \$99,990 (down \$8250)

Touareg 210TDI R-Line - \$109,990 (down \$7550)

Touareg R - \$129,990

Tiguan Allspace price cut.

Volkswagen Australia has cut the price of the 2024 Volkswagen Tiguan Allspace seven-seat SUV to match the smaller five-seat version, ahead of a new model due to launch locally 18 months from now.

The Tiguan Allspace is the cheapest it has been since the end of 2022, after \$2000 was cut from 110TSI and 132TSI Life variants, and \$2500 was taken off the price of the 162TSI Elegance and R-Line.

The German car giant said it reduced the Tiguan Allspace's price as it will need to remain on sale until the end of 2025, when its successor (the Tayron) launches, six months after the new five-seat, standard-length Tiguan arrives in local showrooms.

"Now, while there's stock of both, it's a simply a case of whether you personally prefer seven seats or a huge storage area or a slightly smaller and more responsive vehicle. Price is not a factor," Volkswagen Australia marketing communications manager Michelle Rowney said in a media statement.

Since the start of this year, Volkswagen has reported 1640 sales of the Tiguan Allspace, compared to 1558 five-seat, standard-length Tiguan.



2024 Volkswagen Tiguan Allspace price in Australia

Tiguan Allspace 110TSI Life - \$43,990 (down \$2000)

Tiguan Allspace 132TSI Life - \$47,990 (down \$2000)

Tiguan Allspace 162TSI Elegance - \$57,090 (down \$2500)

Tiguan Allspace 162TSI R-Line - \$60,590 (down \$2500)

T7 California coming.

The new-generation 2025 Volkswagen California camper van has been revealed, offering a plug-in hybrid drivetrain in Europe from June before hitting Australian showrooms.

Shown as a concept vehicle in August 2023, the production version of the new Volkswagen California is based on the 'T7' Multivan passenger van which is scheduled to arrive in Australia in the second half of 2024.

Volkswagen Australia says that precise timing, specifications and pricing for the California are still being set.



The current diesel-only T6 California was introduced locally in 2020 and is priced between \$93,790 and \$103,790 before on-road costs, with its closest rival, the Mercedes-Benz Marco Polo Horizon, listed at \$136,601.

Last year 108 Californias were sold in Australia, compared to 711 Multivans.

The California's Multivan basis is distinct from the coming commercial Transporter vans (which will be twinned with the Ford Transit in future) but instead uses car-based 'MQB' underpinnings shared with much of VW's passenger and SUV range.

The MQB platform enables the '4Motion' all-wheel drive and the first plug-in hybrid version of the California, with three powertrains available across the five-model line-up announced for Europe.

The California eHybrid 4Motion uses a 1.5-litre four-cylinder petrol engine, dual-clutch automatic transmission and an electric motor for a combined power output of 180 kW, with all-wheel drive.

There's also a 110 kW four-cylinder turbo-diesel and a 150 kW four-cylinder petrol engine, both using the dual-clutch automatic with front-wheel drive.

The new California is a significant 269 mm longer than its predecessor, measuring 5173 mm overall, and is 37 mm wider (1941mm).



It also brings more cabin space with a 3124 mm wheelbase - an increase of 121 mm over the outgoing California - with wheel sizes ranging from 16 to 19 inches in diameter.

In addition to the eleven exterior colours, the California can also be optioned in two-tone paintwork, with Candy White/Starlight Blue metallic exclusive to the California, with Mono Silver/Energetic Orange and Deep Black Pearl/Fontana Red metallic also available.

Five model grades have been unveiled in Europe: Beach, Beach Tour, Beach Camper, Coast and Ocean.

All come standard with sliding passenger doors on both sides of the vehicle - previously an option on higher-spec versions - and a pop-up roof.

Available in three colours, the pop-up roof comes with a mosquito net with both forward-facing and side windows and sees roof height expand from 1297 mm to 2108 mm when opened.

Across the range, individual rear seats are standard in place of the previous bench seats and can be repositioned within the cabin depending on space requirements.

The California Beach is a six-seater with two-plus-two second and third rows in what the car maker describes as a Multivan with a pop-up roof and mattress.

Stepping up to the five-seat California Beach Tour adds a 180-degree rotatable driver's and front passenger seats with three individual second-row seats creating an additional sleeping space when folded flat.

There are also sliding windows - and a 'blackout system' with window coverings - within the sliding side doors, lighting in the pop-up roof area as well as a new 'camper control unit' 12.7 cm display screen.

The camper control unit provides information on water levels, lighting, heating and refrigeration functions, which can also be accessed via a smartphone app.

The California Beach Camper has the same five-seat configuration as the Beach Tour, but comes with a mini-kitchen accessed when the tailgate is opened.

It includes a single-ring gas cooker, two drawers including a cutlery box and gas stowage area, with a 230V power connection and 28-litre water tank.

The mid-spec California Coast has four seats and a newly configured kitchenette powered by a dual-battery system.

Volkswagen says the redesigned kitchenette does not protrude as far forward as before, given the new model's

greater interior space, making entry and exit easier.

There's also a fold-out bed measuring 1980mm by 1060 mm and provision for a refrigerator, which now opens forward for easier access from outside the vehicle.

The Ocean has the same kitchenette as the Coast, but adds background lighting to the cooking area and a 33-litre water tank.

The California Ocean also brings Melange Raven seat fabric, heated driver and front passenger seats, climate control and a large roof box as standard.

VW RooBadge.

Volkswagen Australia cites data saying 90% of wildlife collisions in Australia involve some variety of kangaroo (yes, there's more than one kangaroo species). A 2018 story said the nationwide 'roo population had topped nearly 50 million animals, and as Aussie cities expand, the suburbs are moving further into kangaroo territory, increasing the number of annual incidents.

Especially in rural areas, kangaroos will gather at the roadside starting around dusk to get to the water that pools by the roadway and the vegetation growing there because of that water. The National Roads and Motorists' Association said it received 14,500 claims in 2018 just from car-kangaroo crashes.

To reduce such events, Volkswagen Australia spent three years working on a project with its local ad agency DDB Sydney, kangaroo behavior specialists at the University of Melbourne, and wildlife organization WIRES, to create a gadget that would protect drivers and animals: The RooBadge.

Developed using the Amarok pickup, the RooBadge is a VW grille emblem with an embedded, directional loudspeaker. But this isn't the wind-powered deer whistle still sold in some US stores, this is powered by an app built into the vehicle's infotainment system.

Different kangaroo species react to different sounds, so the project is starting with the Eastern Grey Kangaroo. Developers trialled collages of sound first on 'roos acclimatized to humans, like those that hang around golf courses, then on wild kangaroos in the hinterlands, using remotely monitored Amaroks fitted with motion sensors, 360-degree cameras, and directional speakers. The composite sounds include noises made by predators like dingos, the foot thumps kangaroos use to warn another, and bird alarm calls.



The directional speaker is powerful enough to project the noise down the road at a volume louder than an Amarok moving 100 km/h, and at such a high frequency that humans can't hear it. Activation is automatic, the app using vehicle speed and vehicle GPS coordinates, plus GPS coordinates of known animal populations, to cue the speaker noises when appropriate. Using 'roo population data around the country, the plan is to create custom noises for each kind of kangaroo, like the Western Grey and the larger Red Kangaroo (up to 90 kg), leaving the app to decide which sounds are the best to play. There's also a reporting tool so organizations like Wires can update population locations and varieties.

Having gained approval from the University of Melbourne's Office of Research Ethics and Integrity for stage four trials, the team will begin real-world testing using an Amarok at speed among wild populations.

The RooBadge is a custom-fit replacement for an Amarok badge, but the backers see this as a tool to aid car owners and animals around the world, especially countries with big deer populations like the U.S. University of Melbourne researcher Dr. Helen Bender said, "What's interesting about deer relative to kangaroos is that they're very similar in body size, head size, and ear size. What we know from science is that the ear shape in the head shape tells us that they probably have similar hearing ranges. So, whatever we learn has transferability to the deer as well."

Assuming the fourth state of the trials process goes well, VW's working on a license-plate-sized RooBadge that could fit on any vehicle from any manufacturer.

More plug-in hybrids coming.

Volkswagen Australia has re-ignited its interest in rolling out plug-in hybrid technology to its best-known models - alongside its first electric cars - in preparation for the Federal Government's upcoming New Vehicle Efficiency Standard (NVES).

In recent times Volkswagen has shown little interest in offering plug-in hybrid power on more than just the new Touareg R in Australia - its first PHEV locally - in favour of preparing to capitalise on the market's current electric vehicle sales boom.

However Volkswagen passenger vehicles marketing manager Ralph Beckmann told local media this week the NVES has prompted a rethink of its stance on PHEVs, and made it easier to secure production of hybrid and electric cars from the factory in Europe.

"The impact that the NVES will have for us, it's a very positive impact... [NVES gives Volkswagen Australia] additional production opportunity conversation points and also portfolio expansion," said Mr Beckmann.

"There [are] some new conversations starting now around adding more PHEV models into the mix. So Touareg [R] is the starting point, but there is now thanks to the NVES, an opportunity to have new conversations with the factory."

Volkswagen Australia has long said it needed a stronger leg to stand on when asking its German parent company for newer, more efficient powertrain options.



It says the introduction of NVES - due to come into effect next year, and set to impose average CO2 emissions targets across each brand's line-up - gives VW Australia weight for discussions around offering more PHEV options in the local market.

Asked about the models Volkswagen could bring in with plug-in hybrid capability, the Golf and Tiguan are the most likely.

"[It's probably no] surprise that we'll be looking at [the] Golf and Tiguan, and then potentially another player who is coming into the family but probably not talking about today," said Mr Beckmann.

As for when, it's unlikely Volkswagen will introduce a PHEV version to the current-generation Volkswagen Tiguan line-up given its successor is already on sale in Europe.

The other "player" referenced by Mr Beckmann could be the new Tayron - the seven-seat replacement for the Tiguan Allspace - which is expected to be offered with a plug-in hybrid option.

"[Where we're moving out of] a limited volume pool of EV or PHEV products, the NVES unlocks potential extra production, not just for ID.4," said Mr Beckmann.

"It moves us into a different conversation and that's consistent with what Volkswagen has been saying for many years: we [Australia] need an emissions regulation system to compel our factories to put us into that consideration set.

"That will hopefully unlock a lot of those (both production and product) opportunities."

No Tesla pricing wars.

Volkswagen Australia will not be sharing the price for its upcoming electric cars, the ID.4 and ID.5, until the last minute, to avoid Tesla-style price cuts which can ruin electric vehicle resale.

The brand says it will not enter into a price war with Tesla (which has just issued large discounts to its Model 3 and Model Y as electric car sales in Australia have stalled), and is instead waiting for current market fluctuations to ease before announcing the pricing structure for the ID.4.

"When manufacturers discount, you often hurt your most loyal buyers and you really slash resale value significantly," Ralph Beckmann, Volkswagen passenger vehicles marketing manager, told media at the launch of the 2024 Volkswagen Touareg this week.

Tesla slashed the price of its Model Y this week, the

closest competitor for Volkswagen's incoming ID.4, to a record-low \$55,900 plus on-road costs. Volkswagen won't follow rival manufacturers by continuously discounting, as seen recently from brands including Renault, Peugeot, Tesla, and Nissan.

"The key point here is to land for these cars on [a] sustainable, strong price point that we can keep in market," said Mr Beckmann.

"The last thing we want to do is launch a price point and then two months down the track have to react and discount it significantly, like we've seen in the industry in some cases.

"And it's really paramount for us to protect our customers who are buying this product, and their residual value, for the future to make sure this is not destroyed in price point variations and so forth."

The Volkswagen ID.4 and ID.5 will be the brand's first electric vehicles in Australia and are on track to land locally before the end of the year.



Volkswagen Australia says it has refrained from introducing its electric cars to Australia in recent years due to a lack of emissions regulations, which have hampered its production-supply bargaining power with head office in Germany.

However, VWA says the proposed New Vehicle Emissions Standards (NVES) has had a "very positive impact" and the ID.4 and ID.5 electric vehicles will launch by the end of 2024.

"So you can order one now. The actual deliveries will be in the fourth quarter," said Mr Beckmann.

Pricing for the two new models will have to be published by the time they're available for presale, according to the brand, which is potentially less than a month away.

Asked about the current market leader, the Tesla Model Y, and how it influences Volkswagen's own pricing, Beckmann told media: "We're not getting into a price war. I think the brand never has.

"We have tried to compete on price, it's a competition on value. And you will see when we announce the presale in a bit more detail, but [it is] a far more comprehensive product and package than just the product [itself]."

Chinese electric VWs.

Volkswagen has unveiled a radical new electric-car concept intended to preview a range of upcoming models

exclusive to the Chinese market - the ID. Code.

A showroom version of the ID. Code coupe-styled SUV concept will be among five new electric Volkswagens planned solely for the Chinese market by 2027 - out of a total of 16 electric VW ID electric cars planned to be in global showrooms by the end of the decade.

Volkswagen is set to introduce a new 'ID.UX' brand in China, and planning to launch with the ID.Unyx later this year, a rebadged version of the Cupra Tavascan SUV (similar to VW ID.5), due in Australia in 2025.

It intends to launch at least four budget-priced electric cars from 2026 on a new China Main Platform developed in-house, and has signed a deal with Chinese electric-car start-up Xpeng to develop two larger, more expensive, models on a new architecture.

The ID. Code is larger than other Volkswagen ID electric vehicles sold in Europe, with closed-off front-end styling, sharper LED lights and more pronounced wheel arches.

It is said to be a "large ... SUV" with four seats, and is claimed to be capable of Level 4 autonomous driving, powered by lidar sensors and radars.

Autocar reports Volkswagen theorises the headlight and tail-light animations could be changed every three months through downloadable software updates to keep the car's design fresh.

There is said to be a digital video game-style 'avatar' projected onto the driver's window, which shows information on traffic and weather conditions when the driver approaches with the key.

Inside, overseas media report the front seats can rotate 180 degrees when the car is autonomous mode.

The digital avatar also appears in augmented reality on the windscreen, while screens stretch across the dashboard and a tablet is mounted to the centre console.

Volkswagen says the ID. Code concept "was developed specifically for customers in China," and the showroom version is not planned for export markets including Europe, according to Autocar.

The German car giant has been the top-selling car maker in China for at least 14 years - when public new-vehicle sales data for what is now the world's largest car market became available - but was overtaken by BYD last year.

Volkswagen has historically topped the Chinese new-car sales charts with petrol cars, but is yet to gain a serious foothold in the country's electric-car market, and remains a niche competitor.





T6 Transporter love.

I've been lucky enough to drive all of the different types of Volkswagen Transporters for work over the years.

I started in a T1 1965 high top ute and steadily progressed through the generations.

A T2 1968 ute, then a T3 1992 Syncro cargo van and next a T4 1996 twin cab ute.

For a long time I drove a T5 2006 single cab ute.

I do love my Kombi utes.

Nowadays I drive a 2017 T6 Transporter cargo van.

How does it compare to all the previous Kombi Transporters?

There is no comparison, T6 Transporter is by far the best, no real surprises.

It's so good, I can't stop driving it.

It is very easy to drive and it almost makes going to work fun.

It's a vast improvement from the T5 in almost every aspect.

Even though I liked driving the T5 and it was very safe, the 5 cylinder motor gave troubles over time.



I wouldn't touch a T5 Transporter with the 5 cylinder diesel these days with a ten foot barge pole.

Even my mechanic likes the T6 compared to the T5.

He said it's completely different to the T5 and he was happy that everything was easier to access everything in the engine bay.

I really love my T6 Transporter, it's the best yet.

It's a very handy vehicle.

Thanks Volkswagen.

I wonder if I'll like the next one - which will be a Ford underneath??

Ashley Day.

Wrecking a split Kombi in 3 hours.

I was lucky enough when I was younger and even to this day to have a dad that has a crane truck.

It came in handy sometimes especially when I broke down or found some old Volkswagen somewhere.

So one day many years ago my dad was telling me



about two split kombis at a job he was delivering septic tanks to and the guy wanted \$200.

Obviously that's a good deal, even considering it was all those years ago.

So we went back with the truck and picked them up one at a time.

The first Kombi was a 1967 PMG cargo van.

We delivered it home and went back to get the next one, a 1965 camper.

My dad unfortunately told me that this one wasn't going home but to the rubbish tip and that I had 3 hours to strip what I could.

Not wanting to argue with my dad I agreed and starting pulling it apart still on the back of the truck.

It in fact was stripped of anything of value and went to the tip 3 hours later.

Luckily when I was younger I had heaps of energy.

How do you reckon you would go wrecking a split camper Kombi in 3 hours these days?

Ashley Day.

Green-eyed monster.

Don't get caught by the green eyed monster.

In life, sometimes do you feel like you're just passing time?

Days just go on and on, sometimes they can go really slow or some fly by and it's hard to remember them.

You try to keep busy and have people around but life can get a bit lonely or boring.

I'm definitely not complaining, I love life and everything about it.

This is we're having a hobby is invaluable to me.

Keeping yourself occupied obviously helps to pass time.

You can do anything you want for a hobby, or take it to whatever level you want.

I found that Volkswagens are a great hobby for me.

So when I was asked at a party the other day, are your VWs keeping you busy?

I replied, no but they are keeping me occupied.

This is where money or status doesn't really have anything to do with it for me.

It's about passing time and being happy.

Nobody likes a green eyed Volkswagen monster only interested in how much money they can make off cars and parts.

Do you know one?

I've come across a few over the years.

I almost feel sorry for them as they kind of miss the whole Volkswagen thing.

Thanks.

Ashley Day.

BEWARE:

the green
eyed monster





Recaro and BBS in receivership.

The future is looking grim for two famous German suppliers in the OEM and aftermarket automotive industry.

Well-known seat manufacturer Recaro Automotive has filed for bankruptcy, according to UK magazine Autocar. The German outfit supplies seats to BMW, Ford and Volkswagen, among others, and was approved last Monday for self-administration by the Esslingen District Court.

Autocar says that according to local reports, workers at the company had not been informed of the plans to file for bankruptcy. The IG Metall trade union, which represents the workers at the factory in Kirchheim unter Teck (some 35 km south-east of Stuttgart in southern Germany), has stated that the future of said workers is now unclear, and has called for transparency from Recaro's management.

In a statement released on 29 July, Recaro Automotive GmbH confirmed that it had indeed filed for insolvency. "The company encountered significant financial difficulties due to extreme price increases in recent crisis years and the loss of a major contract," the statement said as reasons for the decision.

"Insolvency payments will secure employees' wages and salaries," the statement continued. "Recaro plans to maintain full production during the insolvency proceedings to fulfil all existing orders and new customer enquiries."

At the close of the statement, there seemed to be a glimmer of hope for what lay on the other side of this proceeding: "The financially distressed, traditional Swabian company intends to strengthen its position both locally and globally through this process, under judicial supervision and with the support of Baker Tilly (tax and assurance firm)."

Recaro also builds seats for the aviation and gaming industries, in addition to other sectors. As of now, the self-administration filing applies solely to the automotive branch of the conglomerate. Four years ago, American supplier Adient sold off Recaro Automotive to a private investment firm called Raven Acquisitions.

The company was actually founded 118 years ago, on 1 October 1906 by Wilhelm Reutter as 'Stuttgarter Carosserie und Radfabrik.' (Stuttgart Body and Wheel Factory.) In 1909, there was a change of name to 'Stuttgarter Karosseriewerk Reutter & Co.' (Stuttgart Bodyworks), when a patent for a "folding roof with canopy, especially for motor vehicles" was filed. This was a constructive forerunner of the convertible.

The result was bodies (including interior fittings) for almost all well-known manufacturers of the time, in particular Daimler-Benz and Wanderer-Werke.

In 1919, the gradual conversion from individual production to mass production took place. During the 1920s, the company became known for building vehicle bodies. In 1930 Reutter entered into a partnership with the Porsche design office and manufactured the first bodies for Porsche types 7, 8, and 9 (Wanderer), Typ 12 (Zundapp) and Typ 32 (NSU). In 1936, after the capacity limit of the main plant in Augustenstraße had been reached, a second plant was built in Zuffenhausen.

In 1935 Reutter had received the order to produce the first Porsche Typ 60 prototype, and so created the first ever Volkswagen, the 'V1.' Drauz built the cabriolet 'V2', while Mercedes-Benz built three 'V3' cars and later the thirty 'VW30' prototypes in 1937. When the redesigned VW38 prototype was readied in 1938, Reutter first built the wooden body mock-up and the steel bodies for the batch of 44 cars.



By 1939 the company had around 900 employees. In 1944, the main factory in Augustenstraße was severely damaged in an air raid. The workforce shrunk to 94 people. In 1949, Porsche began engaging the company to build their Porsche 356 sports car bodies.

In 1953, the company registered a patent for "a hinge fitting for upholstered seats with adjustable backrest," the Reutter reclining seat fitting. Following completion of the 5,000th body for the Porsche 356 in 1954, the 'Stuttgarter Karosseriewerk Reutter & Co. GmbH' celebrated its 50th anniversary in 1956. That same year the 10,000th Porsche body left the factory, which by then employed 900 people.

In 1963, Porsche bought the Reutter car body factory. What remained was renamed to Recaro (REutter-CARosserie), and focus was shifted to high-end seats. The company began producing both OEM seats for Porsche, and a separate line of after-market seats. In 1965 the first Recaro sports seat debuted at the Frankfurt Motor Show. In 1967, Recaro started the construction of a production facility in Schwäbisch Hall.

Economic problems led the Reutter family to sell the business in 1969 to three companies, Keiper, Huber & Wagner, and Metzeler. In 1971, Recaro produced the first aircraft seats under the name Recaro Aircomfort under license from the American manufacturer Hardman Aerospace. Shortly afterwards, Recaro launched its first aircraft seat, the so-called Recaro 2020, and sold it to Lufthansa, among others. In 1974, the first motorsport seat was based on the



Recaro professional full shell seat. In 1983, Keiper purchased all shares in Recaro and established Keiper Recaro in Kirchheim.

After restructuring in 1997, Recaro became an independent company again. This resulted in four legally and economically independent companies, including Recaro Aircraft Seating GmbH & Co. KG. In 1998 Recaro introduced the first ever-growing child seat. In 2004 Recaro bought the 'Storchenmühle' company, which concentrates on the production of child seats.

In 2006, the company celebrated its 100th anniversary. In June 2011, Recaro sold the automotive seating division to Johnson Controls, a U.S.-based automotive supplier. The acquisition granted Johnson Controls to be a licensee of the RECARO brand in the automotive industry, as well as the exclusive, unlimited right to market Recaro seats for cars and commercial vehicles. All other brand companies now belong to RECARO Group Stuttgart, which is the brand owner and licensor of RECARO Automotive Seating.

In 2013, after further restructuring, Recaro Holding relocated its registered office back to Stuttgart, Germany. After it spun off from Johnson Controls in 2016, Recaro Automotive Seating is now owned by automotive supplier Adient and the Recaro Group continues to act as licensor. In 2018, Recaro Child Safety ceased business operations (including Storchenmühle), and Recaro Holding entered into a global licensing agreement with Artsana Group, which will continue to develop, manufacture, and distribute premium child seats and strollers under the Recaro Kids brand name. Also in 2018, Recaro established a division called Recaro eGaming, which markets gaming chairs. In 2019, Recaro Gaming Seats became available for purchase.

Since Recaro's formation in the '60s, the firm has



become a mainstay in the automotive industry, for normal standard production seats, enhanced seats for performance or high-spec models, and for aftermarket upgrades. It has built seats for high-performance vehicles such as the Aston Martin Valkyrie and plenty of track-hunting Porsches as well as for grand tourers like the Audi R8 and sports cars like the Mustang Shelby GT350, among many others. Recaro is also a trusted name in the racing industry. Sadly, it isn't alone in its financial trouble.



Legendary wheel manufacturer BBS has also filed for insolvency proceedings at the Rottweil Local Court, according to Motor1. This isn't the first time the beloved wheel manufacturer has found itself in turbulent straits - or even the second: BBS has faced financial crises four other times since 2000.

The company's latest owner, ISH Management Services, acquired BBS Automotive GmbH in June of this year, before the latest insolvency filing. Just like with the Recaro saga, the IG Metall trade union was reportedly blindsided by this move.

Founded in 1970 by Heinrich Baumgartner and Klaus Brand in Schiltach, a small German village to the south of Stuttgart, BBS began as a plastic parts supplier but soon turned its attention to wheel design, aiming to reduce unsprung mass and increase vehicle performance. In 1983, the firm introduced its iconic BBS RS three-piece wheel, which today is one of the most recognisable and sought-after aftermarket designs. For a full history of the company, see the story we ran in April 2024 Zeitschrift.

BBS also has a star-studded list of clients, including Porsche, BMW, and Ferrari. Additionally, the company has long been a trusted name in the racing wheel space, supplying many of the world's top motorsports teams as well as those in several lower-tier series.

The future is uncertain for either of these celebrated brands, but we trust you'll join us in hoping for decent resolutions that enable both Recaro and BBS to continue adding that little bit of extra German quality and flair to automobiles old and new.

Thank you to Steve Carter for the info



The Brosol Blues.

Fuel pump 1.

It all started when my friend Bob called me. His 181 had died as he was coming out of his driveway and would I like to work out what was wrong? I diagnosed that the fuel pump had stopped being a fuel pump. The Thing was loaded onto the back of a tray truck and taken to a workshop where they came to the same conclusion and ordered in a new fuel pump.

Fuel pump 2.

It was a Brosol. Seems to be all you can get in Malaysia. Out of the box it had a hole in the casting near the pivot pin. Scratch that one. Didn't a human look at it at any stage?

Fuel pump 3.

The replacement came in and was screwed down. Off went the 181. But not for long. Another mechanic at a different workshop, working on a different issue, noticed that the oil level was higher than normal and that it smelt of fuel. I took over at this stage and ordered-in another fuel pump.

Fuel pump 4.

Mysteriously, this pump was half the price that Bob paid the workshop for the previous one. A Brosol. I was curious to know why the old one had pumped fuel into the crankcase, so I angle-ground all around the crimp holding the top half to the bottom and found a tiny bit of the diaphragm folded over onto itself. So fuel was getting past the diaphragm, past the crimp, through the base, past the pushrod and into the crankcase. Another job to do: change the oil. I noticed the lack of acorn nuts, one stripped thread, a beaten-up strainer and a new thread for a weird foreign drain plug welded-in to the strainer plate. I digress, but it's an indication of just how badly this car was thrown together by the previous owner in Indonesia.

Why can't Brosol put arrows on the body to indicate "fuel in" and "fuel out"? My understanding is that upright pumps for a generator have the inlet on the bottom and slanted pumps for an alternator have the inlet on the top, but that may vary by brand.

The workshop hadn't put any grease into the base of the old pump and the pushrod had been crudely cut with an angle grinder. They had probably found an old, 108-mm pushrod for an upright pump and lopped a bit off to make it 100 mm. This one actually measured 102 mm. A replacement pushrod I found was also 102 mm. Why is it that every source I find states 100 mm, which in this case would lead to an overly short installed height of only 3 mm?

More digression: to remove the old pump meant getting to the front hold-down nut; not an easy thing. I decided to pull out the distributor after having set up the crank pulley at 7.5° BTDC. The pulley is aluminium with painted-on degree markings and no timing notches. The paint is coming off. The 181 has its engine-lid latch bracket right between your eye and the pulley. Everything is against me!

I had to guess the right spot for 7.5° against the crankcase split, then take a photo to verify and repeat the cycle till it was right. I watched and listened for a spark, but there was none. The distributor was one of those mystery Japanese ones and it's supposed to be used with an inline resistor on the coil. The coil is the right type, but no resistor was fitted, so I ordered-in and fitted one of those. The engine was running before, but was always hard to start; maybe you only get a spark above a certain rotational speed. Whatever the case, I didn't want it in there if I can't static-time it, so I ordered-in an EMPI electronic one, an interesting item worth an article in itself.

(I found out later that the mystery distributor uses an inductive pickup. This design requires a reluctor to sweep past a pickup coil at quite some speed in order to generate trigger voltage. You can only static-time by eyeballing the proximity of the cross-shaped reluctor and the pickup coil.)

The EMPI distributor came in and it throws a nice, fat spark. The distributor drive shaft isn't on the proper tooth; it's about 90° out; maybe to make the mystery distributor not foul, but I can't get the EMPI one to spark off at no. 1 firing point because its vacuum-advance canister hits the fuel hoses near the pump. I've found a drive-shaft puller that I could buy



but it's more expensive than the distributor.

I reverted to an old Bosch-copy 009 which Bob had in a box, but not before having to clean some gunge off the points. I'm sure it had been replaced in the past just because the points were dirty. It fits in the hole OK for correct timing because it has no vacuum advance canister to foul anywhere.

I got a decent spark at the right time and everything screwed down. We turned it over and over and over, but no start. I pulled the pump off and manually operated it, getting spurts of fuel, reinstalled and still no go. What the @\$%?!

I pulled the carburettor off to peer inside the float bowl. Dry. The needle-and-seat is working fine. My only conclusion is that the pump is sort-of pumping but can't get a sufficient head up to actually get fuel into the float bowl.

Fuel pump 5.

I've had it with Brosol and I've gone electric. I got hold of a made-in-Japan Denso. Cost conversion: A\$13.50! It says "Denso" and "Made in Japan" on the pump itself; could it be a counterfeit product? I've mounted it under the tank on the LHS floorpan with a couple of [these](#) rubber mounts. The outlet on the fuel tank is 6 mm and the fittings on the fuel pump are 8 mm, so some sort of adapter is required. I found [these filters](#) online, 6 mm and 8 mm, so I ordered-in one of each, mix-and-matched and now I've got an adapter filter, fitted before the pump so that it is protected too.



I've made up a plate from 6-mm thick aluminium to replace the old pump on the crankcase. Removing the pump means that any distributor will now slot straight in, so I need't worry about moving the driveshaft back to the right angle. I tried giving it a go anyway using a pencil shoved into the hole on the top of the drive shaft where the spring fits in (nope) and a wide wood chisel (also nope). I guess you really need that special tool.

The advantages of an electric pump:

- * You can hear it working. It gives you the confidence that "fuel's up".
- * You can prime the float bowl before starting.
- * There's no possibility of vapour lock.
- * There's more space on top of the crankcase.
- * There are two fewer fuel connections in the engine bay to leak.
- * You can eliminate a fuel filter from

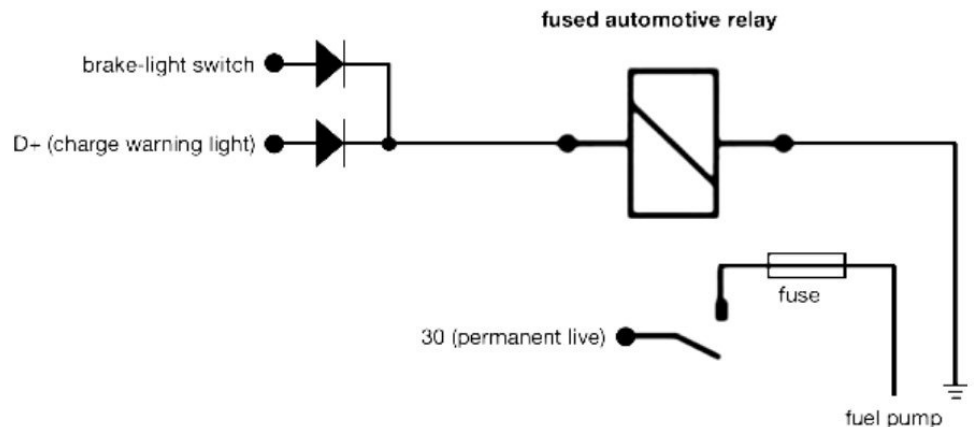
the engine bay, where it could bounce around and cause a leak near hot and sparky components.

But there's more work to do if the install is to be done safely. An engine-driven fuel pump stops when the engine does. Let's say you're driving along and have a collision. An electric pump would continue to deliver fuel after the engine had stalled if connected directly to the ignition circuit, so some kind of safety cutout is required. Existing solutions include a system using an inertia switch, a dedicated oil-pressure switch which only turns on while there is oil pressure and a fuel-pump relay like the one used on K-Jetronic VWs and Audis. This relay turns on with ignition, giving a few seconds of priming, then only stays on while it's getting ignition pulses off the coil.

I like that approach but want to keep it as low-tech and cheap as possible. With this install, the pump is switched on by a relay, which in turn is activated by either of two sources: the D+ pin of the alternator or the brakes. Turn the ignition on, depress the brake pedal, the relay turns on and primes the float bowl. Start the engine; the alternator turns, also powering the relay coil. When the alternator stops turning, the relay drops out, so there's a side benefit: if you break a fan belt on the road, you can't cook your engine. The D+ and brake power supplies just need to be isolated from each other with two silicon diodes, like this:

The wiring for this project isn't too complex, as an ignition source and D+ are available at the speedo and the brake-light switch is near where the fuel pump is screwed down, so a dedicated mini harness can be made up. An alternative to connecting one input to the alternator D+ would be to connect it to the oil-pressure warning light. It would work a bit differently, as the current coming through the warning-light bulb is insufficient to turn the relay on by itself. You would need to get into the habit of holding your foot on the brake pedal every time you turn the ignition key to start and holding it there until the engine had fired. That would turn the relay on, then the small amount of current coming through the oil-pressure bulb would be enough to keep the relay on once oil pressure had built up. This engine-starting sequence that only the driver knows could be a crude form of theft prevention.

Rod Young
rod.young2@icloud.com



Recent Canberra photos.

Here are some photos from recent Canberra events.

- * Cars n Coffee photo credit to David Cook.
- * Valla Journey credit to Willie Nelson.
- * Flags 4Aug photos credit to Ben Mallie.



Aldred

Bad Camberg 2019.

Hello VW fans.

I visited the International VW Veteranen Treffen #11 in Bad Camberg Germany from June 22 to 23 in 2019.

Organized by the Lottermann family, the meeting takes place every 4 years and only the very old and rare Volkswagen veterans like Split and Oval Beetle are registered. They must also be in standard condition, or with period accessories. Modern modified cars are not allowed.



My 1500 VW Beetle made the 800 kilometre return from Bremen to Bad Camberg moderately. Unfortunately on the way back home I could only drive 80 km/h due to technical problems but therefore the Bug only consumed 6.5 litres of Super per 100 kilometres.

I arrived Saturday morning in time for prime time entertainment as a huge truck just arrived with rare VWs like Enzmann, Denzel and Rometsch Lawrence.

In the evening was entertainment and greetings from the Lottermann's and the Bad Camberger Mayor. The day



finished with a nice sunset.

Sunday morning was a 50-kilometer cruise in the area of Bad Camberg. After that, I checked out the old town with my Beetle as recommended by the mayor the day before. I had a great time and left Bad Camberg at around noon.

Here are some photos of the show for you.



The next Bad Camberg show is scheduled for 2023.

Michael Fuchs

(The Lottermans decided to cancel the 2023 event due to insurance issues, but later rescheduled it to 2024 - Ed.)



Klub Korrespondenz.

From: farlow.j@bigpond.com
Date: 18/07/2024 12:31PM
Subject: Mk1 Sciroccos

Hello Norm,

I have a Mk1 Scirocco and it's in the process of being restored. I would like to make contact with any other Scirocco Mk1 owners in OZ (I am Melbourne based) to see if they have contacts for parts.

If you have any members who have Mk1 Sciroccos in the club would you mind passing my contact details on and ask them to please make contact.



Regards,
John Farlow
0418 357416

From: jholmesdziuba@hotmail.com
Date: 20/6/2024 12:18AM
Subject: Fresh Start?

Hi Lee:

So nice to hear from you, especially when I know how busy you've been in both your Club and personal life! I'm very happy that you and Adam will get to have time away on a honeymoon!

I added a link to our most recent quarterly newsletter to your club's community Facebook page. Please feel free to extract anything you find interesting or relevant for your own newsletter. We're working on a Google drive link and index of contents to share back issues of our newsletter, should you folks have an interest. Your repository inspired us!



Thanks for staying in touch. I know, in our volunteer roles, that we need to balance the amount of energy that we dedicate to various types of Club business, and I appreciate the opportunity to remain in touch occasionally.

Enjoy your holiday!
Kind regards,

Jennifer Dziuba
Director, K-W & Area Bug Club
www.kwbugclub.org/armaturen Brett/
www.facebook.com/KWBugClub/

Date: 18/7/2024 7:32AM
Subject: Fresh Start?
From: jholmesdziuba@hotmail.com

Hi Lee:

I have thoroughly enjoyed following your honeymoon adventure! How wonderful!

This past Sunday, July 14th, our K-W & Area Bug Club held a very successful 42nd anniversary Bug Out! We registered a record-breaking 207 Volkswagens at our event. Additionally, we welcomed a rare Elektro Bulli from 1979 to our show: it's the only running prototype of this model in all of North America! We had about an hour of rain after all the cars came in, and we were glad that the inclement weather didn't come before registration closed. We are a not-for-profit incorporation and we hold our event in partnership with the Kitchener-Waterloo Optimists Club in order to support their youth programmes. Additionally, some of the proceeds from our annual banner event are redirected to other worthy causes in the communities in which our members live and work throughout the calendar year.

www.facebook.com/watch/?v=1362793140874354

On Messenger, I sent you the link to television coverage that we enjoyed, and I am resending it here. Please feel free to share it as you're able (Facebook doesn't allow me to post our Canadian news). <https://kitchener.ctvnews.ca/volkswagen-enthusiasts-bug-out-in-heidelberg-1.6963729>

We hope all is well with you and your Club.
Kind regards as always,

Jennifer Dziuba
Director, K-W & Area Bug Club
www.kwbugclub.org/armaturen Brett/
www.facebook.com/KWBugClub/



Dealing with windscreen fogging.

The Sydney Morning Herald, Monday 30 October 1972

Now that the season of warmer days is here and yet cool nights are still the rule, many car owners will experience 'fogging' of windscreens. New cars are most likely to be affected. The condition goes away with time.

Windscreen fogging occurs when certain chemicals from the plastic and vinyl interior trim parts are vaporised by heat. The chemical vapours then condense on the cool glass as the evening temperature falls and form a film or mist.

The windscreen is usually the worst affected because of its sloping surface, although the back window does sometimes collect a little fog.



Many owners are not troubled by the condition. Others, however, become very conscious of the fogging, particularly at night when oncoming car lights become glary even though they are on low beam. Driving into a late afternoon sun can also create a similar effect.

Owners may well ask why we have chemicals that cause the problem.

All good design is a compromise of many desirable features. With trim items important features are colour, correct look and feel, comfort, low flammability and resistance to wear and soiling.

Flexible

Plastic materials used for trim items require plasticisers which are materials to make them flexible. This applies particularly to vinyl seat covers and head rests. These plasticiser materials are organic chemicals with tongue twisting names like di-iso-octyl-phthalate.

To get the best overall design effect it is necessary to use plasticisers, which may be slightly vaporised at the temperatures which may be reached inside a car.

Many people do not realise how high these temperatures can be. Tests show that the inside of a car can reach 180 to 200 degrees Fahrenheit (82 to 93 deg C) when the day temperature is about 90 degrees (32 deg C). Paint and trim colours are affected at this temperature range, dark colours being hotter than light colours.

If a cool night follows, condensing and fogging may occur. Areas which have these conditions have the highest incidence of fogging, and cars which are not garaged day or night are most likely to be affected.

Prevention

What can be done about it?

The obvious thing is to keep the car in the shade during the day, but then for the daily commuter this is not always practical.



The next best thing is to cover the seats and head rests whenever possible, particularly when the car is parked in the sun. A piece of white calico - white because it reflects the heat - is cheap and effective and easily folded and stored away.

Leaving the windows down just a fraction also helps - even a quarter of an inch or so (6 mm) - as this allows the hot air with the plasticiser vapour to escape.

Silicon-treated cloths or paper also help, particularly after a few applications. Just rub the inside of the screen occasionally for a few days. The papers used are often given away by garages but if not are obtainable from accessory shops.

Last, how to remove the fog if you already have it. Choose a cool day, place a protective cover over the seats, head rests and instrument panel, etc., to avoid splashes which may affect these items.

Make a mixture of equal parts of methylated spirits and water. Swab over the inside of the glass, wet for a few seconds and then polish off with a clean dry cloth, or, better still, paper towels.

Having cleaned up the problem take preventive action as described earlier and you should find your fogging problem disappear.



A final word about the effect of oncoming headlights at night.

Some drivers blame fogging for the effect of seeing four headlights coming toward them - one above the other. This is not correct.

This phenomena is due to a number of complex reasons associated with windscreen curvature and angles, but in simple terms is explained by the time lag of our human eye in tracking an oncoming target.



VW Polo GTI.

The hot hatch wars, an on-going automotive conflict, first fired up when Volkswagen released the classic Golf GTI onto an unsuspecting global car market in the middle of 1976.

Initially it was only a European battle - the Golf GTI wasn't even made in RHD until 1979 for the UK market, and it never reached Australia. However other makers soon joined the battle with their own hot hatches.

Peugeot released their remarkable 206 GTi, Citroen their AX GT and there was the Renault 5 GT Turbo. Ford joined in with their Escort RS and RD Turbo, and their Fiesta XR2; and Lancia the Delta Integrale. Vauxhall had their Astra GTE. There was even the forgotten Talbot Sunbeam Lotus.

Australia was swamped with Japanese cars in the '80s and those European hatches weren't sold here. Instead, our market saw similarly-themed versions such as the Daihatsu Charade Turbo, Ford Laser Sport, Mazda 323 SS, Mitsubishi Colt GSR, Nissan Pulsar ET Turbo and Toyota Corolla MR2. Australia didn't see the Golf GTI until 1990, and then only in low-spec 8V Mk2 form.

As for VW's smaller hatch, the first hot Polo was the (Europe only) GT G40 supercharged version of the Mk2 coupe in 1989. The first badged Polo GTI appeared in 1995, with the Golf's 1.6-litre 88 kW engine. It was only sold in LHD, so was not sold in the UK or Australia. From 1999 a 16V Polo was available and came to Australia in 2001, but it was not badged as a GTI. The first locally-sold Polo GTI was



the Mk4 GTI, which had its world launch at the Sydney Motor Show in October 2005.

Fast forward almost two more decades and here we are with the current Mk6 Polo GTI, which first went on sale in Germany in 2017 and Australia in 2018. It was facelifted and sharpened in 2021.

Three more years down the track it's time for an update, with subtle cosmetic tweaks and a significant safety upgrade included.

Volkswagen Australia invited us to the car's local launch including a varied drive program, topped off with a hot-lap track session, to get a first taste of how it shapes up.

Does it represent good value for the price? What features does it come with?

Headline news is the Polo GTI's before on-road costs price has gone up by close to 18 per cent, from \$32,890 to \$38,750.

Why? More standard equipment; some new things and other previously optional features now included in the base price.

The aim is to bring the car into line with the specification the majority of customers are ordering, because Volkswagen believes the days of a 'price leader' Polo GTI are behind it. That is, pique a buyer's interest with a keenly priced but relatively sparse base model, and they invariably add options once engaged in the process.

So, the Polo GTI has put a price gap on its two key competitors, the Ford Fiesta ST (\$32,290) and Hyundai i20N (\$32,990), but it's now loaded with a whole lot of fruit for the money.

The new bits are 'Matrix' LED headlights, a centre airbag, and 18-inch alloy rims (up from 17s), while the elements moved from the options list to the standard equipment column are assistance features bundled under the 'IQ.Drive' umbrella including, blind-spot monitoring, rear cross-traffic alert, front parking sensors (joining those in the rear), 'Park Assist', adaptive cruise control, and auto-folding exterior mirrors.

Also included in the GTI's base price are the 'IQ.Light' matrix LED headlights, 'Dynamic Light Assist' (auto low to main beam switch with light profile adjusted to avoid dazzling cars ahead or oncoming), 'Premium' LED tail-lights (with dynamic indicators), metallic paint (\$600 on the Polo Life and Style), LED driving lights, dual-zone climate-control, front and rear carpet mats, 'Digital Cockpit Pro' (incorporating nav and phone functions), ambient interior lighting, wireless device charging, and sports front seats.

Then you can add 'Discover' nav in the 20.3-cm media touchscreen set-up, auto headlights, rain-sensing wipers, 'Manoeuvre Braking' (low-speed rear AEB), an auto-dimming rear view mirror, leather trim on the sports steering wheel, gearshift and handbrake lever, and six-speaker audio.

A 'Sound & Tech Package' is available for the GTI (\$1500) incorporating a 23.4-cm multimedia screen, and a Beats branded premium audio system (digital eight-channel amp, 300 watts).

A Panoramic glass sunroof (\$1500) is also offered, and premium metallic paint adds \$300.

Is there anything interesting about its design?

Not exactly a massive change to the exterior of the Polo GTI with this mid-life refresh, but sharp-eyed car spotters will notice a new front bumper treatment including a revised lower grille, defined by a body-coloured border and flanked by LED driving lights.

The headlights have also been reshaped to mark the arrival of standard matrix LED beams, with the signature horizontal red keyline moves from the centre to the bottom edge of the upper grille. A continuous LED strip across the nose stands the car apart after dark.

The Polo's fundamental shape is unchanged. Previously part of the GTI's 'Luxury Pack', the 'Faro' design 18-inch alloys fill the wheel arches nicely, and overall the car's compact, tightly wrapped body and finely chiselled lines are familiar.

At the back, the LED tail-light clusters have been extended laterally into the hatch door, but the car's fundamental shape is unchanged.

The LED tail-light clusters have been extended into the boot door.

Inside the dash layout is the same, although the centre of the sports steering wheel has been massaged into a more organic shape with the airbag/horn now an oval rather than a circle.

The rest of the interior is relatively understated in typical VW fashion, the neatly sculpted sports seats trimmed with traditional 'Clark' tartan cloth on the cushion and backrest centres. And 'Kings Red' inlays in the dash, centre console and front door trims, are a reminder of the car's heritage and sporty intent.

The interior is relatively understated in typical VW fashion.

How practical is the space inside?

At just under 4.1 metres long the Polo GTI is a decidedly compact hot hatch (though it's bigger than the Mk1, Mk2 and Mk3 Golfs!), but thanks in no small part to a relatively lengthy (2.6 m) wheelbase, interior space is impressive.

The driver and front passenger have plenty of breathing room, and the rear is remarkable. At 183 cm, sitting behind the driver's seat set to my position, I enjoyed ample legroom, and more than enough headroom.

Width is another story, because while two adults will be fine in the back, there isn't enough space for three to sit in



comfort for any length of time.

Storage options in the front include a small lidded box between the seats (which doubles as an adjustable armrest), two cup-holders and various oddments spaces in the centre console, as well as the wireless charging bay in front of the gearshift.

There are also pockets in the doors with room for (medium) bottles, a decent glove box, a shallow drawer under the passenger seat, and an overhead drop-down tray for glasses.

Map pockets on the front seat backrests, and small bins in the doors add extra practicality, but there's no fold-down centre armrest or individual ventilation control for rear seaters.

For connectivity and power, there are two USB-C ports in the front, plus another two in the rear, as well as a 12-volt socket in the front centre console.

Boot space is a healthy 305 litres with the 60/40 split-folding rear seats upright, growing to 1079 L with them folded down.

Tie down anchors are handy for strapping loose loads, while shopping bag hooks help keep smaller bundles under control. And be aware, the spare is a space-saver.

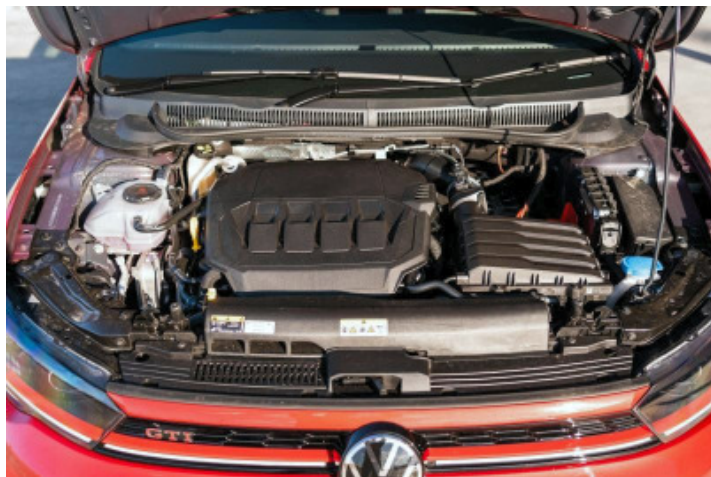
What are the key stats for the engine and transmission?

The Polo GTI is powered by a version of Volkswagen's 2.0-litre (EA888) four-cylinder turbo-petrol engine, driving the front wheels through a six-speed DSG dual-clutch auto transmission.

The turbocharged 2.0-litre four cylinder produces 147 kW/320 Nm.

The iron block/alloy head unit uses turbocharging, direct- and port-injection, variable valve lift on the intake side, and variable valve timing on the intake and exhaust sides





to produce maximum torque of 320 Nm from 1450 to 4390 rpm, at which point peak power of 147 kW takes over from 4390-6000rpm.

How much fuel does it consume?

VW's official fuel economy figure for the Polo GTI on the combined (ADR 81/02 - urban, extra-urban) cycle is 6.5 L/100 km, the 2.0-litre turbo four emitting 150 g/km of CO₂ in the process. Not bad for hot-hatch with this kind of performance.

Minimum fuel requirement is 95 RON premium unleaded and you'll need 40 litres of it to fill the tank. Using the official consumption figure, that translates to a range of 615 km.

What safety equipment is fitted? What safety rating?

The current Polo scored a maximum five-star ANCAP rating when it launched in 2018, and it must have been tempting for VW to save more than a few euros by side-stepping active and passive safety upgrades in this refresh.

But, bravo, it didn't, the German giant re-submitting this updated version for assessment against more challenging 2022 criteria.

The GTI is loaded with a raft of crash-avoidance tech under the umbrella of 'IQ.Drive', including AEB (with cyclist and pedestrian detection), lane-keeping assist (with lane departure warning), 'Multi-Collision Brake' (automatically slows the car after a collision, reducing the chance of a secondary impact), driver fatigue detection, 'Park Assist' (perpendicular and parallel), front and rear parking distance sensors, rear AEB (low-speed), a reversing camera (with static and dynamic guidelines), adaptive cruise control (with speed limiter and distance warning display), and tyre pressure monitoring.

If, despite all that, a crash is unavoidable there are seven airbags on-board - driver and front passenger (front and side), front centre, and full-length side curtain.

A front centre airbag is the solution many manufacturers are using to meet ANCAP's recently introduced tougher criteria around head clash injuries.

There are three top tether points across the rear seat for child seats and/or baby capsules, with ISOFIX anchors on the two outer positions.

What does it cost to own? What warranty is offered?

Volkswagen Australia covers the Polo GTI with a five-

year/unlimited kilometre warranty, which is now the volume market standard.

The paint is warranted for three years/unlimited kilometres, 'Through Corrosion' is covered for 12 years/unlimited kilometres, and 12 months roadside assistance is included.

Servicing is required every 12 months or 15,000km, with prices over the first five years ranging from a low of \$455 to a high of \$1498, the average per service coming out at \$701, which is a pretty solid number.

Capped price servicing is available, however, over five- and three-year plans. Paying up-front for five years results in a \$765 saving over pay-as-you-go.

A nice side benefit is the ability to fold servicing costs into the vehicle's financing at the time of purchase, and the plan is transferable if you decide to sell the car before the five or three years is up.

What's it like to drive?

The Polo launch drive program covered around 150 km of city, suburban and freeway running from inner Sydney, through twisting B-roads to the city's south, and sprawling semi-rural areas further west, topped off with a closed track session at the Luddenham Raceway.

Weighing in at a fraction over 1.3 tonnes, with 147 kW/320 Nm sent to the front wheels, the Polo GTI is capable of sprinting from 0-100 km/h in 6.8 seconds, which is satisfyingly quick.

And the 2.0-litre, four-cylinder turbo-petrol engine's dyno sheet must be a thing of beauty with maximum torque available from 1450 to 4390 rpm, and peak power picking things up at precisely the end of that plateau, remaining on tap all the way to 6000 rpm.

So, mid-range punch is always there, and the six-speed 'DSG' dual-clutch auto delivers rapid, precise shifts, with wheel-mounted paddles dialling up the fun factor when you want to shift ratios yourself.

Combined engine and exhaust noise is agreeably rorty without tipping over the annoyance threshold, although the high-performance 215/40 Continental ContiSportContact rubber transfers a fair amount of rumble on coarser surfaces.

The base suspension set-up is strut front/torsion beam rear, with the standard 'Sport Select' system built around switchable dampers, offering the choice of 'Normal' and 'Sport' modes.

Normal is nicely composed with comfy compliance over longer undulations as well as higher frequency bumps



and dips. But if the red mist descends and you're ready for some fun the (noticeably firmer) Sport setting buttons everything down that bit more.

As well as the damping, throttle response is faster, the DSG picks up the pace as does the steering. Even the exhaust is enhanced, although it's via the synthetic 'Sound Actuator.'

Balanced and predictable in quick cornering, the Polo GTI's electro-mechanically assisted steering is precise and beautifully weighted, with great road feel. And the car's 'Extended Differential Lock' uses the traction control and braking systems to minimise wheel spin, maximise traction, and help limit understeer.

On top of all that, the carefully sculpted sports seats deliver secure location without compromising comfort, and the grippy sports wheel feels great.

Braking is by ventilated discs at the front and solid rotors at the rear. Even under the pressure of a flat-out track session (moderated with the help of some admirably patient tame racing drivers) they remained progressive and firm.

In more civilised surroundings the Polo's size and excellent all-around vision (not to mention a clear reversing camera) make it a cinch to park. The combination of on-screen touch controls, and physical dials for the multimedia system is welcome. And the connection for Apple CarPlay and Android Auto is wired or wireless which is handy for those who prefer the surety of a wired connection or the flexibility of one less cable in their life.

Verdict

The Polo GTI faces tough competition in the form of Hyundai's recently arrived, very good, and well-equipped i20 N, as well as Ford's sleek and super-capable Fiesta ST. But as mentioned at the start, VW occupies the hot-hatch high ground with the GTI badge, and this upgraded Polo is loaded with features, dynamically outstanding and on the leading edge in terms of safety. Time will tell if the higher price, higher spec strategy is the right one, but there's no doubting this updated Polo GTI is a compelling package.

James Cleary

Take a bow, Caravelle!

The Daily Mirror, Friday 22 June 1984

Kombi enthusiasts call it the end of an era - but they're certainly not complaining.

Besides, there's little to complain about when driving a van as smooth and refined as the new water-cooled Volkswagen Caravelle GL.

The new 'Wasserboxer,' as it is affectionately known, represents a dramatic departure from the traditional air-cooled flat four engine which has powered a succession of VW models in Australia since 1954.

The basic engine design is largely unchanged but the adoption of a liquid-filled cylinder jacket for the 1.9-litre fuel-injected motor allows a 24 per cent increase in power and a significant reduction in noise levels.

There's little to distinguish the Wasserboxer from its air-cooled predecessor, aside from some subtle badge changes and twin black grilles up front.

Inside, the changes are even harder to detect. Only sharp-eyed Kombi enthusiasts will notice the addition of an engine temperature gauge and the five speed markings on the floor-mounted gear-shift.

The new overdrive gearbox has an odd pattern, with first gear located in a dogleg away from the driver and the other four gears in the normal 'H' pattern.

This arrangement is not difficult to master but it isn't as smooth to use as the previous four speed transmission, due to the new gearbox's detente on first gear.

The overdrive fifth gear, rated at 0.77:1, provides relaxed, quiet cruising on flat roads but a shift to fourth is needed to urge the Caravelle over most crests. The fuel-injected engine is a lively unit, with an ignition cut-out at 5400 rpm to ensure no damage to vital components under hard driving conditions.

Performance

As in previous models, the VW's ride is soft but never spongy, with the long travel suspension soaking up corrugations and potholes but resisting excessive dive under brakes.

Overall braking performance is first rate and sets the standard for others to follow in the people-mover market.

The \$17,995 Caravelle GL seven-seater is VW's top-of-the-line model in Australia and the standard of finish certainly is hard to fault.

A mixture of city and open road driving resulted in an average fuel economy return of 11.9 litres per 100 km.

More sedate driving should ensure a better figure but I found it difficult to resist the lure of the VW's free-revving engine.

Thanks to an almost perfect weight distribution, the van's handling is a cut above the rest.

The inflated price of the Wasserboxer is still the major obstacle to its sales success against the Japanese models.

The Caravelle is \$1,545 more expensive than its predecessor, yet buyers still have to fork out extra cash for a radio or cassette player.

Although the VWs quality, engineering and roadholding standards are as yet unchallenged in the people-mover market, its high cost will ensure that it continues to remain the choice of the well-heeled enthusiast.

Peter Brewer



HARD TO FAULT: The Volkswagen Caravelle is a dream



Kindred Resto-mods.

Hagerty's Auto News, September 2022

After several decades of sympathetically modifying cars, we've come a long way from classic car owners' brains nearly exploding at the mere suggestion of upgrading their '60s classic with fuel injection and disc brakes. Today, it's not uncommon for top shops building mega-dollar resto-mods to use little more than the donor car's body shell. A whole lot of people, it turns out, are willing to spend huge sums to enjoy modern performance and reliability in a classic body, with side helpings of comfort and modern tech.

Too bad you can't just order a '69 Camaro resto-mod like you can a 2022 Camaro, with the benefit of a warranty and service network support. Well, that might soon be changing. Upstart company Kindred Motorworks opened pre-orders for the first models in a line of fully modernized classic vehicles. Kindred's opening quartet will include the '69 Camaro, first-gen Volkswagen Bus and Ford Bronco, and the late-'40s Chevy 3100 pickup. Prices are steep, ranging from US\$149,000 for the Camaro with the LS3 V-8 to \$199,000 for the battery-electric VW Bus.

Company founder and CEO Rob Howard expects most customers will drive the cars rather than preserve them in garages for future buyers.

"We're building them so that you can enjoy the drive," Howard says. "They'll have power disc brakes, modern tyres, and perfect balance across the four wheels. All will have seatbelts, headrests, cup holders, rearview camera, and Bluetooth stereo."

Who is Kindred?

Based on Mare Island in Vallejo, California, Kindred Motorworks is currently prepping its production facility. Howard expects to start production in 2024 and deliver the first customer cars by the end of that year.

Production, you say? Yes, as in an assembly line. However, the process is more akin to that of specialty makers such as Morgan, which use standardized parts and processes as well as extensive work by skilled hands. In that context, Kindred's projected numbers are ambitious. Rob Howard sees the company ramping up to 300 employees and eventually

building 1000 resto-mod vehicles per year.

"Not right now, but that's where it's headed," Howard says.

Kindred Motorworks did not grow out of any existing custom builder. Howard and his core team have been working together for 15 years building supply chain and technology companies, which were sold to a larger retailer. Standardization is their expertise, but they are also car enthusiasts and collectors. Howard believes their combination of talents and experience provides a strong foundation for Kindred.

The idea of a restomod company, Howard explains, came to him when he was reviewing the logbook of all work done to build his '57 Chevy wagon over four years.

"I worked with nine different vendors for that car," he recalls. "The timeline really got dragged out. I was looking at the book and realized how complex the process had been. I knew as a tech person I could organize it in a much more efficient way if I applied technology to it. I thought there could be a real business to simplifying the modernization of these cars."

Howard says the response was encouraging. Attendees saw only the VW Bus in the metal but were drawn to the other vehicles on Kindred's roster. "We opened pre-orders. We're way ahead of schedule from where we thought we'd be."

Kindred's revamped Camaro and Bronco will have good ol' V-8s to start, with battery-electric versions promising 320-km ranges in the design stage. The VW Bus and Chevy pickup will be BEV-only. Howard says the EV options were well received at the Monterey showing, the Bus in particular.

"Those buses had 36 horsepower originally and were not that safe. Ours will have enough power to easily get onto the highway with the flow of traffic. That changes the experience dramatically. You can go up hills without worrying about what's behind you."

The '69 Camaro "LS" comes with Chevy's 495-hp 6.2-litre LS3 V-8 and six-speed automatic or manual transmission. Performance hardware include power rack-and-pinion steering, four-link rear suspension, and a nine-inch Torsen limited-slip differential. Inside, you'll find the classic '69 Camaro houndstooth upholstery and, for the automatic, a basket-handle style shifter like the original.

A \$199,000 "LT" version packs the 700-hp supercharged LT5 and rides on independent rear suspension and 19-inch forged aluminium wheels with Michelin Pilot Sport Cup 2 tyres. Its leather and Alcantara interior will have Recaro Sportster GT seats and a Momo Mod 08 steering wheel.

Notably, Kindred is building these Camaros its own way - no SS396 lookalikes.

The Bronco is pure Ford, with a 460-hp, DOHC, Coyote V-8 under the hood. Its paint palette includes 10 bright '60s-flavored hues, with no grays at all. Priced at \$169,000, it's a bit more accessible than the \$250,000 an established player like Gateway Bronco asks. Howard says Kindred will add more models in coming years.

You've probably read stories of high-budget restomods taking a year or more to build. A car with complex needs might go from shop to shop for different steps of the build and get stuck in one waiting for backordered or custom parts.

Kindred's plan chunks that whole scenario.

"We have everything under one roof," Howard explains. "Our paint shop, upholstery shop, tyre shop ... everything we need is here. There are no third-party sub-contractors involved in our restorations."

It's an ambitious plan supported by investors. The company reports that it raised \$20 million through two funding rounds, with backers including venture players like CPMG, Goldcrest, Fifth Down Capital, and Robert Downey, Jr.'s Footprint Coalition. Other angel investors come from the automotive, technology, and investment communities.

Rebuilding old like new

Howard emphasizes that Kindred Motorworks is not a manufacturer like Revology, which builds brand-new reproduction classic Mustangs based on the Dynacorn body shells. He says backers were attracted by Kindred's approach to restoring and rebuilding cars, albeit scaled up and applying a wide array of standardization processes.

While Kindred may not officially be a manufacturer, it follows a similar approach. The company has created a literal blueprint and assembly manual for each model. All cars start as an original core with a VIN. That way, the company avoids any production restrictions placed on small-volume specialty car manufacturers.

"In a lot of ways, we're an integrator of existing systems," says Howard. "We have a brake partner, a seat partner, stereo partner, et cetera."

Kindred will source donor cars from around the country, according to company spokesman Alex Nunez. "The population of donor vehicles is not small," he says. "For every great vintage car or truck you see, there might be a dozen or more like it resting somewhere."

There's no need start with a rare Camaro, for example. A base six-cylinder or V-8 model will do just fine, because all of the mechanicals will be replaced as part of Kindred's restoration process.

Replicating a custom build

Howard understands that the Kindred cars may have a different appeal than traditional resto-mods built according to the custom specs of individual owners.

"We create the designs. We build the exact same car over and over. It's like a new car in that sense, where you can choose a colour, maybe a tyre choice, but very limited options. That allows us to manage our supply chain, so we can buy our parts by the container load instead of for one-off

situations."

While some might say that lack of customization seems to defy the resto-mod ethos, Howard explains why he sees promise in Kindred's business model.

"Many people buy vintage cars and are then disappointed when they drive them," he says. "When you go out to the driveway, there are reasons why you're going to take your modern car instead of the classic."

Kindred's cars, he says, are designed to eliminate those reasons by delivering a modern driving experience in an original body shell.

While that combination may appeal to drivers of any age, Howard believes it is critical for Kindred to attract younger buyers. The data supports his strategy. SEMA's Classic Cars, Modern Markets report issued in 2021 found that 38 percent of owners under 45 years old would prefer a resto-mod, compared to 22 percent of older owners.

By creating a standardized process, Howard explains, Kindred employees do not need to be veteran auto technicians. As is the case with mass-market vehicle production, workers will be trained.

"Although we need master mechanics in certain steps, we don't need them for all," he says. "We're taking the knowledge out of the master mechanic's head and putting it into our technology platform. In our world, a task is a task. It doesn't matter which car it is."

Integrating parts inventory management into the technology platform will also help to keep production on schedule.

Howard wants to build Kindred into a brand that enthusiasts will immediately recognize for the kind of vehicles it builds. What Singer Vehicle Design has done with its "reimagined" Porsche 911s comes to mind.

The cars will wear 'Kindred' badges, and the company will maintain a registry to track vehicle ownership. Howard says original and subsequent owners will get warranty work and vehicle service through a network of providers currently being set up.

"We will have complete information about every vehicle we build, including knowing which technician did every step and every part that went in. We can order parts for each car with a click."

New customers will be able to order entirely online, and when new models are launched, existing owners be offered early access to pre-ordering.

In the ongoing debate about how the hobby goes forward as the new-vehicle industry transitions to EVs, where does Kindred Motorworks fit in? Consider that many younger enthusiasts are discovering the appeal of 1980s and 1990s cars for their modern driving benefits. Meanwhile, enthusiasts of all ages who admire the style of earlier icons go to great effort and expense to modify and restore them for better daily driving.

Kindred seems to be aiming at both groups, as well as newbies. Granted, with sticker prices well into the six figures, these builds are not exactly within the grasp of the average Joe. But ideas at the top of the food chain inspire other innovators, and the concept of a restomod that looks like a one-off custom but is as straightforward to buy as a new car? It's an interesting one, indeed.

www.kindredmotorworks.com/





Fridolin's cousin - a Beetle as a panel van.

Gute Fahrt magazine, 1990

A Beetle panel van was recently built in Helmut Peters' workshop in Krefeld - a late relative of the so-called 'Fridolin,' which Volkswagen briefly delivered to the Federal Post Office.

The Beetle was only available as a sedan from the factory. There was also the convertible from Karmann in Osnabrück. However, there was never a combination version, at least not for private customers.

For a few years, Volkswagen delivered the 'Fridolin' to the post office - a panel van assembled using parts from different Volkswagen models. And in the early post-war period, some panel vans were built in Wolfsburg for the post office and the Red Cross with the collaboration of the Schwehn company. Otherwise, the Beetle station wagons remained a private matter.

In Switzerland and Belgium, companies were involved in converting Beetle limousines into station wagons or panel vans. Beutler in Thun produced small numbers of station wagons with side windows and panel vans with push-pull locks. At Meeussen in Ghent, similar vehicles were built on behalf of customers. Even today, companies in the US and UK still offer conversion kits. With the necessary craftsmanship, the Beetle can then be turned into a panel van.

Helmut Peters in Krefeld-Linn, a trained wheelwright and wagon builder and has worked as a bus operator for more than 32 years, also converted a Beetle into a panel van in his workshop. His decades of experience in this field benefited him: "because almost all of the buses used in our company were built in our own workshop."

But the activities of the resourceful wagon builder were by no means limited to buses. In Helmut Peter's workshop, in addition to pure commercial vehicles, recreational vehicles and motorhomes as well as a camping semi-trailer with a cedar wood semi-trailer based on the LT double cab from Volkswagen were built. One of Peters' most successful creations is the VW LT 31 club bus, a handcrafted, comfortable coach with a luxurious interior and an additional

rear axle.

In 1989 Helmut Peters turned his attention to Beetles. He bought a used VW 1302 from 1971. The Beetle veteran, who was already 18 years old at the time, first had to be thoroughly overhauled. The floor pan was, as expected, partially rusted through. The damaged parts were removed and replaced with suitably prepared new ones and welded in. The entire brake system was also overhauled and the damaged shock absorbers were replaced. The engine was in such poor condition that it had to be overhauled at a nearby specialist workshop.

Using a workshop sketch on which all the necessary data and construction information was recorded, Helmut Peters then went to work. A sturdy frame made of tubular steel was first welded onto the existing limousine body. Afterwards, all body parts that were no longer needed, such as the roof and the side sections, were separated. The tubular steel frame was now covered with aluminium plates. They were glued and riveted.

In addition to aluminium, Helmut Peters also used plastic and wood as building materials. For example, the platform installed in the car is made of mahogany, the upper side sections and part of the roof are made of plastic (GRP), and the front roof cover and the upper rear door are made of canvas. Of course, the Beetle panel van also has the appropriate reinforcements and struts at the critical points, otherwise the body would not be sufficiently torsion-resistant.

Helmut Peters invested around 300 hours of work in his Beetle panel van. The effort was worth it. Only the front end with the Beetle hood is reminiscent of the earlier sedan. From the A-pillar onwards, the Peters Beetle is a spacious panel van and, thanks to its sophisticated design, a versatile every-day and leisure vehicle. The entire roof and the upper side sections can be removed if necessary. The mahogany loading area and the polyglass panels on the doors can also be removed. This creates an open vehicle, similar to a roadster. In addition, the Peters Beetle can also be used as a commercial vehicle for transporting goods or as a camping vehicle because there is plenty of space on the loading area and underneath.

The engine is still easily accessible via a tailgate or a lid embedded in the loading area. The standard 1.3-liter boxer engine with 44 hp/32 kW serves as the drive unit.

The Beetle panel van, which is now for sale at its builder Peters at Westpreußenstrasse 3 in Krefeld, weighs around 1000 kilograms and is therefore 180 kilos heavier than the Beetle sedan. A further 250 to 300 kilos can be loaded.

Hans Joachim Kiersy

VW's 4WD Transporter.

Wheels magazine, August 1979

Volkswagen has a 4wd Transporter to tease us with because two engineers from Wolfsburg wanted to play in the Sahara and decided to make a simple off-road machine by the



fuel. You must disconnect 4wd now, whenever the ground is firm.

Meanwhile the van offers differential braking on the rear wheels by levers which split handbrake action to feed power to the wheel with bite when even a limited slip can't handle things.

Power to move all this is currently the stock two-litre flat four of 51 kW but Henning Duckstein, the spiritual father of this van, positively glowed at the suggestion of a turbo diesel one day.

For city use you start in second normally and only shift up to fourth for the open road. Being a prototype it could use a little better handling

application of highly sophisticated design Their first, hand-built van worked so well the VW board authorised five prototypes to see if there might be a market out there for a production version.

The whole idea is to make tricky terrain crossings easy for every-man by eliminating clever guesses on which gear to pick. At the same time they did away with the transfer case.

Their secret? A torque converter between the gearbox and wheels which lets you start from rest in any of the four normal gears and thus eliminates tricky clutch play and avoids wheel slip when the going gets deep or slippery. To achieve drive to all four wheels VW ran a shaft forward, much as Porsche did 40 years ago with his famous wartime amphibian. A second lever by the driver's seat controls 4wd which can be engaged at any time, moving or not.

The van has a normal clutch which is only used - and then quickly - to select a gear. Riding it thereafter will cause expensive damage. In gear the car moves off like an automatic except that it won't change ratios on you at inopportune moments. It does creep on firm ground but not in deep stuff.

An oil temperature dial tells you if converter temperature is above 140°C, in which case you simply use a lower gear and more revs. Further traction comes from a 25 per cent limited slip differential but they are debating 100 per cent lockup for the rear wheels, as well as working on a system which would provide direct drive on pavement to save

balance. Now it pushes the nose strongly on dirt, oversteers on pavement. And the thin normal wheel can be whipped out of your hands all too easily by sudden ruts.

Old off-road hands will have to relearn terrain techniques while first-timers will wonder what all the mystique was in dirt driving. Here you stay strictly away from the clutch once in any gear and tromp on the accelerator. The car will literally creep forward with no wheelspin until the ultimate tyre slip point is reached.

To go anywhere without damage too, VW fitted a ribbed three mm pan up front, two more under front diff and rear engine and two skid rails either side of the drive shaft. Empty, the ground clearance is 290 mm, loaded 230, but you can charge any ridge with rear wheels driving until the van tips over a high crown, when the front wheels pull you clear.

Fording is possible up to 500 mm with the exhaust re-routed through the rear bumper - but keep the engine running. VW could easily encapsule the engine to make a true amphibian but has some worries about river currents against those flat sides. Tip angle is already your prime worry on side-hill runs.

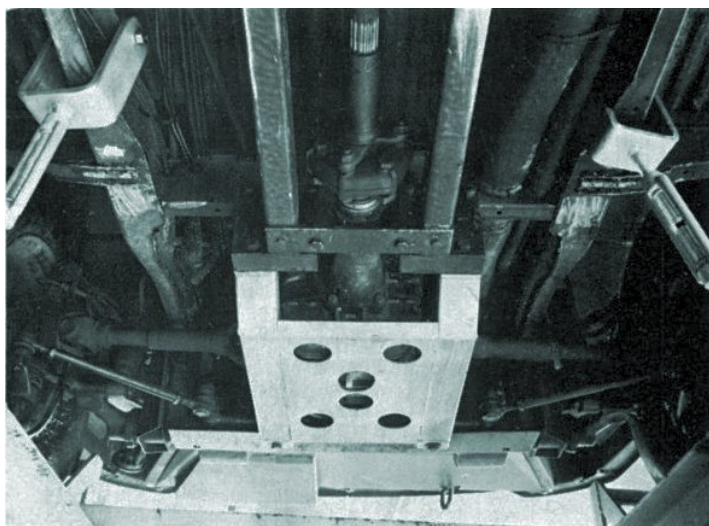
All this technology would fit just as well into the new 'third generation transporter range - better in fact since it has larger wheel arches and wishbones in front. Duckstein had to separate the front suspension arms on this older version to fit his universally-jointed drive shafts (constant velocity joints don't allow as much deflection).

A further advantage is the use of all-VW parts for world-wide service - and that is roughly the range should Wolfsburg answer our wishes for a 4wd transporter. Let VW know if you care - and maybe it will tell us if we can afford one.

-Sloniger

(VW made five prototype examples of the 4WD T2 Transporter in 1979. While it never made it to production, it was the forerunner of the later Syncro T3 Transporter that arrived in 1985.

You can see one of the T2 4WD prototypes today in the Siftung VW museum in Wolfsburg, which is maintained in full working order.)



Mechanicals and drive shafts to front wheels are fully protected.

Oscar's Scrapbook.

Lynden C Maxfield
April 4 at 1:59 PM · 🌐

Coverdale Motors, Katoomba, NSW, 1974
Image: Dave McQueen



👍 159 💬 10 comments ➦ 6 shares



Incredible views of OCTO '23 🥰 This event was the largest gathering of pre March 1955 VW buses (aka Barndoors) ever. There were a total of 383 busse... See more

Customise your **VOLKSWAGEN** with these imports



Replace your tail pipes with these Handsome, precision made 'PW' British extractors, designed specially for the VW 1200/1300. Easily fitted into VW silencer using existing clips. 12", heavily chromium plated.

- Decreases back pressure.
- Smoother, cooler running.
- Improves m.p.g.
- Increases acceleration.

\$15.95 pr.

KAMEI

of Germany presents an elegant 'crowning point' for your VW's interior. This Danish Palisander, Porsche type, wooden gear shift knob is of rare and selected flame grain, beautifully hand rubbed.



VW 1500/1600, \$2.95 each.
VW 1200/1300 '61 on, \$2.95 each.
VW 1200/1300 '61 on, without shift pattern, \$2.75 each.
Same shape in Black/Red/Ivory plastic for VW 1200/1300, \$1.50 each. Also in stock—emergency brake handle grips in marbellised or ivory to fit any beetle. 75c each.

DIRECT FROM AMERICA AND NOW IN STOCK

The 'Sport Shift' modification kit reduces the shift pattern by 40% and the short throw effect allows quicker, easier gear changes!

- Easily installed—no drilling.
- Fits all Volkswagens.
- Full instructions.

\$4.95 per kit.

Send stamped, addressed envelope for free literature on our special VW imports—all orders post paid.

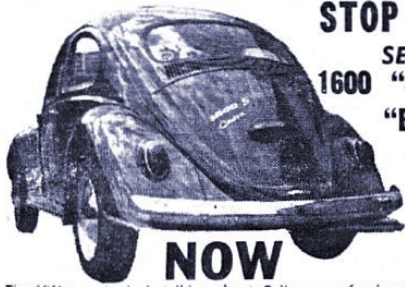
SOLE AUSTRALIAN DISTRIBUTORS

Send Cheque/M.O. to

EMCEE IMPORTS & EXPORTS
P.O. Box 123, FORSTER, N.S.W., 2428



dreamstime.com



STOP PRESS!!
SEE THE
1600 "S" CUSTOM
"BEETLE"

NOW

The VW everybody is talking about. Full range of colours available, standard equipment fitted includes—Safety Belts, Tachometer—Extractor—Radial Tyres—Adjustable Compensating Bar etc., etc. On display all this weekend.
57-61 Parramatta Rd.,
LANOCK MOTORS LTD. FIVE DOCK. 79-2311.



64 V.WGN.
Ivory two-toned trim to match very low and genuine miles, has extras fitted. A faultless unit. **£90**



1964 VW. This car was traded on a new Bellett last week. Blue in colour you can drive away on £80 deposit or leave your old car.



63 Volkswagens £445

Ron Hodgson has lined up over 10 value-packed Vee Wees for you today and has a fine range of '63 models for as little as £445. Great cars giving top-class performance '61 to '66 models, 1500 sedans and wagons and the fabulous "Ghia's".

£ 60



61 VW DELUXE SEDAN

White duco. Two tone trim, well maintained since new. Full Dep. only. **£75**



New interior for Volkswagen "camp on wheels"

A table that can be set up outdoors is one of the new features of the latest Volkswagen camper. The table's stem fits into a detachable adaptor plate in the spare-wheel hub. The camper, a VW station wagon with living facilities, also boasts enlarged closets, a driver's seat

with revolving back that converts to rear-facing bench, an icebox, washbasin, roof luggage rack, hinged roof sun flap, birch-paneled interior walls, and door canopy. Price is about \$3,000. A kerosene stove, chemical toilet, and the tent shown above are extra-cost equipment.



NEW V.W.'s

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

SWANTONS

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



USED CARS

- '61 VOLKSWAGEN SEDAN Ruby red, Ivory flash, most attractive. Fitted with £250 worth of extras. New Car Warranty Dep. £224
- '61 VOLKSWAGEN SEDAN Ruby red, done a mere 3,000 miles. New Car Warranty Dep. £207
- '61 VOLKSWAGEN SEDAN Ceramic Green. One owner A/1 condition Dep. £190.
- '60 VOLKSWAGEN SEDAN Manco green One owner. Low miles. Perfect condition Dep. £173
- '60 VOLKSWAGEN SEDAN Boronia brown, chocolate flash. Very attractive. Dep. £162
- '60 HOLDEN F.B. SPECIAL SEDAN. Corsi and Ivory One owner. Nice car Dep. £200.
- '60 VOLKSWAGEN SUN-ROOF SEDAN. Manco green. In very nice condition Dep. £174.
- '59 HOLDEN F.C. UTILITY Grey duco, well kept nothing to spend Dep £132.
- '59 VOLKSWAGEN SEDAN Ivory, blue flash. Radio Excellent condition Dep £157
- '59 VOLKSWAGEN SEDAN One owner. Radio. A credit to its owner Dep. £163.
- '58 VOLKSWAGEN SEDAN Blue duco. One lady owner's car. Kept as new Dep. £157
- '58 VOLKSWAGEN SEDAN. Grey duco, white walls Four wheel discs, mirror Dep. £149.
- '58 VOLKSWAGEN SEDAN Black duco. One owner Good tyres and registration. Really sparkles Dep. £149
- '58 VOLKSWAGEN PANEL VAN. Green and Ivory duco. Radio. New motor and transmission. Long reg. Stainless steel lined. Dep. £157.
- '58 FORD ESCORT STATION WAGON. Ivory duco. Lovely condition Dep. £125
- '57 FORDAMATIC SEDAN. Tan, Ivory duco. Radio 12 months' reg. Good tyres. Very clean. Dep. £198.
- '56 STANDARD 16 SEDAN. One owner. A really well kept car. Goes well Dep. £62

(Used Car Division)
71 FOREST RD.
HURSTVILLE
58-9678
(Next to Container's Ltd.)



The late news.

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

A magician performing at the Royal Easter Show last night amazed the audience by magically producing a skewer of meat out of thin air. All he did was snap his fingers and say the magic word, abra-kebab-ra.

A tourist hotel in Coffs Harbour was advertising rooms on Wotif for \$200 a night - but only \$20 for those who made their own bed. A local woman agreed to check in for \$20 as she didn't mind making her own bed. The owner said great, here's some wood and a hammer and nails.

A new formula of Mortein was released today, with a spokesman telling reporters that it will be effective against flies, mosquitoes, spiders and cockroaches. One reporter asked if it was good for ants. The Mortein spokesman said - No, it kills them.

A man reported to Prince of Wales Hospital yesterday with four strawberries stuck in his ear. The doctor told him not to worry - he had some cream for that.

Researchers in Europe have discovered the identity of the man who invented thongs in the early 20th century. He was a Frenchman by the name of Philippe Felop.

NSW Transport Minister Jo Haylen announced some tips today for commuters to save money. If you run home behind the bus, you can save eight dollars on every trip. If you run home behind a taxi or Uber instead, you could save a lot more.

At the World Texas Hold'em poker championship in Dallas yesterday, Max the black Labrador was eliminated. Spectators enjoyed seeing a dog playing poker, but he really wasn't that good. Every time he got a good hand, he wagged his tail.

The Ports Authority was happy to announce that there were no absentees at the Sydney Container Terminal at Port Botany last month. All the absentees stayed at home.

A shoplifter with just one finger was arrested by police today. They said he only stole doughnuts.

At Seaworld this week there were arguments between the two dolphin trainers. One wanted the dolphins to leap through a ring of fire, while the other wanted the dolphins to jump up and take a fish. There was no resolution; they were talking at cross porpoises.

It was reported that a duck walked into a Fairfield pub wearing a hard hat, and carrying a string line, spirit level and cement trowel. The duck ordered a schooner of beer. The barman said he had never met a talking duck before; he ought to get a job in the circus. The duck sipped his beer and said what would a circus want with a bricklayer?

Famous Spanish dancer Mateo DeLorenza will be performing at the Opera House later tonight. He will be doing the fandango - with his fan in one hand and his dango in the other.

A young boy rang the police last night and said his dad's ladder had fallen down; could they help him lean it back up against the wall? The policeman replied that wasn't their job; the boy should tell his father. The boy explained that his dad already knew - he was hanging from the second storey guttering.

A tanker truck spilled 50,000 litres of bleach all over the road yesterday, at a well-known accident black spot on the Pacific Highway. It has now become a well-known accident white spot.

Australia's richest man, James Packer, was interviewed by a proctologist on TV this morning. He revealed what it feels like to have piles of gold.

In the Family Court today, a lady clairvoyant was granted a divorce on the grounds of her husband's adultery - on a business trip next month in Coolangatta.

Sport. Young Jason Okualeupe from Tonga came within a hair's breadth yesterday of fulfilling his lifetime ambition of playing top class professional rugby league. But at the last minute he signed with the Parramatta Eels.

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

THE DUAL-PURPOSE VOLKSWAGEN KOMBI

★ Carries GOODS or PASSENGERS
● ECONOMICAL
● VERSATILE
● RELIABLE

Here's the most versatile medium sized vehicle ever made! Has capacity of 170 cu. ft. of load space but with fitting of seats (available as optional extra) can accommodate up to 9 persons with luggage in comfort—All this plus 32 m.p.g. Economy.

PRICE £1,226
(Inc. Sales Tax)
Seats £68 extra.

LANOCK MOTORS LTD.
177-179 William Street, Sydney. FA7003.
COMMERCIAL VEHICLE DIVISION, CARSELL PARK.
141 Parramatta Road, Camperdown.
LA6758. After Hours LW7700.

Seats can be installed or varied in position quickly and without tools.



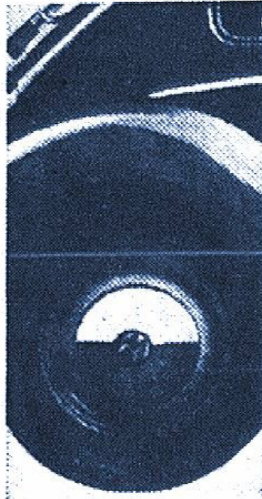
Winter — it's a Volkswagen World

*Look at the winter extras
you get at no extra cost!*



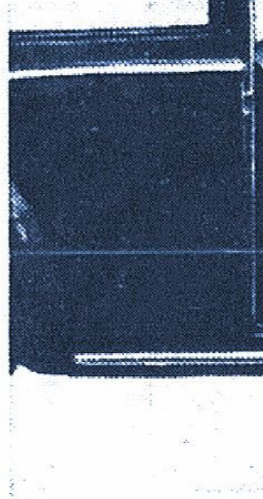
AIR-COOLED ENGINE

There's no radiator, so there's no water to freeze. You start instantly any weather. Quicker warm-up saves engine wear.



REAR-ENGINE TRACTION

Because the engine is at the rear the weight is over the driving wheels. In mud, sand or snow, you go through.



BAKED ENAMEL

There's nothing like the VW finish for protection against rain, hail, sun and dust. You don't really need a garage.



HEATER-DEMISTER

You pay no extra for the VW heater-demister. Step inside—you leave winter behind. Fingertip-control of air.



VW IS WEATHERPROOF

— so perfectly made it's air-tight. You actually have to open a window so you can close a door



AUTOMATIC CHOKE

—no waiting for warm-up. No knob to pull out (or forget to push in again) — just start up and go.



WINDSCREEN WASHERS

You don't have to go out in the rain, or even stop, to clean mud off the VW windscreen. Driving is safer.



£953

TAX PAID

£191 DEPOSIT

There's nothing to match VW value.

Drive one and prove it, at

LANOCK MOTORS LTD.

YOU'LL LIKE LANOCK'S FOR VOLKSWAGEN SALES AND SERVICE

CITY: 177-179 William Street, FA 7003. After hours: 94.3698. CAMPERDOWN: 141 Parramatta Road, LA 6758. After hours: LW 7700. FIVEDOCK: 61-71 Parramatta Road, UA 8844. After hours: LA 6198. ST. LEONARDS: Herbert Street, JF 1355. After hours: JY 9989.

VW NATIONALS Sponsors 2024.

We wish to extend a sincere *thank you* to all of our sponsors below, who made the VW Nationals 2024 possible. Please support them, because they support us.

Air-Cooled Garage	QLD (07) 5415 0633
All Air Cooled.com.au	WA 0438 467 366
All Metal Bumpers	0438 765 098
Andrew Dodd Automotive	(02) 9683 2184
Antique Tyres	VIC (03) 9458 4433
Australian VW PerformanceVIC	(03) 9725 5366
Black Needle Motor Trimming	(02) 4722 5333
BWA Auto	(02) 9838 7373
Cafe Express	0414 263 333
Cafe Lovers	0423 933 022
Canberra VW Centre	ACT (02) 6253 1481
Das Resto Parts	QLD (07) 5568 0143
Dino's Pizza	(02) 4733 1800
Euro Revolution	0410 541 322
Eurohub	0402 109 997
Evolution Car Hire	0419 494 465
Exclusive Body Werks	(02) 9760 0353
Fleming Imports	0459 408 046
Flying Volkswagen	0410 632 799
Forty Horse T-Shirts	0404 092 551
H & M Ferman	(02) 9533 2722
Harding Performance	QLD 1300 730 949
Indian Automotive	(02) 4731 6444
Just Kampers Australia	(02) 9645 7660
Kombi Keg	0419 363 922
Kombi Life	(02) 9239 4100
Kombi Shop	QLD (07) 5471 0331
Kustom Kombi	QLD 0414 857 259
MacKellar Service Centre	(02) 9939 2467

Mick Motors	QLD (07) 3266 8133
Mobile Auto Models & Toys	0403 012 060
Motexion Bulkheads	1300 563 333
Mountain Mechanics	0418 426 487
Muller and Muller Dural	(02) 9651 1411
Natoli Motors	QLD 0414 824 047
Newcastle VW Centre	(02) 4927 6689
Noahs Ark Cafe	0480 436 226
North Rocky Mechanical	QLD (07) 4922 0555
Nymeyer Automotive	(02) 4945 4811
Permanent Painted Coatings	(02) 9999 0122
Rockyroad Camper Coffee Van	
Rod Penrose Racing	(02) 4272 9920
Shannons Classic Car Insurance	13 46 46
Stan Pobjoy Race Engineering	(02) 6654 3694
Superior Auto Movers	0418 230 283
Support Co Au	0414 952 509
Vicsbahn	0466 887 466
Vintage Vee Dub Supplies	(02) 9789 1777
Volksbahn Autos	(02) 9688 2933
Volkscare	VIC (03) 9729 9281
Volkshome Automotive	VIC (03) 9464 0366
Volkwerke	VIC (03) 9840 6449
Volkswurst	0451 650 888
VW Magazine Australia	QLD (07) 3806 1240
Warby's VW Stickers	0423 113 654
Wayne Penrose VW	0419 481 461
Wolfsburg Motors Sydney	(02) 9519 4524
Zax All Kars	(02) 9545 1965



McCarroll's Volkswagen Waitara