

Zeitschrift



The new Ford-based VW T7 Transporter.

November 2024

IN THIS ISSUE:

Sydney German Autofest
3-cylinder Meyers Manx
1972 Audi 100 LS
More Ash articles

Canberra Cars n Coffee
Joe's Bike Ride
1983 Frankfurt Auto Show
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).



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*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 **110 Wetherill St North, Silverwater 2128**, 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.

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30 shows and over.

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10 shows and over.

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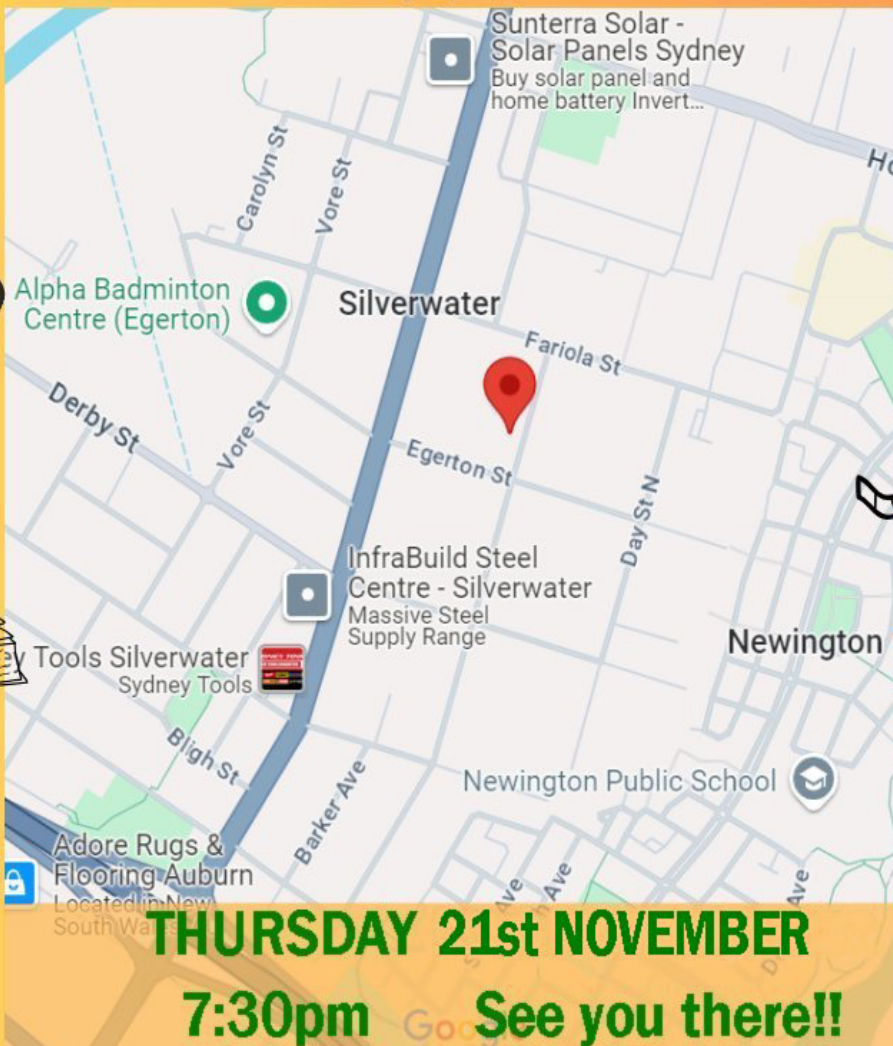
See the back page for all 2024 VW Nationals sponsors

NEW LOCATION

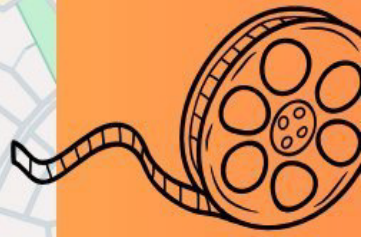


Come check out our new location :
110a Wetherill St North, Silverwater 2128

Bring your car, a few drinks and enjoy our new social monthly meeting!



QUIZ TIME?



THURSDAY 21st NOVEMBER
7:30pm See you there!!



70TH VWCV ANNIVERSARY



MELBOURNE

Day of the Volkswagen 2024



THE VOLKSWAGEN CLUB OF VICTORIA INVITES YOU TO JOIN US AT OUR DAY OF THE VOLKSWAGEN TO CELEBRATE OUR 70TH ANNIVERSARY OF THE LONGEST CONTINUALLY RUNNING CLUB WORLD WIDE!

SWAP MEET | SHOW 'N' SHINE | TRADE DISPLAYS

• SUNDAY 17TH NOVEMBER • YARRA GLEN RACECOURSE •

YARRA GLEN RACECOURSE - ARMSTRONG GROVE - YARRA GLEN (Mel Ref. 275 C1) PUBLIC ENTRY 9am. TRADE DISPLAY & SWAP SITE ENTRY 8am. SHOW & SHINE ENTRIES CLOSE 11am.
IN COMPLIANCE WITH YARRA GLEN RACECOURSE HEALTH AND SAFETY REGULATIONS - NO DOGS OR BBQ'S ARE PERMITTED ON THE VENUE GROUNDS.

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WOLFSBEE

PRESENT'S

SATURDAY 23rd NOVEMBER

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

CIVIC PARK

NORTH EAST RD.
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opposite TTP.

4.00pm to 8.00pm
Vehicle entries from 3.30pm

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Volkswagen



For more information

www.volksenthusiasts.org.au



Yes it's on again!

Boris' Picnic Day

2024



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

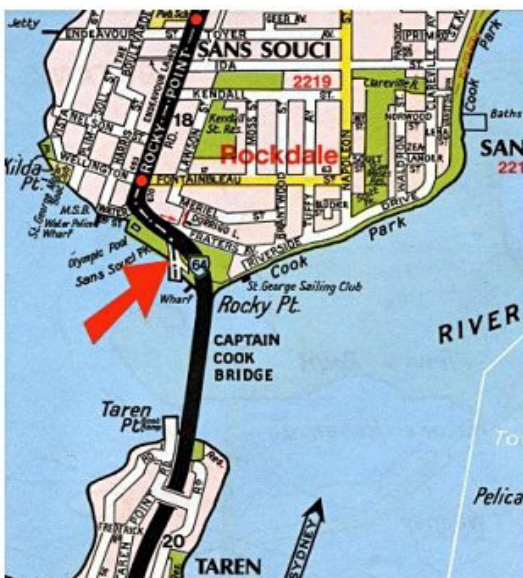
When: From 8:00am Sunday 24 November 2024

Where: Sans Souci Park, right near Captain Cook Bridge

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

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

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



For more info:

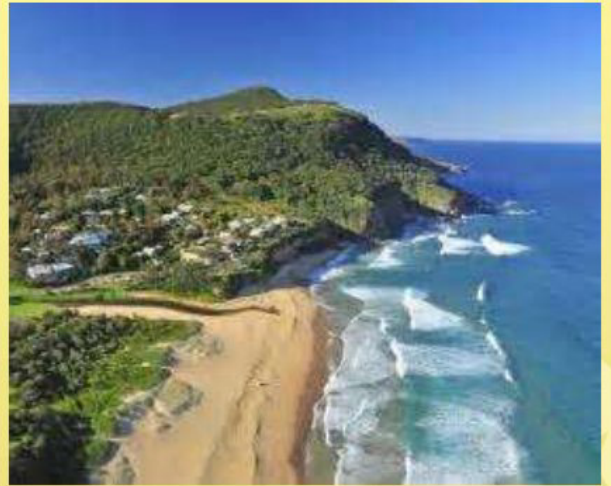
Phone Boris
(02) 9789 1777

Phone Wayne
0439 133 278

Phone Zelko
0419 807 807



**18th
Anniversary
VW Summer
Cruise &
BBQ**



**Sunday
19th January 2025**

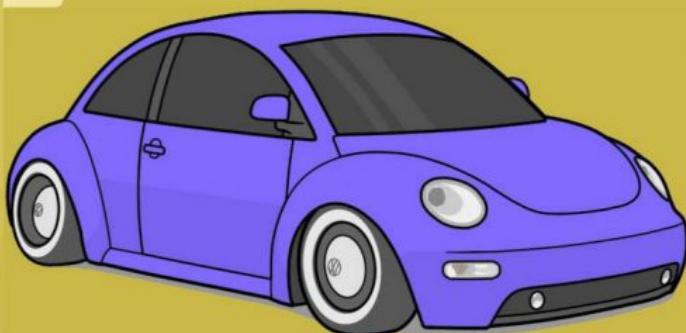
Meet us at Uncle Leo's BP Truckstop, Liverpool Crossroads, from 7:30am. Depart 8:00am, stopping at Appin (31 km) for 15 min. Then on to Stanwell Park via Thirroul (38 km), arriving at 10:00am.

Or you can just meet us at the beach. Just head straight to Stanwell Park beach, Station St carpark, and meet us under the trees at the Club VW Marquee!

From 9:30 am

Families and kids are all invited, with a gold coin BBQ lunch of sausages and rolls and ice cold drinks! There is a great playground and of course the beach!

**ALL VWs welcome
See you there!!!**



**Steve : 0490 020338
Zelko 0419 807807**

The **Australia** Day Car show



SATURDAY 26TH JANUARY 2025 8am-2pm

**HAVE QUESTIONS?
CONTACT CARL ON
0417 471 137**



**JOIN THE CLUB VW
CONVOY! MEET AT THE
AMPOL SERVICE CENTRE
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CREEK FROM 7.15AM FOR A
7.45AM DEPARTURE FOR
GLENBROOK
(28 KM)**



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BOWLING CLUB
GLENBROOK, CNR
GREAT WESTERN
HIGHWAY AND HARE ST
GLENBROOK**



Club opens 10am

Presented By CLUB VW

Von der Frau Präsidentin.

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

Bet that got the heart racing... I know it did mine!!!
Festive season is fast upon us, but so are a few great events!
Upcoming events are :

- * Day of the Volkswagen, Melbourne on Sunday the 17th November 2024
- * Boris' Picnic Day 2023, Sunday 24th November 2024 at the great new location in Sans Souci
- * Adelaide Volksfest on the 23rd November 2024
- * Club Veedub Sydney Christmas Party Thursday 19th December 2024.

Plus two more events already locked in for January!
Check out the flyers.

Last month we had our first meeting in Silverwater at our new location, 110 Wetherill St North. We had 47 members attend, with some new faces and some returning! Pizza was ordered, drinks were had and the conversation was pumping! The formal portion of the meeting was very quick and we were soon back to socializing and chatting about cars!

The next one will be at the same location on Thursday 21st November. Bring your shiny VW along to show off, and enjoy the social meeting!

This year's Xmas party (and December meeting) will support a small business in the Silverwater area that comes highly recommended from one of our members. More details next month. As usual, please bring along a wrapped gift to the value of \$10 for secret Santa!

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

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

Lee Woods



Kanberra Kapitel report.

October was a quiet month for official Canberra events, but a great time for impromptu flag and coffee events.

We saw another grand Canberra Cars and Coffee event run with a large number of various vehicle attending. And then there were some aircooled flags and open club events held next to the fabulous Lake Burley Griffin.

We did have some cars traveling south for the Cooma MotorFest with one of our members winning Car of the Day (well done Neil). November we'll have the American Car Club hosted Marques in the Park (which will have completed by the time this report is published) and then hopefully

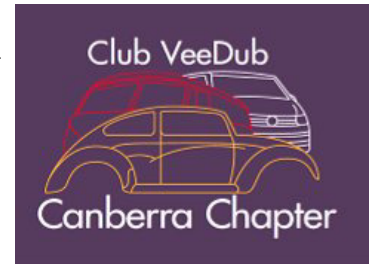
complete the month with a cruise to a regional venue (not too far) to get some food / coffee.

For local club members we do have some Merch available to order with the Canberra Chapter logo at one of the local workwear shops in Fyshwick. Keep an eye on the member and public pages if you are looking for events / Merch details or reach out to the club email address.

In this issue you'll find some photos of the Cars n Coffee event, courtesy of Willie Nelson.

Thanks!

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.

November.

Thursday 14th:- Committee Meeting at home via WhatsApp, 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/

Thursday 21st:- CLUB VW MONTHLY MEETING at Adam's workshop, 110 Wetherill St North, Silverwater. GREAT NEW VENUE! Lots of space. Mix with fellow VW enthusiasts and look over their VW - shine yours up and bring it along! Plus all the usual activities - raffle, club library, trivia and entertainment. Tea, coffee and nibbles provided, BYO drinks. Lots of fun, all welcome. 7:30pm start.

Saturday 23rd:- Adelaide Volksfest at Civic Park, North east Rd Modbury SA, 4pm to 8pm. VW Show n Shine, Top 10 People's Choice and trophies. Trader stands, swap meet, club shop. Cafe, BBQ and ice creams. Live music and dancing. Presented by the Volks Enthusiast Club of SA.

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.

December.

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 at home via WhatsApp, from 7:30pm.

Thursday 18th:- CLUB VW MONTHLY MEETING at Adam's workshop, 110 Wetherill St North, Silverwater. Lots of space. Mix with fellow VW enthusiasts and look over their VW - shine yours up and bring it along! Plus all the usual activities - raffle, club library, trivia and entertainment. Tea, coffee and nibbles provided, BYO drinks. Lots of fun, all welcome. This meeting is also the Club Veedub **CHRISTMAS PARTY!** Please bring a wrapped present (~\$10 value) so everyone gets a present. Nibbles provided, hot food and drinks available for purchase. 7:30pm start.

January 2025.

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

Thursday 9th:- Committee Meeting at home via WhatsApp, from 7:30pm.

Thursday 16th:- CLUB VW MONTHLY MEETING at Adam's workshop, 110 Wetherill St North, Silverwater. Lots of space. Mix with fellow VW enthusiasts and look over their VW - shine yours up and bring it along! Plus all the usual activities - raffle, club library, trivia and entertainment. Tea, coffee and nibbles provided, BYO drinks. Lots of fun, all welcome. 7:30pm start.

Sunday 19th:- VW Summer Cruise 2025. Meet at Uncle Leo's BP Roadhouse, Liverpool Crossroads, at 7:30am for coffees and photos. Cruise departs 8:00am. Brief photo stop at Appin, then onto Stanwell Park via Bulli Pass and Thirroul by 10am. Families and kids welcome. Gold coin donation for BBQ sausage sizzle and drinks. Large grassy park with club tent, kids' playground, kiosk, toilets and nearby surf beach. All VWs welcome, old and new.

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

February.

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

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

Thursday 13th:- Committee Meeting at a pub to be decided, from 7:30pm.

Saturday 15th:- Gerringong Motorfest 2025 at Mick Cronin Oval, Blackwood St Gerringong, from 9am. Organised by the Lions Club of Gerringong for childhood cancer research. Over 350 cars, from classics to vintage, to sports cars and hot rods will be there. Variety of food and drinks available. Town markets on the same day. Entry is \$10 per car. You will need to pre-book your place - email: gerringong.nsw@lions.org.au
Join the Club VW Convoy from McDonalds Heathcote (Princes hwy and Wilson Pde) from 7am for a 7:30am departure - 95 km and 1 hr 10 min to Gerringong.

Thursday 20th:- CLUB VW MONTHLY MEETING at Adam's workshop, 110 Wetherill St North, Silverwater. Lots of space. Mix with fellow VW enthusiasts and look over their VW - shine yours up and bring it along! Plus all the usual activities - raffle, club library, trivia and entertainment. Tea, coffee and nibbles provided, BYO drinks. Lots of fun, all welcome. 7:30pm start.

Marktplatz.

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

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

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

New ads.

For Sale:- I'm looking to sell my 1964 VW Beetle and was hoping you might be able to point me in the right direction.



I've had it for 25 years, it was my first car. I had the engine reconditioned and upgraded to 12 volt, but other than that it's all original. For the last ten years while I've been overseas it's been garaged at my Dad's house and he's driven it once a month. If you have any advice or pointers about where I should go/do to sell it it would be much appreciated. Thank you! Please contact Alicia on 0424 676 100 or email brown.alicia@gmail.com



Free to good home:- VW parts. I met this guy at Park Run this morning, Martin Armstrong, a mechanic and he's got a lot of VW second hand parts which have been stored in a garage for 30 years. He wants to give them away for free – see photo. He's going to text them to me on my mobile phone. If anyone is interested in some of the parts please contact me and I will pass on his number. Joe Buttigieg, 0449 291 642 or email vwbug73@tpg.com.au

2nd Month ads.

For Sale:- I have the following to add to the for sale section: **VW Type 4/Kombi 2-litre heads.** Fully reconditioned with guides, valves, springs, etc. \$800 Located Hawkesbury NSW. Contact Nathan on 0405 018 433 or email njsansom@hotmail.com



For Sale:- 1972 limited edition Beetle collectors edition 1972 15 millonth sold number 825 good condition one owner with books and original silver key, just thought someone might want to buy. If interested please contact me at philtier61@hotmail.com cheers Phil



For Sale:- 1966 VW Beetle 1300. Much loved, restored in 2012. 20,000km on a rebuilt 1600 engine. TMI interior, located in Hornsby, currently on club rego (not transferable). Some rust, regularly serviced by A. Dodd. \$23,000 ono. Contact Patrick on 0423 164 782 or email patrickgarrity@bigpond.com.au

For Sale:- I have 4x 1978-79 model VW Golf diesels, 2 good for parts only 2 complete need restoration Plus many spares. Stored on a property for some years. Will consider any offer on the lot . Advise if any interest. Email Collyn at collyn2010@hotmail.com

For Sale:- I have some very old VW beetle owners manuals and brochures and was wanting to know if anyone would be



Next Club Meeting:
Thursday
21 Nov.
7:30pm
Adam's workshop.



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interested in them. They belonged to my late father. Contact Bronwyn at bronwestern@optusnet.com.au

Overdue Library Books.

Our club book (and DVD) library is open for members' perusal and borrowing pleasure at each monthly meeting. It has been moved over from the Golf Club and is open at Adam's workshop at each meeting.

We currently have over 220 Volkswagen owners' manuals, VW workshop manuals and general VW and motoring books in the library. Members can borrow up to three books at a time, and are requested to return them at the next meeting the following month. This is good manners. If you need them for longer, please notify the librarian (me) before you borrow them, or prior to the next meeting.

The following books are overdue. Would the following members please return the books at the November meeting:

" Alfred Kaldass - borrowed book #65 Haynes Body Repair and Painting Manual in May 2024.

" Tony Williams - borrowed book #142 Chilton Volkswagen 1970-81 Repair Manual, book #26 Gregory's VW Type 2 1700-2000cc Repair Manual, and book #117 Haynes VW Transporter 1700-2000 Repair Manual in August 2024

" Adam Taylor - borrowed book #165 How to Restore Volkswagen Bus (Veloce) in August 2024
" David Bleakman - borrowed book #207 The Complete Book of Classic Volkswagens in Sept 2024

Our club buys these books for everyone's benefit, and other members are waiting to borrow them. People not returning books can have their Club membership terminated, and are also liable for costs of buying replacements.

Thank you!

Carl Moll, Club Librarian



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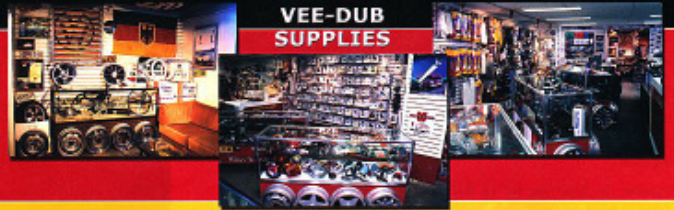


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Trades and services directory.

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



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VW local model onslaught.

Volkswagen Australia has confirmed it will launch eight new models over the next 12 months - including several electric vehicles and performance cars.

At the recent launch of the updated T-Cross, the first to be counted of the eight, senior Volkswagen executives announced to a media roundtable that the company had locked in the new product line-up until August 2025.

However, the German car maker pegged the total number of new models at 10, when including variants within the same model family.

A spokesperson for Volkswagen's Australian arm said the introduction of the New Vehicle Efficiency Standard - the Federal Government's forthcoming new-car regulations to reduce tailpipe emissions and improve fuel consumption - had helped to lock in several models.

In March 2021, the VW company warned Australia was at risk of becoming an "automotive third world" given its lack of efficiency standards, and claimed other markets were being prioritised ahead of Australia for new models.

"We can now go to our head office and say 'this is now a part of our reality' like it is in most civilised countries," the Volkswagen spokesperson said.

The significant shake-up will see the introduction of several electric vehicles, as well as plug-in hybrid options, while Volkswagen continues to offer a range of petrol-powered models.

Here's how the planned product roll-out looks at Volkswagen Australia over the coming 12 months.

Volkswagen ID.4

The first electric model produced by Volkswagen, the ID.4 debuted in Europe in 2020. The SUV EV will debut with ID.4 Pro - with the model expected to bridge the (albeit small) gap between the Tiguan and Touareg.



As previously reported in February 2024, the ID.4 Pro features a single electric motor, sending 210 kW and 545 Nm to the rear wheels, with a WLTP claimed driving range of 544 kilometres.

Volkswagen says Australian-delivered ID.4 Pro variants are currently in production (at VW's Zwickau plant in south-east Germany) and will arrive in local showrooms from December 2024.

Volkswagen ID.5

The coupe version of the ID.4, the ID.5, will launch alongside the ID.4 in December 2024.



And as per previous news reports, the high-performance ID.5 GTX variant will lead the model's local introduction.

The dual-motor ID.5 GTX is said to have the same 544-kilometre driving range, but has 250 kW/679 Nm sent to all four wheels.

Australian-delivered ID.5 GTX models are also currently in production and are expected in local showrooms from December 2024.

Volkswagen Golf

Volkswagen's latest Golf, the facelifted and improved 'Mk8.5' model, is set to launch in Australia in early 2025.



Buyers will be able to choose from traditional Golf variants at launch, including the Golf GTI hot hatch which will offer up to 195 kW of power.

Also announced was the high-performance 245 kW Volkswagen Golf R, launching with a Black Edition from the second quarter of 2025 (April to June inclusive) - alongside the rest of the Golf range.

Volkswagen Tiguan

An all-new Tiguan has been announced for the Australian market.

Buyers will be able to choose from 110TSI, 150TSI, and 195TSI engines when the new model launches.

However, Volkswagen Australia says after consultation with customers, buyers will now be able to choose the smaller 110TSI engine with the range-topping variant, providing a full range of features without needing to specify a larger engine.



The new-generation Volkswagen Tiguan is expected to arrive here in the second quarter of 2025 (April to June).

Volkswagen ID.Buzz

The retro electric van with echoes of the T1 Kombi is also coming, with both the ID.Buzz people-mover and the ID.Buzz Cargo commercial van confirmed for Australia.

Buyers will be able to choose from two-, three-, five-, and seven-seater variations.



Both the people-mover and commercial van ID.Buzz models will launch in Australia in December 2024.

The Volkswagen ID.Buzz GTX - the high-performance electric van - has also been confirmed for a local launch, but will follow in the second quarter of 2025 (April to June).

As reported earlier, the ID.Buzz GTX combines dual electric motors, sending a total of 250 kW to all four wheels for a 0-100 km/h sprint time of 6.5 seconds - or just one tenth slower than a Golf GTI hot hatch.

Volkswagen Multivan

For those needing extra seats but can't yet commit to electric, Volkswagen has confirmed the new-generation



Multivan will launch in the first quarter of 2025 (January to March).

The seven-seater Multivan Life will lead the new model range, with Volkswagen all but confirming the engine will be a 2.0-litre turbo-diesel four-cylinder with 110 kW and 360 Nm.

This model is a separate in-house VW design that debuted in Europe in 2022, not the Ford Transit -based commercial and Caravelle model that has only just been revealed (see below).

Volkswagen Transporter

A new-generation Volkswagen Transporter is also set to arrive in Australia next year.

The company says the Ford Ttransit-based Transporter will be available with a choice of electric or plug-in hybrid - while also offering internal-combustion engines. It will be available in commercial, and Caravelle people-mover, versions.

T7 Transporter.

The 2025 Volkswagen Transporter van has been unveiled in Europe, ahead of its Australian arrival in the first half of next year.

Now in its seventh generation, the 'T7' Transporter has moved from its own Volkswagen-built underpinnings to being an almost-identical twin to the Ford Transit Custom midsize van.

It follows a partnership between Volkswagen and Ford formed in January 2019 which has seen the VW Amarok revealed in 2022 based on the Ford Ranger (2021) - while the Ford Tourneo Connect (2021) is a reskinned VW Caddy (2020), and the Ford Explorer (2023) and Capri (2024) are related to VW's ID.4 (2020) and ID.5 (2021) electric SUVs .



The Volkswagen Caravelle - a nine-seat people mover version of the Transporter - will also continue to be available in next-generation form, a close relation to the new-to-Australia Ford Tourneo.

A Volkswagen Australia spokesperson said that the company expects the first examples of the T7 Transporter to arrive in local showrooms between April and June 2025.

The Volkswagen T7 commercial van line-up is the first since the T5 launched in 2003 to be new from the ground up. The outgoing T6 model sold from 2015 was a merely a heavily updated version of its then-12-year-old predecessor.

The new T7 Transporter and Caravelle are unrelated to the Volkswagen T7 Multivan, which switched to the light-duty MQB Evo platform from the Volkswagen Golf and Tiguan - as well as models from Audi, Cupra and Skoda - in 2021. This model is yet to appear in Australia.

The Transporter and Caravelle will now be built in Turkey by Ford alongside the Transit Custom and Tourneo - rather than at one of Volkswagen's own manufacturing facilities in Europe.

While the VW Amarok has some differences over its Ford Ranger twin-under-the-skin, the changes between the Transporter and Transit Custom are far more subtle with both vans sharing a common bodyshell.



Compared to the Ford, the VW Transporter has a restyled front end, unique tail-lights within the same housing, a different front door window shape, a Volkswagen steering wheel, and a new skin for its infotainment software.

"The [overall] product content was conceived through Ford, and then the Volkswagen product was evolved from that," said Ford vehicle integration supervisor for the Transit Custom, Ed Correia, earlier this year.

It has been confirmed the Transit Custom's foldable steering wheel - which tilts back to convert into a laptop stand or food table - will remain exclusive to the Ford.

Available with a short or long-wheelbase and different roof heights, body styles for the T7 Transporter will include a panel van with an optional second row of seats, people carriers, and a long-wheelbase-only double cab-chassis.

It will share its powertrain line-up with the Ford, including a 2.0-litre turbo-diesel - related to the unit found in the Amarok TDI405 - in several tunes, and a petrol-based plug-in hybrid.

Full-electric versions of the Transporter will also be available (eventually), with different battery sizes and rear-mounted motors.

It is likely Australian versions of the Transporter will mirror the Transit Custom with a 125 kW/390 Nm turbo-diesel, an eight-speed automatic and front-wheel drive, or a rear-wheel drive electric model with a 160 kW motor.

A Volkswagen Australia spokesperson said the company will also evaluate the plug-in hybrid Transporter, which pairs a Ford-sourced 2.5-litre Atkinson Cycle four-cylinder petrol engine and an electric motor for a 171 kW total system output, with a CVT automatic.

Newly-added technology includes a 33-cm infotainment touchscreen, based on Ford's Sync 4 software

but with a Volkswagen-developed skin; a larger 30.5-cm digital instrument cluster, USB-C charge ports, and more advanced active safety features.

It is also now available with an electric parking brake with auto-hold function, a column-mounted gear selector, additional cup holders, full-LED exterior lights - with matrix high beams for flagship models - push-button start, and household power sockets.

Standard-wheelbase models measure 5050 millimetres long (+146mm) with 3100mm between the front and rear axles (+97mm), while long-wheelbase versions add 400mm to its 5450mm total length.

The width between the wheel housings has increased 148mm to 1392mm, while the van's height will be less than 2.0 metres with a standard roof configuration.

Load compartment length for the Transporter is 2602mm for the SWB model (+61mm) while the LWB version has 3002mm - and stowage volume for the smallest SWB model is 5.8 m³, rising to 9.0 m³ for the LWB with the tallest roof.

The braked towing capacity for the Transporter has increased from 2.5 tonnes to 2.8 tonnes, matching the Transit Custom.

An off-road-themed PanAmericana variant will be available for the Transporter and Caravelle with optional 19-inch alloy wheels, "all-terrain trims," grained bumpers, a painted grille, and film wraps for the boot lid and lower section of the rear doors.

Inside, the PanAmericana adds illuminated stainless steel door inlays, chrome door handles, and a different seat fabric with PanAmericana embossed on the backrests and colour-matched contrasting seams.

VW plants to close?

Volkswagen is warning it might have to close factories in Germany because the country is "falling behind in terms of competitiveness" as a manufacturing location.

While VW is officially silent on the developments, the head of the company's works council today announced plans to shutter up to three of its ten German plants, as reported by Reuters.

The move is part of a huge cost-saving drive that will include reduced salaries for its workers across the board. Battered by an economic downturn in Europe, slowing sales in China, and the looming threat of Chinese automotive imports, VW is looking to slash the equivalent of \$4.3 billion in costs.

The storm has been brewing since September when



VW executives first hinted at coming pain for its German operations. VW's powerful unions spoke out against the measures, suggesting that there was no clear plan being laid out for future profitability.

Building cars in Germany is expensive: the average salary of a VW employee in Wolfsburg is the equivalent of \$80,000, compared with an average of \$20,000 at VW's factory in Puebla, Mexico. Obviously, the cost of living in those two countries is a factor.

Volkswagen's plans include a 10 percent pay cut for all staff, with no salary increases for the next two years. At least three factories are set for closure, with downsizing planned for others.

Many of VW's top-selling world-market vehicles are built outside of Germany, such as the Tiguan Allspace and Jetta in Mexico, the Polo and Amarok in South Africa, the T-Roc in Portugal, the Touareg (and all Skodas) in the Czech republic and the Caddy in Poland, so any German restructuring is not likely to see major slowdowns in general.

Unfortunately the Golf range, including the R and GTI, is still built in Wolfsburg, as well as the regular Tiguan and it's possible that delays could hit production. In addition, the slow-selling ID. electric models are made in VW's Emden, Mosel and Dresden factories, and these ones are high on the list for closure. With the new Transporter to be built by Ford in Turkey, the Hanover Transporter factory is also under threat.



As mentioned, Volkswagen's worker union is a powerful entity and is already hinting at strike action to counter the planned cuts. VW employs roughly 680,000 people globally, with one-sixth of those living and working in Germany.

Worker action could begin as early as December as unions mobilize to keep VW factory jobs in Germany. Meanwhile, Volkswagen has already cut back its 2024 outlook and plans to release third-quarter results shortly, which are expected to paint a gloomy picture.

According to CNBC, unions have already begun denouncing any potential closures, saying it poses "a massive threat to jobs" and "risks destroying the heart of Volkswagen."

The news follows an announcement from Volkswagen last month that its operating profit was 10.1 billion Euro (\$AU16.47bn) for the first half of the year - down 11 per cent on 2023.

This isn't the first time the company has warned about plant closures, as Audi has already said it



wanted to end production of the Q8 e-tron and Q8 Sportback e-tron early due to an "intensified drop in demand compounded by "long-standing structural challenges at the Brussels (Belgium) site."

Premium VW EV delayed.

Volkswagen's next-generation electric vehicle project - codenamed 'Trinity' - has been delayed until 2032, after the decision was made to use existing vehicle platforms for upcoming models.

US site Carscoops reports the new vehicle's delay - which was supposed to be the first car to use the new electric-specific Scalable Systems Platform (SSP) - means the 2029 Volkswagen Golf is poised to debut the new-generation technology.

Ahead of the Trinity's revised 2032 arrival, the successor to the Volkswagen ID.4 - due in 2030 - and a rumoured T-Sport small SUV planned for the following year, will both use the SSP underpinnings.

Announced in 2021, Project Trinity presented a new-generation premium Volkswagen electric vehicle based on the new platform including Level 4 autonomy to be used across Volkswagen Group brands including Porsche and Audi.

Production for the first Volkswagen-badged model was set for 2026 at a yet-to-be-built \$US200 million (\$AU302 million) factory at Wolfsburg, Germany, where the car maker is based.

The factory was conceived around increased manufacturing efficiencies, such as Tesla's 'gigacasting' technique the US car maker dropped in 2024, to half the time taken to build a car from 20 to 10 hours.



In late 2022, Volkswagen CEO Thomas Schafer, having recently replaced Dr Herbert Diess who had signed off on Project Trinity, said that the project did not need a new plant.

Schafer also said an internal review of the VW's production capacity and future model strategy resulted in the decision to delay the project until 2028.

Carscoops reports Volkswagen executive Oliver Blume - who is CEO of Volkswagen Group as well as CEO of Porsche - was behind the move to push the project back to 2032.

Blume also shelved plans for a new Wolfsburg factory, opting instead to manufacture the next-generation Trinity in Zwickau, Germany, and use existing technology in showrooms for longer.

This means the MEB (Modular Electric Drive Matrix) underpinnings used on the Volkswagen ID electric line-up, such as the ID.4 and ID.5 due in Australia in 2024, and the Skoda Enyaq electric SUV will carry on for longer.

An upgraded MEB+ platform is expected to go into production in 2026 promising greater electric driving range among other advancements.

The PPE (Platform Premium Electric) architecture used by Porsche on the 2025 Macan electric SUV and on the 2025 Audi A6 e-tron and Audi Q6 e-tron will also continue.

The PPE platform, which is set for the next electric Porsche Boxster and Cayman sports cars, has also been mooted for a return of the Volkswagen Scirocco and Audi TT using electric power. However with falling EV sales this now seems most unlikely.

The news comes as Porsche and Audi are among a number of car makers so far in 2024 to wind back electric vehicle ambitions.

In Australia, Volkswagen revised its model plans to include more hybrid vehicles following the adoption of the New Vehicle Efficient Standards (NEVS) on 1 January 2025.

Volkswagen Group is also looking at slashing new model development time to three years - down from just over four years - with projected savings of 10 billion Euro (\$AU16.6 billion).

VW Flex.

Have you ever looked at all your streaming subscriptions and thought: "I wish I could pay for my car like this?" Oh boy, you're in luck!

On Wednesday, Volkswagen of America rolled out a new month-to-month vehicle subscription service in the Atlanta metro area, aiming to simplify car ownership. Called "VW Flex," the service, launched in partnership with Volkswagen Financial Services, combines maintenance, insurance, and 24/7 roadside assistance into one, simple monthly fee.

The idea of a "vehicle subscription" may just seem like a new marketing term for a lease, but it differs in a few notable ways.

With VW Flex, customers can borrow a vehicle for as little as a month or keep it for as long as they want. When



they're ready to give it back, they just have to give Volkswagen 30 days' notice before they return it to the dealership. And unlike traditional loans and leases, VW Flex also does not check your credit score or approve applications based on creditworthiness.

Flex customers can choose from a range of US models, including the Atlas, Atlas Cross Sport, Tiguan, Golf GTI and Jetta (sorry, no Golf R here). While this model offers flexibility and avoids being locked into car loans or long lease terms, it does come at a cost.

If all the details so far have you eager to start a subscription for a new Golf GTI, just be ready to open your wallet.

Before you can start a subscription, you have to pay a non-refundable \$495 activation fee. After this, you can pay anywhere from \$599 for a Jetta to \$799 a month for an Atlas. Depending on what you compare the Flex program to, this could be a pretty good deal or a total rip off.

Putting VW Flex pricing up against a traditional lease isn't a flattering comparison. With our back-of-the-envelope calculations, we found a 36-month lease for a Jetta in the Atlanta area comes out to about \$12,000. By comparison, subscribing to a Jetta through VW Flex for that same amount of time will run you about \$22,000. Of course, Flex prices already include insurance, but that doesn't manage to close the roughly \$10,000 gap.

On the other hand, comparing VW Flex to a long-term rental car makes the new subscription service pretty appealing. If you're only needing a car for a few months leasing isn't an option, but an average rental would run you about \$5,500 on average in the Atlanta-area, according to NerdWallet. For that same period of time, a Jetta from VW Flex would cost less than half that.

The idea of a 'car subscription' isn't a particularly appealing one on first impression, but VW Flex does fill a pretty sizable gap in the market between vehicle rental services and long-term leases.

As of now, the service is being offered at just two dealerships in the Atlanta metro area, but depending on its success we expect it will expand to other major US cities in the future. It's unlikely to be started in other markets, such as Australia, in the near future.



Sydney German Autofest 2024.

The 2024 Sydney German Autofest was held on a sunny Sunday 27th October, at Gough Whitlam Park at Earlwood.

It's organised by the Mercedes Benz Club of NSW and is open to all German makes - mostly Mercedes, BMW, Porsche, Volkswagen and Audi and a few minor ones too.

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



There were around 20 VWs there, in a great mixture of old and new. There was probably space for another 10 or 15 VWs if a few more had turned up - maybe next year. The \$25 gate entry fee and on-line pre-booking requirement might have put some people off.

Each club nominated their three best cars for the





central display. In the VW category, James Hudson and his black Golf came first, my Beetle came second, and another newer Golf came third.

Here's some photos from Facebook and from Zelko.

Thank you to the Mercedes club for putting on an excellent day.

Danny Hayes



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Canberra Cars n Coffee.

Here are some photos of the Cars n Coffee event, courtesy of Willie Nelson. Thanks Willie.

Aldred



The \$500 car.

We have been out scouring the used car yards looking for that genuine, one-owner, low mileage bargain. We didn't find a car quite that good but proved that a little money can go a long way in providing basic transport needs.

Wheels magazine, April 1973

First off, \$500 can buy you a good, reliable car. Look hard and carefully and you will find them.

There's no shortage as several days spent combing second-hand dealers' yards around Sydney proved.

But, not unexpectedly, many of the under-\$500, basic transport, bargains are clapped out hulks and don't warrant any serious thought.

There's another sizeable group which are in sufficiently good condition to tempt buyers, but one short drive normally shows up the woeful steering, wobbly front end, tatty interior or something similar which spells doubts and expensive repair bills.

Then there are the really good cars which are definitely in a minority. These have been looked after, sensibly driven and properly maintained by their previous owner/s. They may be fairly old, up to 10 or more years, and have covered substantial mileages, but are still sound in body and mechanicals to provide satisfactory transport for years.

And they are the only ones really worth looking for. Otherwise, you run the risk of buying a bomb that may be as nasty as it was cheap; chronically unreliable and constantly needing money for repairs to keep it running.

By its very nature the bottom-of-the-barrel price range contains more pitfalls for the unwary and over-eager buyers than do the higher-priced sections. Warranties are rare in the under-\$500 class. Even in the unlikely event of a warranty being offered, don't let it beguile you into a sense of (false) security. There are loopholes enough for warranties on most new cars, let alone in those for cheap used models.

One dealer told us, "We make \$75-\$100 on each car, and there's simply not enough margin in that to allow for any sort of realistic warranty. So our cars are sold as-is. Once the papers are signed, that's it. If the car breaks down just outside the yard's front gate it's the buyer's problem. He's bought it.

"We don't mind how thoroughly a shopper inspects a car. He can bring mechanics, or the NRMA to check it - and many do - to help him decide whether it's in satisfactory condition. Then he had just one decision - take it or leave it.

"Of course, if he thinks a warranty will protect him, and insists on having one, he can always go to a dealer that offers a cover. But he'll pay an extra \$100 or more for a warranty which, when you get down to the nitty-gritty, is hardly worth the paper it's printed on.

"It's a mistake to think of a warranty as a substitute or antidote for an incomplete inspection and hasty decision." Amen.

Besides shopping with care, you also need patience to find a good car in the under-\$500 market. You might be lucky and find a first class example almost as soon as you start. But it may take weeks - during which you might look at many cars that are unsuitable.

We remember a friend who wanted a Fiat 500 for commuting. He inspected about a dozen over a couple of months, resisting temptation on several occasions for pretty good units at around the \$450-\$500 mark, and finally found a beauty which he bought for \$300.

It pays to have cash in hand when shopping around. In most cases the prices being asked are negotiable to some extent. Most private sellers and many used-car dealers will respond to a haggling session if you put a cash deal under their nose.

Time payment deals give you less leverage for bargaining. If you haven't sufficient cash, it is cheaper to borrow the balance from your bank or credit union instead of a finance company.

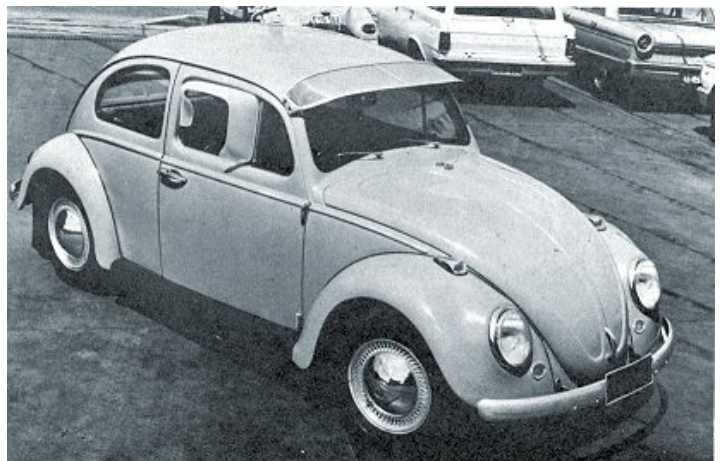
Private sellers are often best to deal with since they're

probably inexperienced and may allow a better assessment and more reasonable price than a dealer. But this isn't always true. Some private sellers can be quite unscrupulous when misrepresenting the bomb they're unloading.

Dealers handling cheap second-hand cars are sometimes independents, but more often have an agreement with, or are subsidiaries of, larger dealers who sell new or late-model vehicles. The large dealers take the cheapies as trade-ins but don't want to know about them after that. Some of these cars, if of fairly recent vintage and in good condition, are inspected, tidied-up and perhaps mildly overhauled before being resold from a middle-class yard.

The remainder return to the market in the smaller or so-called wholesale yards where, usually, they're sold in as-traded condition; meaning they generally receive the minimum amount of attention or repairs necessary to ensure that they are legally roadworthy.

And a few get through that are above-average. They are the ones to set your mind, and money, on. Here is a typical example.



Volkswagen

Price New: \$1598.

Official Dealer Price: \$440.

Price Asked: \$499.

Generally, \$500 will buy a very good 1961 or '62 Beetle. We found a 1964 standard model which seemed quite reasonable, though it high-lighted the wisdom of ignoring indicated mileages.

The odometer showed only 2197 miles, but whether it was on its second time around or had been fiddled by someone is for its next buyer to decide. The dealer disclaimed knowledge and responsibility.

Previous owner/s had fitted wheel trims, sun visor and parcel tray. The body had been resprayed some time ago and the paint was still in good condition. There were no apparent signs of the body having been damaged.

Apart from very scruffy carpets, the plain-jane interior was in excellent condition. Typically VW, the soundness of the body in particular, and the whole car in general, was very impressive. They really stand above all others in this respect.



The small town locust.

People tell me that they like my find and fix stories.

Whilst over the years I have found and repaired quite a few old Volkswagens and Porsches, the truth is I'm a spare parts guy and a breaker of cars.

Why wreck them?

Because they are wreckable and the parts are worth more than the cars are.

For many years I drove around country towns looking for Volkswagen parts I could make some money on.

When you are a long way from home, believe it or not you're not looking for complete cars to take home but more cars that can be stripped of anything of value.

Trying to transport a complete car far from home can be a curse on holidays and can slow you down.

Many times I drove through country towns stripping any Volkswagen I could find of their headlights, semaphores, bumpers, taillights, body panels and steering wheels.

I was always interested in the fast easy money instead of hard big money.

Sorry to these country towns for picking the eyes out of your Volkswagens but people were happy in selling me those parts.

I never twisted anyone's arm behind their back to make them do it.

Mostly the stuff was going for scrap anyway.

Still, I feel a little bad these days.

Sorry.

Ashley Day.

Corrosion.

Whilst finishing the sympathetic restoration on my Ghia, I struck a few troubles.

Whenever I went to put something back on the car after the body had a respray, it was either rusty or broken, or broken from being rusty.

Ghia parts are a little hard to get and a bit expensive so most things had to be repaired and reused.

It's not a big deal, it just adds a little extra work.

Remember, my car wasn't that rusty as it came from

South Australia.

When you think about rusty Volkswagens you usually only just think about the rust you can see in the panels, and you forget about all of those other little parts that get rusty or broken.



Just remember to factor this into any restoration or ownership of an old Volkswagen.

I actually enjoy tinkering around on these smaller parts.

Thanks

Ashley Day.

The ten year Beetle circle.

I'm not sure if I have written this story before or not, but I seem to be telling a lot of people about this at the moment, so if I haven't I'll do it now.

Remember that I have well over three decades of experience playing with Volkswagen Beetles.

Volkswagen Beetle prices move in a ten year cycle I've noticed over the years.

Prices rise and fall in ten year cycle.

Prices have been at the top of the cycle for about three years and now they are falling a little bit.



If you can imagine a clock at 12 o'clock is the top the market, Volkswagen Beetles are at one o'clock at the moment in the price cycle.

So values are on the way down for a while before they pick up again.

Nobody should complain as three years at the top was pretty good.

If you wanted to sell your Beetle at the top of the market and you missed out then that's your own fault.

To me it doesn't matter because I can wait until they hit the top of the market again, probably in seven years' time or maybe the next time they make another Herbie or Bumblebee movie or something?

That may push values up a little earlier.

At this moment you are not going to get top of the market money.

So if you're selling a Beetle at the moment, you are going to have to knock a few grand off to get a deal done.

If you think about it, at the moment they are just under the top of the market prices, so that's not so bad.

Ashley Day.

Speedometer fraud.

Let me start this story by saying: There isn't a car made yet that can't have its mileage or kilometres wound back.

From early speedometers to the very latest, it just takes a certain skill (for the old cars), or a cheap machine from eBay for new cars.

Changing a car's mileage can be easily done.

Don't think that just because you have a brand new car with all its fancy computers that it can't be wound back.

Cars with computers are easier to take the kilometres off than the old mechanical types of speedometers.



If your car has had kilometres taken off then that vehicle is going to cost more money to own and give more troubles than you expected, about \$4000 on average.

Add on top of that the extra thousands you paid because you thought it was something different.

People wind back kilometres of vehicles for many reasons, too numerous to mention in a short story.

Just one reason might be that the old speedo 'broke' and the replacement had 100,000 less kilometres showing, for

example.

There is even a device that lets you turn the kilometre reading off whilst driving using your mobile phone.

There are so many ways people get away with it too, also too numerous to mention in the space that I have.

A quick example might be that people may target vehicles that have been self-serviced and have not had their log book stamped.

Basically a car with a unstamped log book.

So if buying a second hand Volkswagen and there is no service history covering every single kilometre, then you can assume that the speedometer reading on that vehicle has been compromised.

Always, if it's too good to be true, it probably is.

Ashley Day.

Repairable write offs.

It's easy to get excited when watching people repair damaged prestige cars on YouTube.

You might think that this is the way to get that dream car you have always wanted.



Obviously people make it look easy as they only have a little time available on YouTube and in your attention span.

So I'm here to maybe burst your bubble and just bring a little truth.

Years ago, a well-known panel beater said to me, "they write cars off for a reason Ash."

The reason is that they will be too expensive to repair. Any repairs would cost more than the car was worth, probably in parts alone before you factor in time and labour.

Add on top of that depreciation. By the time you finish it will probably be worth next to nothing anyway.

I only realised this repairing a write off and understood the panel beater's advice.

Maybe the only time you would buy a stat write off would be for a cheap race car or for parts.

This comes from experience. Stay away from statutory write offs and leave it to the people on YouTube.

Ashley Day.



engines for aircraft use. As Sarofim jokes in the video (see below), it's best to test new aircraft stuff on the ground first. Well said.

Yes we said 'radial' engine, NOT a rotary engine. A radial engine. Like you'd find in a vintage piston-powered aircraft - from Sopwith Camels and Fokker Triplanes to Vought Corsairs, Mitsubishi Zeros, B-17s and B-29s to Douglas DC6s and Lockheed Constellations. And moreover, it has GM LS1 DNA, too—inside the custom cylinder jugs and triangular crankcase are parts derived from the ubiquitous LS architecture—specifically, the pistons, rods, and overhead valves (you wouldn't expect three or six overhead cams). It's a little like the Motus V-4, based on the LS architecture, in concept. But way, way weirder.

3-cylinder Manx.

Hagerty's Auto News, May 2023

The silhouette might be the same as it's ever been, but this yellow dune buggy is hiding a secret. Not only is it a real Meyers Manx, it is powered by a brand-new engine. And if anyone is going to have an interesting opinion about an interesting combination like this, it's Jay Leno.

This Manx was brought to Jay's garage by the new owner of Meyers Manx, Phillip Sarofim. Following Bruce Meyers' passing in 2021, the company was sold and the new owners are dedicated to keeping the timeless shape of the Manx in production. The company will now sell the traditional kits that people like you and I can assemble and make our own, along with turn-key cars powered by EV drivetrains.

There is no electric motor in this car though. Instead, the fibreglass buggy is sporting something experimental: an Australian-made GM LS1-derived three-cylinder radial engine designed for ultralight aircraft. It makes sense to use the Volkswagen chassis as a test bed since it is not uncommon to convert VW's air-cooled flat-four

Lots of the internals are basically aftermarket LS parts—Comp Cams rockers, Pep-Pro valves, that sort of thing. In stock trim, the 2.0-litre unit makes 120 hp (90 kW) up near its 6,500-rpm redline and roughly 140 Nm of torque. With apply forced induction the maker says it'll pump out up to 260 ponies (194 kW).



The engine maker, by the way, is Bespoke Engineering in the Adelaide suburb of Lonsdale, under a subsidiary called Radial Motion (www.bespokeengineering.com/brands). It can be air- or water-cooled, and lubrication is dry sump. Running a scavenging pump immediately prior to starting the engine prevents it from producing blue smoke from oil that can pool in the lower cylinder heads. Electronic engine control (including throttle by wire) is provided by a Motec system that resides in the small luggage bin behind the seats, and controls a digital display on the dash. 'Crate' applications can also be had with Bosch controllers. Prices start at \$25,000 (U.S.) for the engine alone.

Of course, stuffing a radial in a car chassis is unusual and strange for a reason: It creates a lot of problems. Chief among them are cooling issues, but this particular new radial is water-cooled. We were tricked at first glance, too. The black radiator and electric fan are tucked above the engine on





the right, and the fins machined into the cylinders and cylinder heads are almost purely decorative.

The second big issue is the oil containment. While the engine is running, the dry-sump oil system can pull vacuum on the crankcase to keep it circulating, but once the engine stops, the oil in the crankcase will drain down and can even hydrolock the lower cylinders. This new design features a decompression system that doesn't vent straight to the exhaust, making for cleaner start-up and running.



On the road, the buggy appears to drive like most people wish the originals did. The odd three-cylinder exhaust note is unique, a deep familiar VW sound somehow mixed with a big block Chevy tone. Certainly the 130 hp makes the driving experience more fun, too – remember the original 1200cc VW motor put out just 40 bhp. The total weight of the

car is just 730 kg. It has effortless pickup on the street, pulling away easily from low revs even in top gear. Plenty of low down grunt and not too many revs. Peppy but not overkill, this Manx would likely be a blast out on the sand dunes, where horsepower can come in handy. It might not be the wildest engine swap, but it's different enough to be cool without going over the top.

See more of this unique Manx in the YouTube video:

<https://youtu.be/iq01Q4ivDi8>

Coming up: new Aussie Audis for the '70s.

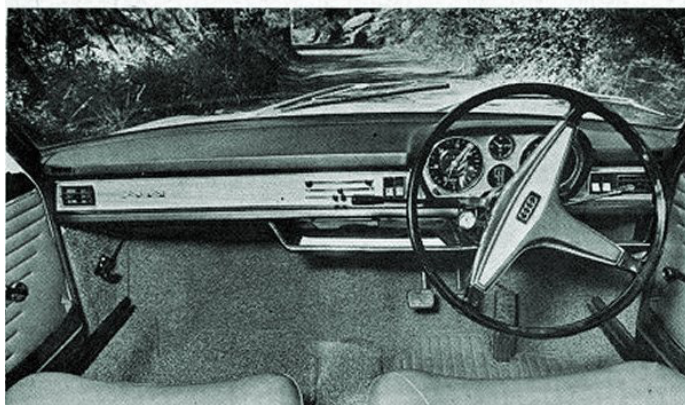
Wheels magazine, December 1969

Volkswagen Australia chose the opening of its new \$4.5-million national headquarters in North Ryde in early September to release the Audi 100 LS on the Australian market.

A product of Mercedes Benz design co-operation with VW Germany, the Audi 100 LS was developed by Auto Union, a Volkswagenwerk subsidiary. The team managed to wring 115 bhp out of the 1760 cc four cylinder engine for a claimed top speed of 106 mph (171 km/h), and 11.2 seconds 0-60 mph (97 km/h) figure.

The 100 LS uses the same Audi 90 basic mechanicals of front-engine, front wheel drive, with four speed all-synchromesh gearbox, torsion and roll bar suspension, and special crash-designed body.

The bad news about the Audi for VW enthusiasts with however much money the car will market for, is that it won't be available until early next year.



Sleek lines of VWA's new flagship, the Audi 100 LS — sits lower. Audi 100 LS features top finish, superb ventilation, and comfort.

Klub Korrespondenz.

From: rccsaeditor@gmail.com

Sent: 05/10/24 07:55:42

Subject: Permission to print VW history

Dear Editor,

I am writing to request permission to reproduce some of the Australian VW history by Phil Matthews on your website, in Roverdrive, the magazine of the Rover Car Club of South Australia.

I recently uncovered some architectural drawings of the Regent Motors stands at the 1954 and 1955 Melbourne Motor Shows.



I would like to add the 1952-1954 history from your site to explain how Rover and VW came to share a stand.

I would appreciate an early reply, if possible, as our issue deadline is October 11.

Kind regards,

Jason Riley
Editor - Roverdrive
Rover Car Club of SA Inc.

Hello Jason,

Thanks for your email, nice to hear from fellow classic car enthusiasts.

Yes you are welcome to use the information (and photos) from our website if you wish. We only ask that you add a small acknowledgement to Club Veedub Sydney.

It's interesting that the VW distributors, and many of the dealers, began as Rover distributors - especially in rural areas. Many of the 'farm equipment' suppliers in country towns sold Land Rovers, and these also started selling VWs after 1954.

We ran a short article on two such dealers in QLD, in our Sept 2014 issue. You can download the issue here (and scroll to page 28):

www.clubvw.org.au/media/zeitschrift/2014/september-2014/

We would love to see your issue of Roverdrive, when done!

Kind regards

Phil Matthews
Editor, Club VW Sydney

From: Rod Young

Sent: 27/10/24 13:21:27

Subject: A handy tool

If you've ever had to change a wheel on an old VW, or any VW for that matter, or virtually any European car actually, you will have cursed the fact that you can't just hang the wheel onto the drum or disc; you have to park your posterior on the ground, support the wheel with your lower legs, line up at least one hole to its thread by eye or finger, then struggle with threading the bolt in. Let's face it: studs are just easier to get this job done.

Here's a handy tool to simplify that chore and keep in your toolbox or glovebox: a "Wheel Mounting Guide Bolt".



Armed with the tool, all you have to do is screw it into a thread, rotate the hub until the tool is at the top and hang the wheel on it. You can then rock the wheel a little from side to side to line up the other threads, because the weight is being held by the tool, not your dirty trousers. You can get away with squatting, not sitting. It's cheap enough that you could even buy two; then the lining up of the threads would be done for you.

Available by mail order from www.aliexpress.com/item/1005006793496854.html Less than \$10 each, plus shipping.

Make sure to order the M14 x 1.5 for most air-cooled VWs.

Rod Young
rod.young2@icloud.com

Joe's bike ride.

Just a short story on the Gong Ride today from Tempe to Lang Park Wollongong, a ride to raise money for MS.

The meeting place was at the Ikea Park, Holbeach Ave Tempe, arrived there at 6.00am, many were already on the





around 5.00am, the very elite riders who wanted to make a race of it. So I decided to leave at 6.30am and got swept away with many long distance riders, the pace was quick for me at around 26 km/h or just over 7 metres per second.

I arrived at Red Cedar Flats (Royal National Park) at 9.00am for morning tea and relaxed for about 40 minutes talking to other riders.



The scenery riding through the Royal National Park and the Sea Cliff Bridge was fantastic. With my E-Bike I was passing everyone going up the steep climbs and then the elite riders would overtake me on the flat and down hill of course. One rider said, 'Can I hitch a ride' while another said 'That's cheating' not really because it was 'nt a race, I was raising money for MS and at the end of the course everyone got a medal.

Anyway I finished the 82 km ride at 11.15am, which was a surprise to me, I was more thinking around 1.00pm, but that's what you get when you ride with serious riders, the adrenaline runs through your body and you go with the flow.

I believe there were some accidents because I saw the ambulance speeding towards one of the rest areas and I saw a rider lying down on the ground with paramedics attending to him.



All in all it was a fantastic event and everything went smoothly and from what I could tell everyone had a good time, people were also cheering us along the way.



I want to kindly thank the club for donating \$2 per km for MS, a very good cause.

Cheers

Joe Buttigieg



ERIC ANDERSON'S OWN 2-WAY RADIO STATION

As calls are received they are broadcast to an Eric Anderson mobile workshop vehicle operating in your district. This enables Eric Anderson to give Sydney's most efficient service. Eric Anderson's mobile workshop vans are equipped with 2-way radio, and cover the whole metropolitan area daily.

Nobody beats
ERIC ANDERSON'S
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£2 Puts TV in your home
including installation, antenna under Eric Anderson's Rental Purchase Plan.

10 MODERN STORES



Audi 100LS is robust with sporty feel.

The Sydney Morning Herald, Monday 13 November 1972

The Audi, though not well known on the Australian market, is a popular medium-sized car in Europe. It is a product of the German Audi-NSU-Auto Union company, a consortium of distinguished specialist manufacturers now owned by the Volkswagenwerk.

In Australia the Audi is merchandised and serviced through its Volkswagen parent, and although trained service is available only in major cities at present, this network is being steadily expanded.

After an extended interstate test over 3,000 miles (4,830 km), I have formed the opinion that this car is particularly robust, and its straightforward design should not call for much technical attention. Over some three weeks' hard use, my troubles consisted of a leaking tyre, and headlamp maladjustment.

Being a front drive car, the Audi has a sporting feel, and its handling qualities are on the top line. Its designers have succeeded better than most in avoiding the heavy under-steering through corners which characterise most front-wheel-drive cars, and at the same time have reduced steering effort to the point where one is not conscious that the car is front-driven.

Due to its design, the Audi has the ability to corner at very high speed with the use of a little power to keep the front wheels pulling the car around the corners. Its suspension is taut without being harsh, and with anything of a rear load it rides

excellently over rough dirt roads.

Observations

As may be gathered, I liked driving the Audi and on one occasion in South Australia put 500 miles (805 km) into a long day's touring, with only normal fatigue.

The other good performance feature was a fuel mileage of 32 miles per gallon (8.8 L/100 km) over the full tour, which included much sustained cruising at lively speeds, operation in traffic in three cities, and hundreds of miles of hilly, winding roads on the Princes Highway from Melbourne.

This result takes me back to a discussion on the new Audi engine

which I had some years ago with Rudi Uhlenhaut, the technical chief of Daimler-Benz, who designed it. He told me that he was seeking extreme fuel economy by way of a weak mixture, and that he swirled the mixture into a high-compression combustion chamber formed in the piston crown, to achieve the desired economy.

He certainly succeeded, and the Audi engine uses the highest compression, and is normally the most economical, of all engines of this class of which I am aware.

The body is compact and strong, and it has a really useful boot - large, and with a flat floor. However, there is some wind-whistle at touring speeds, and the location of the turn lamps in the front bumper makes them highly vulnerable.

There are some aspects of the Audi which are not up to the standard of its chassis and body design. The car is rather noisy around 70 mph (113 km/h) where it cruises effortlessly, due to engine roar which starts at that speed, to road noise over unsealed roads, and to wind whistle from the screen area.

Performance

It is disappointing that in this price class one should have to put up with a manual bonnet stay, and driving controls and radio which are out of reach with the seat belt correctly adjusted. The miniature key for the petrol cap is annoying, the open pockets are too narrow to admit the hand, and the combination of the overtaking flashers with the headlight beam switch gives undesirable results in practice.

But no fault could be found with the seating, and the heavily shaped driver's seat is one of the best. It gives support in the right places, and soft comfort, over long hours at the wheel.

The VW automatic transmission

ABOUT THIS CAR

INCLUSIVE PRICE: Automatic, \$5,795.

BODY: Four-door, four-seater, large boot. Comfortable individual front seats, shaped rear bench seat. Through-flow heating and ventilating system, good-quality interior finish, ample stowages.

SIZE: Wheelbase 8ft 9in. Length 15ft. Track 59in. Clearance 6.3in. Tyres 165 SR14 on 4in rims. Fuel tank 12.3 gals. Touring weight 22 cwt, test load 5 cwt.

ENGINEERING: High compression four-cylinder engine of 1760cc capacity developing 115 gross horsepower (100 DIN) and 120lb-ft torque (DIN), driving front wheels through a three-speed automatic transmission. Unitary car construction on front coil suspension and rear torsion bars.

PERFORMANCE

MAXIMUM SPEEDS

Top: 105 mph.
Second gear (held): 79 mph.

FUEL FACTS

Fast touring fuel consumption: 32.0 miles per gallon.

Ton-miles per gallon: 43.3.

Fuel Efficiency Factor (Ton-mpg x av speed): 2200.

Touring fuel range: 394 miles.

ACCELERATION (in auto)

0-60 mph in 12.0 secs.

20-40 mph in 3.6 secs.

30-50 mph in 4.6 secs.

40-60 mph in 5.7 secs.

50-70 mph in 7.5 secs.

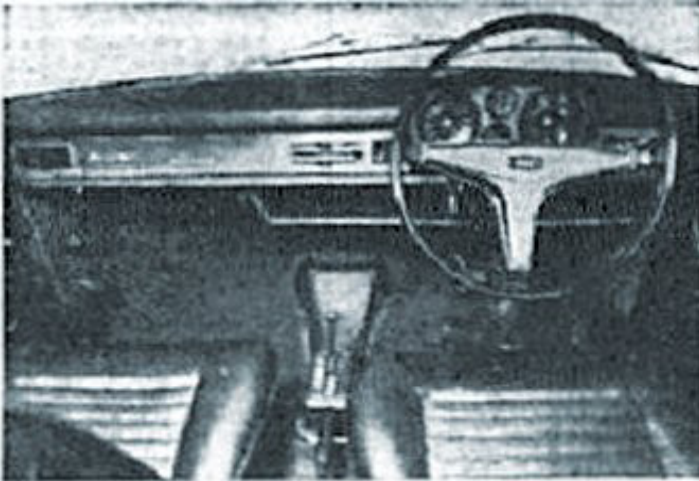
HILL CLIMBING

Left River Hill: A tenacious climb in top gear, assisted by good cornering, at 40-38-40 mph.

Victoria Pass: Second gear gave a rapid ascent, with surplus power, and a speed increase of 20 mph on the climb.

does not seem to take anything from the performance of the car, which is always lively, if not startling. But the willingness of the excellent engine to spin up to 6,800 rpm ensures very satisfying maximum speeds, and makes second a potent ratio anywhere from 20 to 70 mph (32 to 113 km/h).

The automatic changes are not as smooth as with American transmissions, but the box gives the driver a fine degree of control. He can hold top if desired on a climb above 35 mph (56 km/h), or can change down with a touch of additional throttle pressure.



The interior of the Audi is finished in simple but good taste and its fittings are of top quality.

The transmission is cleverly geared, and in top the car climbs tenaciously indeed, as will be seen from the ascent of the Lett River Hill detailed in the tabulation. In second the Audi will storm any hill in lively fashion, and this ratio also gives excellent acceleration times.

Not only are the fuel figures particularly pleasing, but the tank is large enough to give almost 400 miles (645 km) on one charge.

The energy ratios, based on an average load of 3cwt (153 kg), are torque, 96 lb-ft per ton, and power, 92 bhp per ton. Top gear gives a road speed of 18.6 mph (30 km/h) at 1,000 rpm, neglecting converter slip.

Design

The engine is a fine unit, with a high specific power output of 65 gross hp per litre. Its bore and stroke are 81.5 x 84.4 mm, and in spite of the very high compression of 10.2 to 1, there was no detonation on Super Shell pump fuel, and one pint of oil was used in 3,000 miles.

The engine is transversely inclined at 40 degrees, and the drive from the front differential is by two half shafts fitted with Rzeppa constant velocity joints and carrying the large inboard front discs.

The braking system is divided, and while one can just lock the rear wheels without a rear load, the system is fade-free and promptly effective.

The pleasant steering is by rack-and-pinion, with a variable ratio on the practical Bishop system - least sensitive in the straight-ahead position, and quicker towards lock. It requires 3.8 turns from one lock to the other, and the turning circle is reasonable for a car of its size at 36 ft (10.9 m).

The cabin interior is tastefully but not elaborately

equipped, in true German style. The soft front seats recline, ample airflow is provided, and finish is first class.

Summary

The Audi 100LS is a good looking, medium sized saloon, fitted with a potent and highly economical engine.

It is particularly pleasant to drive, and with front-wheel-drive and good stability, is quite viceless and safe when driven fast. Either manual or auto drive is available.

The interior is spacious and comfortable, and the only shortcomings are the arrangement of controls and some noise at touring speeds. The boot is particularly large, and has a flat floor.

Whilst basically a family car, the Audi will respond to spirited driving, and in competent hands it puts up a surprising performance.

The car rates 5 points on NRMA Insurance, and it was made available for test by Volkswagen Australia Pty Ltd, the distributor.

Sturt Griffith B.E.

The other great luxury car from Germany.



Audi 100LS



Test drive now at Lanock Motors Camperdown 519 6756 • Kinsley's of Drummoyne 81 1398 • Lennox Motors Parramatta 630 8900 • House of David Ryde 88 0271 • Lanock Motors St. Leonards 43 1351 • McCallums Strathfield 74 1286 • Lanock Motors Wollongong 2 2238

What You Get in the Foreign Economy Cars.

They're agile, easy to park, mechanically simple, rugged, relatively cheap - and, of course, easy on the petrol.

Popular Science magazine, June 1957

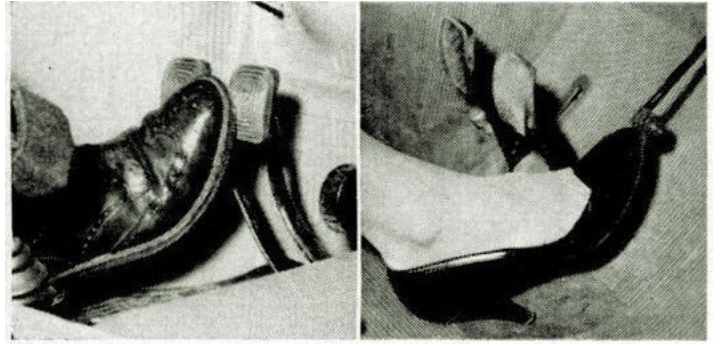
A man we know who owns a little foreign car got a snub from a neighbour last fall. "Those little things," said the neighbour loftily, "must be fun to drive on your day off."

Months later he was eating his words. He couldn't get his heavy, powerful Chrysler out of his snowy driveway. The little foreign car took to the treacherous footing like a snowshoe rabbit, and he had to bum a ride in it.

Performance on bad roads is one of the things you get in the little foreign cars. They're built for it.

They have other happy attributes. They go a long way on a gallon of gas. They park easily. They are mechanically simple. They don't change style every time the trees shed their leaves. They're well made. Finally, most of them are relatively cheap to buy.

The 'pool estimates' of sales by the marketers of the little foreign cars over here this year run as high as 200,000 automobiles (from 125,000 to 150,000 would, perhaps, be more realistic.)



FOOT CONTROLS on most foreign cars are too small and close-spaced by U.S. standards. Throttles, as at right, have no heel rests.

They say that the meteoric rise in their sales here - from 25,000 in 1954 to almost 100,000 in 1956 - denotes a 'rejection' by American motorists of Detroit's big, bulbous, 'overpowered' products. That's strong talk. The importers accounted for only one new-car sale in 60 in this country last year. But sales in 1955 doubled those in '54, and those in '56 almost doubled those in '55. Last year, Volkswagen alone outsold such American cars as the Hudson, Continental, Lincoln and Imperial.

The U.S. motor industry is taking notice. In a few weeks the Studebaker-Packard Corp. will introduce a new 'economy' car to sell, in its cheapest version, for less than \$1,800. And more British-made Fords were unloaded at U.S. ports during the first two months of this year than in all 1956.

Popular Science recently tried out four of the little foreign cars (out of two dozen or more now available in this country. They were the German Volkswagen (pronounced Folks-vaagon) with a Karmann-Ghia (Gheeah) body; the Swedish Saab (Sahb), a French Renault Dauphine (Renno Dough-feen) 5 CV, and a German BMW Isetta (I-setta).

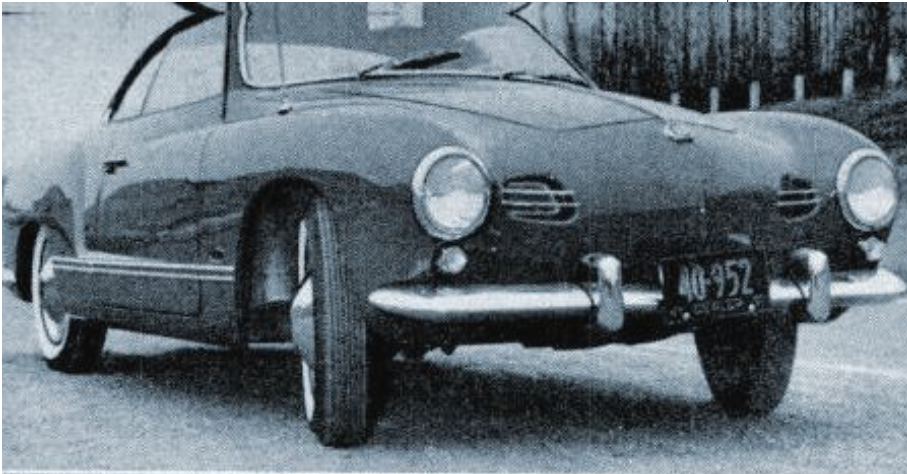
These cars are like oysters - you have to acquire a taste for them. They range in horsepower from 10 to 86. And they are tiny. Four people can ride in the Saab or Renault, but those in the back seat can hardly play games. The Isetta will accommodate two grownups and a child; the VW Ghia just two (as against four for the standard VW). Yet the entry room in these cars is better than that on a good many 1957 U. S. cars.

The Ghia excepted, these cars are not pretty. The Isetta, in particular, is like a buck-toothed girl with a 34-24-34 figure - homely but cute. The Renault and Saab look, to an American, as if they had been worked over by a head-shrinker.

My wife looked biliously at the Saab when I brought it home.

"Couldn't you put it somewhere else?" she asked. "Say, behind the house?"

Well, every man has to field such bunts in his own way. Then a woman neighbour saw the Saab and oohed: "American cars all look alike. Now this car has a certain aesthetic



KARMANN-GHIA BODY on VW reduces passenger capacity to two. Right front seat is reversible. Price: \$1,000 more than standard VW.



What are the other reasons? Let's take a look:

The Volkswagen Karmann-Ghia is sheer fun. It has everything, except passenger capacity, that the regular beetle-body VW has, plus the style that only the Italians can give an automobile. The bodies are made under Italian license.

The Ghia does not have the torque in high gear of either the Renault or the Saab. Shifting the four-speed box requires dexterity. But the clutch is smooth, and the floor-mounted stick, within comfortable reach, slides through the gears like silk.

The Ghia's cornering is good, and the all-round visibility superb. The ride is comparatively hard.

Biggest seller - by far - of all the little foreign cars over here, the VW has a four-cylinder, rear-positioned, air-cooled engine that goes on and on, like the wonderful one-hoss shay.

The secret of the VW's durability lies in an engine that has been 'de-tuned.' A kissing cousin of the high-performance, and expensive, Porsche, the VW has a short-stroke piston speed of only 1,440 feet per minute (7.32 m/sec) wide open. With a lower compression ratio than the Porsche, a cam that helps hold top speed under 70 m.p.h. (113 km/h), and restricted 'breathing,' the VW deliberately is built to wear well.

You can get cylinder heads and twin carburetors to hot it up, as well as a supercharger, but that voids a guarantee that is double that for most U. S. cars - six months, or 6,000 miles (9,660 km) of driving.

The VW's popularity in this country inevitably inspires the pranksters. Some VW owners tote a sign in their windows: 'Made in der Black Forest by der elves.'

To get a VW you have to wait for months in most U. S. localities. As for its Ghia version you have to knock and whisper that Joe sent you.

For a report on cross-country driving in a VW, see Popular Science for September, 1956 (Zeitschrift XXXXX). The VW is imported by Volkswagen of America, Englewood Cliff, X. J., a factory branch.

What we liked about:

THE VOLKSWAGEN KARMANN-GHIA - the beauty.
THE SAAB - the stability.
THE RENAULT DAUPHINE - the ease of driving.
THE ISETTA - the ease of entry.

Devon Francis

appeal."

An hour later I overheard my wife remark to someone on the telephone, "It's small, but it's a sort of aesthetic experience, you might say."

Snob appeal, cartooned as the suburban matron who meets her man at the commuter train in a Jaguar with a flagon of Martinis, undoubtedly is one of the compelling reasons why people buy the little foreign cars.



1983 Frankfurt Motor Show.

Wheels magazine, December 1983

Audi

Anyone who visited the Audi stand at Frankfurt went away with the conviction that the Ingolstadt manufacturer is definitely going places.

Said one veteran of a dozen IAA shows: "Audi in 1983 is like the BMW of 10 years ago."

The Sport quattro is of course the image builder. Audi has chopped 320 mm out of the Standard quattro wheelbase and breathed more fire into the five-cylinder intercooled turbo motor.

With quad valves, a bigger turbo unit and all aluminium block it now produces 220 kW at 5600 rpm and 330 Nm of torque at 4500 rpm in road going form - although Dr Fritz Indra, one of many Audi boffins, says a further increase in power is "easily possible" for competition use. He talks in the region of 335 kW for next year's Rally Championship!

Curiously, Audi wasn't divulging either performance figures or kerb weight for the Sport quattro, although it makes much of the fact that the engine alone is 23 kg lighter than the standard car and that extensive use of fibre reinforced plastic, Kevlar and carbon fibre has been made.

There seems little doubt the Sport quattro will become



the ultimate Q-car but with a production run of just 200 it's not really comparable to the established exotics from Porsche and Ferrari.

On a more practical note, Audi displayed the 220T (for Turbo) - the high steppin' version of the World COTY winning 100 - and quattro's little brother, the Audi 80.

The latter is a ripper and a genuine competitor for the BMW Three Series. It features the 5+5 body shell and a new five-cylinder 1994 cc engine producing 85 kW at 5400 rpm and 165 Nm of torque at 3200.

Those figures are almost identical to the bigger 2.2 litre unit used in the 5+5 with performance quoted at 6.8 seconds 0-80 km/h and 10.3 for zero to 100 km/h. With permanent 4WD, diff locks, a five speed box and a nice styling update, the 80 Quattro would seem to be an ideal addition to the local Audi line-up. Even at the passenger car duty rate, it merits close scrutiny by importers LNC (it was never introduced here - Ed.)



Volkswagen

The new Golf, a potent Scirocco, a four-wheel drive Passat Wagon and the Santana all hold plenty of Volkswagen interest for Australia.

To say the Golf 2 is disappointing in the styling department is an understatement. The thing looks old fashioned, not much different to the previous car and somewhat out of proportion now it sits on a longer wheelbase.

But drive it and you can almost forgive the conservative stylists their blunder. The car that started the hatchback trend back in 1974 is a more refined car with a Cd of 0.34, an appreciably larger interior and better NVH insulation. It goes, points, stops and handles better than any previous Golf - but will that be enough?

The Passat with a difference is called Tetra - the name derived from the Greek word meaning four. And four it is, with drive to all wheels courtesy of Audi.

The engine too is an Audi product - a two-litre five-pot as used in the 80 Quattro. As a refined and luxurious device, the





New Scirocco with 16-valve head puts out 102 kW and a strong 160 Nm of torque. Top speed is claimed to be 210 km/h. Car has Bosch mechanical injection, discs all round, stronger driveshafts and low profile tyres on alloy wheels

born. At least that's what Wolfsburg management is hoping. Scirocco mit 16 valves produces 102 kW and cracks the old nought to a ton test in eight seconds on its way to a maximum speed of 210 km/h. To cope with that Performance, the 16V Scirocco gets stronger brakes and running gear, a bigger fuel tank and broader rims and rubber.

But the car 'most likely' for Australia is the Santana, to be produced in Japan by a Nissan-VW Joint venture. And what a surprise packet it is. It rides, handles, goes and even looks like an Audi with a fair dash of Passat thrown in. A good car with the 1.8 litre engine.

(The 'Tetra' name for 4WD VWs was soon replaced with 'Syncro.' The Passat 4WD, the Santana and the Mk2 Scirocco were never sold in Australia. The Golf 2 didn't arrive here until 1990, under new importers Ateco - Ed.)



VW Tetra is 4WD Passat wagon with 1994 cm³ Audi engine and drivetrain and, unlike the Audi, a double wishbone rear suspension. Torque and power outputs are the same as the Audi 80's, but the extra weight reduces performance

Tetra plays the Subaru Wagon off the break. How durable it is, we don't know.

The Scirocco has been suffering from lack of buyer interest lately, so VW planted a 16-valve head atop the big volume 1.8 litre engine and Bob's your uncle... a new star is



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transmission also came from the Type 3, while the initial Volkswagen Karmann-Ghia was technically based on the Beetle.

The Karmann-Ghia-TC was the inspiration for the Toro. The similarity between the two vehicles is astonishing. The central tube platform frame of the Karmann-Ghia served as the floor assembly. And as we all know, it is nothing more than a widened version of the solid Beetle chassis. The engine and transmission were taken from the Beetle, and the body and interior were manufactured in the company's own workshops.

The body was made of fiberglass-reinforced plastic, more commonly known as GRP. Plastic bodies have the advantage over those made of

The Toro from Manila - A coupe with Beetle technology.

Gute Fahrt magazine (Germany), 1991

In the early 1970s, a strange cousin of the Beetle emerged in the Philippines - the Toro. The car was based on Brazilian Beetle technology.

For decades, the Beetle was the most popular and best-selling car ever. The advantages of Wolfsburg's successful car were appreciated not only in Germany, but also in the USA and numerous other countries. At the beginning of the 1970s, the Beetle was exported to more than 150 countries around the world, including the Philippines. The former Philippine Volkswagen importer, DMG Incorporated - the company now operates under the company name SKB Motors Incorporated - in Manila once also imported the Beetle. Today mainly VW Golfs and Transporters are imported, but also Audi 80 and Audi 100.

Benlie S. Guevara, one of the managing directors of SKB Motors and who had previously held a responsible position at DMG, had the idea of building a passenger car from Volkswagen parts in the early 1970s. The purpose was to convince the Philippine government of the performance of the domestic industry.

The idea was to build an inexpensive passenger car from imported mass-produced parts. The first model of this kind was the Toro, a 2+2-seater coupe based on Volkswagen, or, to define it precisely: based on the Volkswagen Karmann Ghia TC from Brazil.

The Karmann Ghia TC was a 2+2-seater sports coupe - the two letters TC stood for 'Touring Coupe' - introduced in 1970 and was intended exclusively for the South American market. Technically, the TC, also called Miras within the factory, corresponded to the Karmann Ghia Coupe, whose mechanics were, as is well known, largely derived from the VW Beetle. In contrast to the more rounded Ghia coupe, the TC was a little more angular. The TC also had a different floor assembly, namely that of the VW Type 3 (VW 1500/1600), and a different drive unit. The engine and

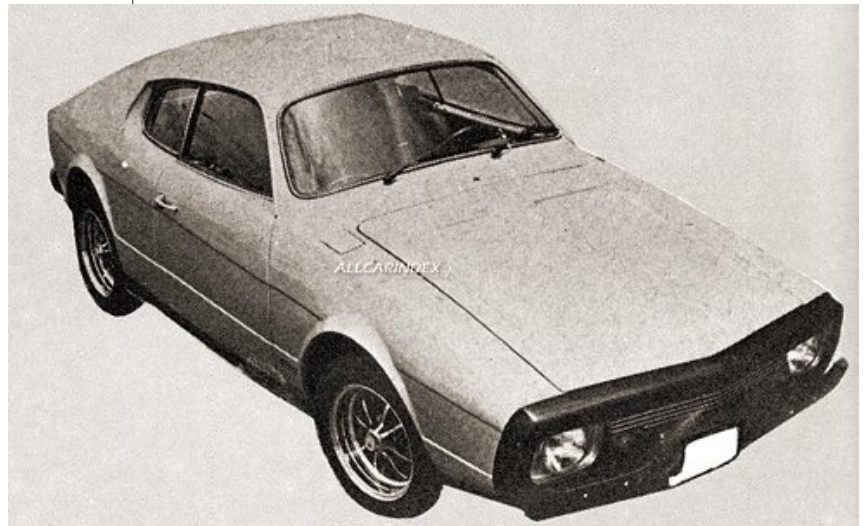
sheet steel or aluminium in that they are easier and cheaper to manufacture than comparable all-steel bodies. Especially if there are only a few copies, because large quantities cannot be produced in this way.

Instead of expensive pressing tools, all that is needed to produce plastic car bodies is a negative mould. It serves as the basis for manufacturing the body. Building materials are polyester resin and suitably cut fiberglass mats. Both are 'laid up' by hand in layers in the specially prepared form and then tamped down. After hardening - about one to two days later - the finished bodyshell can be lifted out of the mould. It now needs to be thoroughly processed, polished and painted.

The body of the Toro consisted of one piece; the front and hood as well as the two doors were made and fitted separately. The structure was screwed to the floor assembly, just like the Beetle or the Karmann Ghia TC. The interior was also specially made. The instruments and all other technical equipment came from the Karmann Ghia or the Beetle. The front and rear windows, for example, and the side windows were taken from the Karmann Ghia TC. The information about the technical data is contradictory. Different chassis may have been used. The only thing that is certain is that almost all of the parts required for assembly had to be imported from Germany or Brazil.

There were two engines to choose from: the 1300 engine with 44 hp and the 1600 with 54 hp. These were air-cooled Volkswagen engines made in Brazil. When ready to drive, the Toro weighed around 890 kilograms. The top speed was between 145 and 155 km/h, depending on the engine.

The first roadworthy car was presented to the public in 1974 and understandably caused a great stir. The Toro looked



quite good, but the build quality did not meet the usual Volkswagen standards. This and other reasons were the decisive reasons why the Toro was unable to establish itself on the Philippine market. Only 20 cars were built; Most of them still exist today in the hands of collectors and are still driven in everyday use.

Hans Joachim Klersy



Biagini Passo.

Hagerty's Auto News, October 2022

Volkswagen turned the original Golf into a cabriolet in 1979 and transformed the second-generation model into an off-roader called the Country in 1990. While these two models should have co-existed without crossing paths, an Italian company named Biagini played a game of automotive "will it blend?" and fused the Cabriolet and the Country to create the eccentric Passo.

Biagini's origins are as opaque as the blue smoke that comes out of a Trabant's exhaust system. The firm was part of a group called Ali Ciemme that devoted a substantial amount of time and effort to modifying Romanian-built ARO off-roaders in the 1980s. When and why the Golf appeared on Biagini's radar isn't clear, but its engineers and designers took full advantage of the little hatchback's Lego-like simplicity.

The brief was reasonably straight-forward: Take a Golf Cabriolet and fit it with the Golf Country's driveline and suspension system. Biagini designed Y-shaped subframes in-house to make the swap work and dialed in 26 cm of ground clearance - that's slightly more than a base 2022 Jeep Wrangler has.

At first glance, the Passo looks like a Golf on steroids. Biagini installed a beefier front bumper with a brush guard, flares over the wheel arches, and a rear-mounted spare-wheel carrier. The hood and fenders were redesigned to give the front end a more rounded look, and Biagini kept the Golf's soft top but added a composite window. It also put "Biagini powered by Volkswagen Syncro" emblems on the B pillars to answer one of the many questions you'd have if parking next to a Passo at the local bar.

Zoom in and you'll notice that the Italian shop raided the nearest parts bin. Up front, the Passo-specific grille is

flanked by headlights sourced from the Fiat Panda. It's a look that works better than you might assume, partly because Giugiaro designed both the original Golf and the original Panda. The vertical rear lights come from the first-generation Panda as well, and a tailgate provides access to the boot.

While the Passo that's part of the Volkswagen collection in Wolfsburg, Germany, was locked when I last visited, I can tell you that the interior is mostly standard Golf Cabriolet fare. There are two exceptions: The dashboard gains a grab handle that stretches from side to side, and the front seats are Recaro units.

The most common engine used was a Volkswagen-sourced, 1.8-litre four-cylinder that sent about 66 kW and 145 Nm of torque to the four wheels via a five-speed manual transmission. Some of the earlier units built benefited from a higher output because they weren't equipped with catalytic converters, and Biagini's marketing material notes a 2.0-litre was available in some markets (including Italy).

Biagini retained the Golf Country's four-wheel-drive system and doing so made the Passo eligible for Austrian citizenship: Volkswagen co-developed the hardware with Steyr-Daimler-Puch.

Production figures vary wildly depending on who you ask, and Biagini is no longer around to set the record straight. Some historians claim about 65 units of the Passo were built between 1990 and 1993. Others believe the correct figure lies in the vicinity of 100, while Volkswagen's archives department states "around 300 four-wheel-drive Golf Country models were converted into convertibles."



Regardless of who you believe, you're more likely to spot a Ferrari LaFerrari than a Biagini Passo on your next trip to Italy, especially since the one point no one disputes is that rust issues decimated the Passo population.

Biagini closed in 1993 so it wasn't able to write a new Passo chapter when the third-generation, Golf-based Cabriolet began arriving in showrooms. Besides, Volkswagen didn't develop a successor to the Golf Country; making a second-generation Passo would have required a much bigger investment.

Volkswagen's cabriolets remained low to the ground until the T-Roc Cabriolet arrived in 2020. As for the Passo, it's an obscure footnote in the Golf's history that only the most hardcore enthusiasts remember.

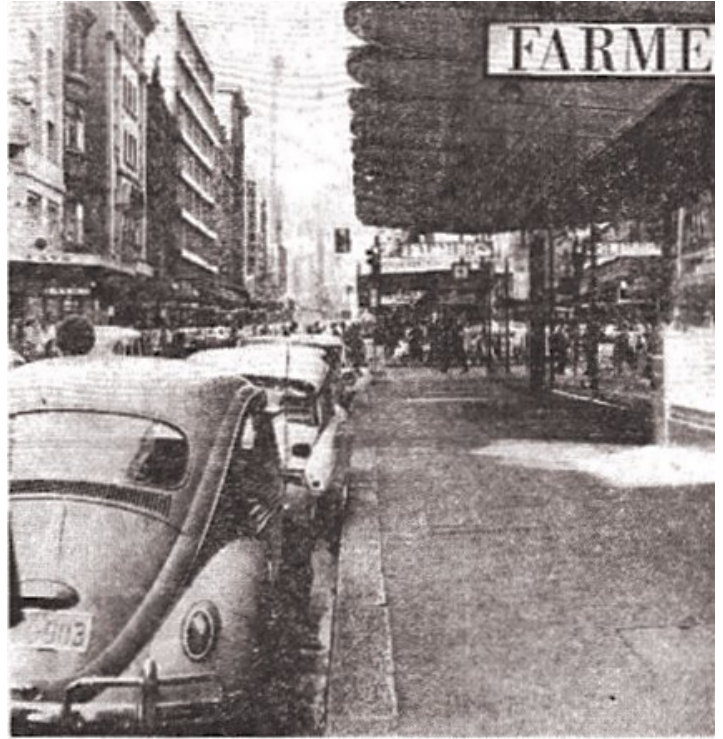
Oscar's Scrapbook.

Lynden C Maxfield
July 29, 2023 · 🌐

An 'Orange Spot' van in front of Lanock Motors, in William Street, Sydney, circa 1964
Source: David Lillicot



82 10 comments 11 shares



Market St lined with parked cars . . . but the shoppers were very few.

2 DAILY MIRROR, SATURDAY, MAY 27, 1967 2



I Grew Up in Mortdale 2223 is in Alford's Point Bridge, New South Wales.
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#OnThisDay 11 May 1981, traffic pictured crossing Alford's Point Bridge - When the Department of Main Roads built Alford's Point Bridge 49 years ago they thought of the future. Engineers duplicated the piers to take a second span eventually opening on the 22 August, 2008.

[Photo courtesy Getty Images » Fairfax Media Archives]



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RAAF NEWS

Vol 5, No 10

November, 1963.

NEW WHEELS

The RAAF has taken delivery of two new kinds of vehicle — an aircrew operations bus, and an aircraft maintenance truck.

Although similar in appearance, with yellow body-work and white tops, the two new vehicles have important although different functions. Twenty-seven of the new vehicles were delivered from the Volkswagen factory in Melbourne to No 1 Stores Depot during October. They are now being delivered to RAAF bases throughout Australia.

The aircrew bus, costing about £1,000 each, can accommodate up to eight passengers, and has hanging rails to carry clothing. The interior of the aircrew buses are fitted with red and white lights. The red lighting has been installed to enable aircrew to condition their eyes for night flying. Twenty-six of these buses have been ordered. The aircrew buses are also fitted with a flashing red light and a spot-

light in the roof of the vehicle.

The new aircraft maintenance truck, which replaces the old-style truck maintenance radio vehicle, normally will be used to transport radio, electronic and instrument equipment from workshops to aircraft or ground navigation and telecommunication facilities. In addition, a number of vehicles will be fitted out with test equipment required for servicing the new generation of aircraft on the "flight line". The aircraft maintenance trucks have double doors on each side and are fitted with adjustable steel shelving and a loading platform on rollers. They are also fitted with a flashing red light for night operations.

Eleven of these trucks have already been ordered for the RAAF at a cost of about £1,000 each.



A line-up of the new RAAF vehicles. Aircrew operations buses can be seen in the foreground, while the aircraft maintenance trucks, with roof racks, are in the background.



Lynden C Maxfield
Admin · October 13 at 2:52 PM · NZ



Chris Burles
October 10 at 8:49 AM · NZ

The 1000th VW, Otahuhu, Auckland circa 1955. By 1962 10,000 had been assembled.

35

3 comments 5 shares

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The late news.

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

The winner of the high technology award at the Las Vegas IT Convention yesterday was a British entry. It was a state of the art, pocket IoT device that connects to the world wide web for no cost and has the computing power of a dozen high-end servers, yet fits in a matchbox and weighs only a few grams. It's the last word in powerful miniaturised computing, and runs off only three car batteries.

A panel of Supreme Court judges today handed down their maximum penalty for bigamy - two mothers-in-law.

It was reported today that the director of the Art Gallery, Mr Herbert Gudgeon, has had the whole of his body tattooed with the works of famous master painters. He has a Botticelli on his chest, a Rubens on his stomach, a Constable under each arm, a Monet down the back and a Whistler up the front. And the faint smile of the Mona Lisa becomes a broad grin whenever he sits down.

Federal Treasurer Jim Chalmers announced the true state of the nation's finances today. He said the Reserve Bank will be holding a closing down sale.

He also went on to say that the country's perilous financial state had nothing to do with reports that seventeen boatloads of refugees had been spotted off Darwin. They were trying to leave the country.

And the Australian dollar had another very bad day in trading. It finished at only 2.46 against the Malawian Gumbowayo.

TV league commentator Brad Fittler was trapped in his Brisbane hotel lobby for hours yesterday. He was ok with door signs labelled 'Push' or 'Pull,' but then he came to one that said 'Lift.'

In industrial news, it was announced that the world's longest strike has come to an end. The Egyptian president said that construction work on the pyramids will recommence tomorrow.

The Work Health and Safety committee today released a report that confirms that most accidents actually occur in your home. Their advice is that you should move.

The Sultan of Brunei was interviewed on TV last night. Having 365 wives, he explained to viewers why he looked forward to leap years.

A farmer from Moree, Darren Simpkins, reported today he had successfully crossed a hen with a banjo. He got a chicken that can pluck itself.

An amateur sports official from Grafton, Barry Durgley, managed to cross a cricket bat with a tin of baked beans. He ended up with Wind in the Willows.

The hunger strike protest by MP Clive Palmer continues. He is now into his third week without food. Doctors have warned that his situation could become critical in 17 or 18 months.

Poultry farmer Gary Robbins from Austral has developed a 0.303 bullet filled with breadcrumbs, sage and onion. He can now shoot a chicken and stuff it at the same time.

An unauthorised biography of Labor MP Chris Bowen has revealed that he once claimed to be a snow plough driver in Mt Isa. The book also reveals how he used to fiddle his overtime.

The State Rail Authority today revealed a powerful new express locomotive. It will be so fast that it will be able to travel from Sydney Central to Bathurst before its driver gets a pay rise.

Sport. Outgoing South Sydney coach Ben Hornby was asked about Latrell Mitchell's weight gain and disappointing lack of fitness. He was asked what exercise he had given Latrell to do. Hornby said 'diddly squat.'

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

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