

# Zeitschrift



Volkswagen's new electric I.D. Buggy.

**April 2019**

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**The Legend Never Dies**

**Club VeeDub Sydney.**  
[www.clubvw.org.au](http://www.clubvw.org.au)

A member of the NSW Council of Motor Clubs. Also affiliated with CAMS.



# **Club VeeDub Sydney Committee 2018-19.**

<b>President:</b>	Steve Carter <a href="mailto:president@clubvw.org.au">president@clubvw.org.au</a>	0490 020 338
<b>Vice President:</b>	David Birchall <a href="mailto:vicepresident@clubvw.org.au">vicepresident@clubvw.org.au</a>	(02) 9534 4825
<b>Secretary and: Membership:</b>	Norm Elias <a href="mailto:secretary@clubvw.org.au">secretary@clubvw.org.au</a>	0421 303 544
<b>Treasurer:</b>	Martha Adams <a href="mailto:treasurer@clubvw.org.au">treasurer@clubvw.org.au</a>	0404 226 920
<b>Editor:</b>	Phil Matthews <a href="mailto:editor@clubvw.org.au">editor@clubvw.org.au</a>	0412 786 339
<b>Webmasters:</b>	Craig Adams Aaron Hawker <a href="mailto:webmaster@clubvw.org.au">webmaster@clubvw.org.au</a>	0404 184 893 0413 003 998
<b>Book and DVD Librarian:</b>	Carl Moll <a href="mailto:library@clubvw.org.au">library@clubvw.org.au</a>	0417 471 137
<b>Tool Librarian:</b>	Bob Hickman <a href="mailto:tools@clubvw.org.au">tools@clubvw.org.au</a>	(02) 4655 5566
<b>Merchandising:</b>	Raymond Rosch <a href="mailto:sales@clubvw.org.au">sales@clubvw.org.au</a>	(02) 9601 5657
<b>Assistant Merch:</b>	Kira and Bettina Rosch	
<b>Raffle Officer:</b>	Christine Eaton	(02) 9520 4914
<b>Vintage Registr:</b>	John Ladomatos <a href="mailto:vintage@clubvw.org.au">vintage@clubvw.org.au</a>	0449 236 076
<b>VW Nationals Committee:</b>	David Birchall Zelco Jurkovic, Eddie Fleita	(02) 9534 4825
<b>Motorsport Captain:</b>	Rudi Frank <a href="mailto:motorsport@clubvw.org.au">motorsport@clubvw.org.au</a>	0418 442 953
<b>VW Motorsport Committee:</b>	John Ladomatos Craig Adams Conie Heliotis	Eddie Fleita Martha Adams
<b>General Committee:</b>	Shirley Pleydon Zelko Jurkovic Conie Heliotis	Charlie Attard Joe Buttigieg Barry Parks

## **Canberra Committee.**

<b>President:</b>	Willie Nelson	<a href="mailto:clubveedubact@gmail.com">clubveedubact@gmail.com</a>
<b>Secretary:</b>	Dot Bryan	<a href="mailto:clubveedubact@gmail.com">clubveedubact@gmail.com</a>
<b>Treasurer:</b>	Dave Cook	<a href="mailto:clubveedubact@gmail.com">clubveedubact@gmail.com</a>
<b>Registrar:</b>	Willie Nelson	<a href="mailto:clubveedubact@gmail.com">clubveedubact@gmail.com</a>
<b>Council/Events:</b>	David Cook	<a href="mailto:clubveedubact@gmail.com">clubveedubact@gmail.com</a>
<b>Social Media:</b>	Dorothy Bryan	<a href="mailto:clubveedubact@gmail.com">clubveedubact@gmail.com</a>
<b>Merchandise:</b>	Jacqui Stenhouse	<a href="mailto:clubveedubact@gmail.com">clubveedubact@gmail.com</a>

## **Club VeeDub membership.**

Membership of Club VeeDub Sydney is open to all Volkswagen owners. The cost is \$45 for 12 months.

## **Monthly meetings.**

Monthly Club VeeDub meetings are held at the Arena Sports Club Ltd (Greyhound Club), 140 Rookwood Rd, Yagoona, 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

## **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 (2007-on) are available at [www.clubvw.org.au](http://www.clubvw.org.au) under the Media - *Zeitschrift* tag.

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

## **We thank our VW Nationals sponsors:**

### **30 years.**

Volkswagen Group Australia	Stan Pobjoy Racing Engineering
Andrew Dodd Automotive	Vintage Vee Dub Supplies
H&M Ferman	Volksbahn Autos Pty Ltd

### **25 years and over.**

Aust VW Performance Ctre	Shannons Car Insurance
Mick Motors	Wolfsburg Motors St Peters
North Rocky & Import Parts	

### **20 years and over.**

Harding Performance Cars	Reliable Automotive Services
Indian Automotive	Wayne Penrose Automotive

### **15 years and over.**

All Metal Bumpers	Mobile Model Cars and Toys
Evolution Car Hire	NRMA Insurance

### **10 years and over.**

Antique Tyres	Rod Penrose Racing
Artemi's T-Shirts	Westside Mufflers
Black Needle Auto Upholstry	VW Classic Kirrawee
Custom T Shirts	VW Magazine Australia
Euro Automotive	Volkscare
ESigns	Wolfsburg Auto Melbourne

### **5 years and over.**

Exoticars Service Centre	Mountain Mechanics
Forty Horse	Quik Strip
Just Kampers	Volkshome Automotive
MacKellar Service Centre	Volkswerke
Motexion	

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

# Robertson Heritage Railway Station Classic Car Show

Sunday 14th April 2019 - 9.30 am - 1.30 pm

Exhibited car gold coin entry



- Historic Farm Machinery
- Displays - History and Railway
- Working Model Trains Displays
- BBQ Food Drinks & Coffee
- Art show at the Fettlers Shed

Image courtesy Adrian Compton © 2017

P: Steve: 02 4885 2393  
E: [accn@bigpond.com](mailto:accn@bigpond.com)



[robertsonrailway.org.au](http://robertsonrailway.org.au)



# 2019

**ANDY ROBERT'S  
6TH ANNUAL VW FAMILY PICNIC DAY  
SUNDAY 5TH MAY  
COFFEE & CARS  
AT VW HQ: 10 SOUTH ESK DRIVE SEAHAM  
FROM 10AM**

**Come one Come all to celebrate all Classics.  
At Australia's biggest private Classic Car  
spectacular. With lots of stalls, sausage sizzle  
& games for the kids, this is a must see  
event for any Classic Car enthusiast.**

**Proudly Sponsored by: Hunter Volkswagen, Shannons Insurance,  
Gentlemen's Outfitters Charlestown, Newcastle VW centre  
New Lambton FC, The Flying Volkswagen**



*Gentlemen's*  
OUTFITTERS  
CHARLESTOWN

Newcastle VW Centre  
  
Wickham Ph: 4927 6689



**For Further Info Contact Andy 0407 016 903**

**Printing Courtesy of Kent Rowe Digital Print**



**Old Car Social Club Inc.**  
EST. 1996

# 15th Annual Show & Shine

**Sunday 5th May, 2019**

In Aid of Diabetic Awareness

**At Bankstown Paceway,  
Bankstown**

GWS Giants  
Representatives  
on site



**GIANTS**

**ROCKER  
COVER RACES**

**Car Show entry off Milperra Road**

(follow the Car Show signs)

**Car Show Gate opens at 7.00am, Cars in position by 9.00am**

**Trophies will be presented at 1.00pm**

**We invite you to bring your classic beauty.  
Vintage, Hot Rod and Commercial to show.**



Food &  
Drinks  
Available



Supported by



**MOTHERS®**  
Polishes • Waxes • Cleaners

Veteran, Vintage & Classic  
Vehicle Insurance

**Allcott Hire**

**Entry Fee: Display Cars \$15.00 (includes Driver and Passenger)  
Spectators: Gold coin donation**  
For further enquiries contact: John - 0410 017 007, Neil - 0418 943 518 or Noel - 0409 601 827



# VW NATIONALS SYDNEY AUSTRALIA

## **Supersprint**

Saturday 25<sup>th</sup> May  
Sydney Motorsport Park

## **Show Day**

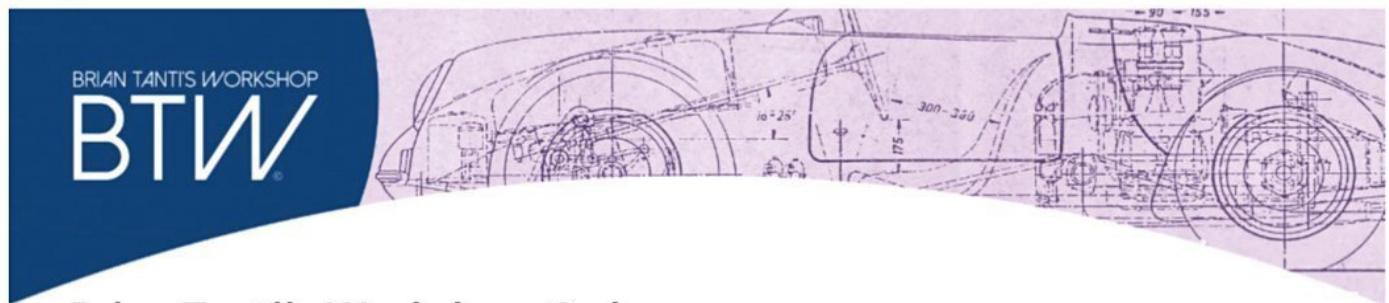
Sunday 26<sup>th</sup> May  
Fairfield City Showgrounds

Learn more at [www.clubvww.org.au](http://www.clubvww.org.au)

Or phone David Birchall on 02 9534 4825



Volkswagen



## **Brian Tanti's Workshop, Sydney**

### **A unique destination for car clubs**

Brian Tanti is a world-renowned coachbuilder who for the past 30 plus years has worked in association with the Fox Car Collection in Melbourne restoring some of the world's rarest cars. For decades car clubs, motor industry groups and corporate visitors have been touring Brian's workshop facility, witnessing time honoured disciplines and many new-to-industry technologies. In Melbourne the car enthusiast movement enjoyed a healthy relationship with BTW regularly organising tours both informal and formal evening visits to the world-class facility in Docklands.

In July 2018, Brian Tanti's Workshop relocated to Artarmon, Sydney.

### **Tour information**

## **Tuesday 11 June 2019**

Time: 7pm – 9pm

The evening starts with a formal presentation and Q&A followed by a behind the scenes workshop walk through.

Light refreshments will be served - cold meats and cheeses, nibbles, bottled water and soft drinks

Price: \$20 per head based on 50 persons

### **Club Veedub Contact**

All interested Club Veedub members and their families are welcome to attend (\$20 per head). We require booked names prior to the event (FOR CATERING PURPOSES). To book your place, contact club organiser Carl Moll on 0417 471137 or email [library@clubvw.org.au](mailto:library@clubvw.org.au)

RSVP for booking your place with Carl is Monday 3rd June. Please get in early!

Carl will be taking bookings and gratefully accepting \$20 payments at the next Club meeting.



# Berry Blast From The Past

Sunday 7 July 2019 at the Berry Bowling Club



Gold coin donation for public entry  
All proceeds of the show donated to Can Assist - Cancer Assistance Network

Proudly supported by Rod Penrose Racing  
Vehicle entry is \$20 with gates open from 9am



For more information contact Dave Becker on 0402 003 965

People's Choice Award and raffle drawn at 1pm

## Von dem Herrn Präsident.

Hi all, it's been twelve months since the passing of one of our most well-known and well-loved club members, Brian Walker. He passed away in March 2018 after a long fight with cancer. We're thinking of him as we come up to the VW Nationals as he was one of our most valued helpers.

It's been a bit quiet leading up to our major event, the VW Nationals in May, with only the Flat Four Lighthouse Cruise and some Canberra events to report on – see stories and photos in this issue.

There are a couple of events to consider attending before the Nationals comes around. This month has the Robertson Classic Car Show on Sunday 14 April. You can join the Club convoy from Uncle Leo's from 7:30am for coffee and a cruise to Robertson.

On Sunday 5th May is the annual event near Newcastle, hosted by certified Porsche and VW nut Andy Roberts at his property 'Andemar'. The annual Berry Blast From The Past show at Berry Showgrounds has been postponed until July; the date did clash with Andy Roberts event so in a way that's good. Still, if you don't want to drive to Newcastle on the 5th, we have been invited to the Old car Social Club car show at Bankstown Paceway – the markets are on the same day.

Then our major event of the year is of course the VW Nationals. Due to Dave Birchall being an unrelenting pest (to

the ARDC) we will have a Supersprint this year, so go to our webpage [www.clubvw.org.au/2019-raceevent](http://www.clubvw.org.au/2019-raceevent) and get your entries in. Sunday is our huge show day at Fairfield Showgrounds. We will certainly need people to help us out on the day, just doing simple jobs, so if you can lend us a hand to make everything go smoothly, please let us know.

Our Vintage Registrar, John Ladamatos, would like to remind all our Historic Plate owners that we would like to see your Historic Plate VW at the VW Nationals. It's our major show of the year, and really that is what your Historic Plates are for.

Speaking of Historic Plates, for those that have Historic Registration and wish to renew it, or are contemplating moving your vehicle on to Historic Registration, you need to contact John Ladomatos. He is the club's Historic Vehicle Registrar. If you contact anyone else on the committee about renewing your registration, you will be directed to John for your enquiries. If you mail your documentation to the club mailing address, Norm will only forward your documents to John by regular mail, lengthening the processing time, or worse, your documents being lost in the post due to double handling.

You will all receive your renewal notice from RMS about 4 weeks prior to expiry. Do not leave it till the last few days and expect miracles that your registration will be processed in that time. It is not the club's responsibility to ensure you renew your registration on time. If you do leave your renewal to the last few days prior to registration expiring, expect your registration to expire before being

processed.

You can contact John Ladomatos on 0449 236076 or by email at [johnladomatos@y7mail.com](mailto:johnladomatos@y7mail.com) for any and all of your Historic Vehicle Registration enquiries.

There's plenty happening during the rest of year as well; check the Klub Kalender and update your diary. We'd love to see you and your VW (old or new) at an event.

See you soon,

Steve Carter



## Kanberra Kapitel report.

Greetings from Canberra,

With the warm weather soon to be a memory, a number of car events have been held recently in and around Canberra to make the most of the warmer months. Once again, the club supported one of the region's biggest all-marque events in March, attending the annual Wheels Car Show. This is one of two shows organised by the Council of Motor Clubs ACT each year. A local club is requested to run the show each year and this year the Southern Tablelands Historic Car Restorers Association (STHCRA) volunteered to run the show. For the second year the show was held out at the Queanbeyan Showgrounds, which is quickly becoming the go-to venue for large events in our region. Please see the article in this edition of the magazine for a full report.

With school holidays, Easter and ANZAC Day in April, there are traditionally not many events planned in April. There are a few in the area and those interested to know what's going on should head to our Facebook page and click on the Events tab.

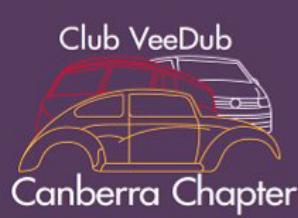
Also – please keep an eye on the Facebook page as we are planning a short-notice get together (something along the lines of a coffee run) sometime in April. As I said, it will be short notice and placed on the Facebook page, with a time and location to meet. If it goes well, we'll look at doing a few more of these throughout the year.

Planning has already started for this year's German Auto Day (GAD). A new venue will be announced soon, due to Pialligo Estate developing the area we have used for the past two years. We hope to reveal the venue soon, as soon as we have locked in details with all stakeholders. As Club VeeDub is the lead organiser this year, we would love to hear from anyone who can offer assistance with running the show. Also, any ideas to make the show better and attract more spectators are most welcome.

If you are not receiving emails from the club, please contact us so we can add you to the mailing list; or if you don't want to receive our mail-outs, also please contact us on our new email address: [clubveedubact@gmail.com](mailto:clubveedubact@gmail.com)

Cheers,

Willie.



## Klub Kalender.

*\*\*\* All information correct at time of printing but subject to change - events are sometimes altered or cancelled without notice. Check [www.clubvw.org.au](http://www.clubvw.org.au) for the latest information and any changes.*

### April.

**Sunday 14th:- Robertson Classic Car Show** at historic Robertson Heritage Railway Station. Yes it's back! Gold Coin Donation for exhibited cars appreciated; free public entry for browsing. 9.30 am to 1.30pm weather permitting as the cars are precious and the grounds can be soggy. Lots of activities: Railway Station open for History Display. Working model trains. Historic Farm Machinery. Art Show in the Fettlers Shed Gallery. BBQ sausage sizzle. Food - tea and home made cakes. Gourmet Coffee Van. Robertson Monthly Markets at the School of Arts is on the same day. Inquiries: Steve (02) 4885 2393 or email [stevercarey@bigpond.com](mailto:stevercarey@bigpond.com). **Join the Club VW Convoy from Uncle Leo's Caltex, Liverpool Crossroads, 7:30am for an 8am departure.**

**Thursday 18th:- CLUB VW MONTHLY MEETING** at the Greyhound Social Club, 140 Rookwood Rd. Yagoona (right next to Potts Park). Get the latest VW news and views, plus VW socialising, drinks, raffles, trivia and plenty of prizes. Lots of fun, all welcome. 8:00pm start.

**Monday 29th:- Canberra General Meeting** at the Harmonie German Club, 49 Jerrabomberra Avenue, Narrabundah, at 7:30pm.

### May.

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

**Sunday 5th:- Annual 'Old Car Club' Show and Shine** at Bankstown City Paceway. Entrance off Milperra Rd (follow the show signs). We invite you to bring along your classic VW to the show! Gates open 7:30am, cars in position by 9:00am. Trophies presented at 1pm. Display car entry \$15, includes driver and passenger), spectators a gold coin entry. Food and drink available. Bankstown Markets are on as well. All enquiries to John on 0410 017007. Club Veedub Convoy meets at McDonalds Moorebank (281 Newbridge Rd) at 7:15 for a 7:30am departure – so we can arrive and park together.

**Sunday 5th:- Andy Roberts' VW Family Picnic day 2019**, at 'Andemar', 10 South Esk Drive, Seaham NSW (turn off at Raymond Terrace). From 10am. Come one, come all to this charity event to celebrate all things Volkswagen and Porsche, whether classic air or modern water. Sausage sizzle, stalls, lots of activities and awards for everyone. Show off your VW and see some of Andy's exotic Porsches. Contact Andy on 0407 016903 for more info.

**Thursday 9th:- Committee Meeting** and magazine pack at the Arena Greyhound Sports Club, 140 Rookwood Rd. Yagoona (next to Potts Park).

**Thursday 16th:- CLUB VW MONTHLY MEETING** at the Greyhound Social Club, 140 Rookwood Rd. Yagoona (right next to Potts Park). Get the latest VW news and views, plus VW socialising, drinks, raffles, trivia and plenty of prizes. Lots of fun, all welcome. 8:00pm start.

**Saturday 25th:- VW Nationals Supersprint** at Sydney Motorsport Park, Eastern Creek. We're back at this famous Sydney track, on the south 'Amaroo' circuit. VW racers wanted, air or water-cooled. Stock is OK! CAMS licence and helmet required. Phone Rudi Frank on 0418 442953 for information on licencing, registration and entry.

**Sunday 26th:- VW Nationals 2019** at Fairfield Showgrounds, Sydney. Our biggest VW show of the year, with 44 peer-judged categories, a special concours category and 3 perpetual trophies. VW trade stands, new car display, VW swapmeet, kids rides, Club shop, German dancing, entertainment, great food and drink, VW fun all day.

**Monday 27th:- Canberra General Meeting** at the Harmonie German Club, 49 Jerrabomberra Avenue, Narrabundah, at 7:30pm.

## **June.**

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

**Tuesday 11th:- Tour of Brian Tanti's workshop**, 21 Dickson Ave Artarmon, 7pm to 9pm. Brian is a world-renowned coachbuilder who has rebuilt many rare and exotic cars. Come along for a personal tour of the workshop. The evening starts with a formal presentation and Q&A, followed by a guided 'behind the scenes' tour. Refreshments will be served – cold meats and cheeses, nibbles, bottled water and soft drink. \$20 per head. Pre-bookings are essential for catering purposes. Contact Carl Moll on 0417 471137 or email [library@clubvw.org.au](mailto:library@clubvw.org.au) or see Carl at the next meeting. RSVP for all bookings is Monday 3 June.

**Thursday 13th:- Committee Meeting** and magazine pack at the Arena Greyhound Sports Club, 140 Rookwood Rd. Yagoona (next to Potts Park).

**Thursday 20th:- CLUB VW MONTHLY MEETING** at the Greyhound Social Club, 140 Rookwood Rd. Yagoona (right next to Potts Park). Get the latest VW news and views, plus VW socialising, drinks, raffles, trivia and plenty of prizes. Lots of fun, all welcome. 8:00pm start.

**Monday 24th:- Canberra General Meeting** at the Harmonie German Club, 49 Jerrabomberra Avenue, Narrabundah, at 7:30pm.

## **July.**

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

**Sunday 5th:- Berry Blast From the Past show at Berry Bowling Club.** NEW DATE AND VENUE! Gates open at 9:00am \$20 entry, includes an event plaque. Gold coin donation for non-showers for a look around. People's Choice award and raffle draw at 1pm. All funds to Cancer assistance Network. Hosted by the Shoalhaven Volkswagen Club., contact Dave Becker on 0402 003965. Proudly supported by Rod Penrose Racing.

**Thursday 11th:- Committee Meeting** and magazine pack at the Arena Greyhound Sports Club, 140 Rookwood Rd. Yagoona (next to Potts Park).

**Thursday 18th:- CLUB VW MONTHLY MEETING** at the Greyhound Social Club, 140 Rookwood Rd. Yagoona (right next to Potts Park). Get the latest VW news and views, plus VW socialising, drinks, raffles, trivia and plenty of prizes. Lots of fun, all welcome. 8:00pm start.

**Monday 29th:- Canberra General Meeting** at the Harmonie German Club, 49 Jerrabomberra Avenue, Narrabundah, at 7:30pm.

## **August.**

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

**Thursday 8th:- Committee Meeting** and magazine pack at the Arena Greyhound Sports Club, 140 Rookwood Rd. Yagoona (next to Potts Park).

**Thursday 15th:- CLUB VW MONTHLY MEETING** at the Greyhound Social Club, 140 Rookwood Rd. Yagoona (right next to Potts Park). Get the latest VW news and views, plus VW socialising, drinks, raffles, trivia and plenty of prizes. Lots of fun, all welcome. 8:00pm start.

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

**Monday 26th:- Canberra General Meeting** at the Harmonie German Club, 49 Jerrabomberra Avenue, Narrabundah, at 7:30pm.

# **Marktplatz.**

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

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

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

## **New ads.**



**For Sale:** 1972 VW Type 3 Notch, automatic. 56903H club plates, not transferable. Owned by present owner for 16 years. Preserved original condition. Always garaged and maintained to the highest standard. The engine and auto gearbox were recently rebuilt by Klaack Motors. The car will be delivered with 12 months rego. Few better-preserved originals exist. Detailed maintenance spreadsheet and suite of photos available by email, [abcaadesign@hotmail.com](mailto:abcaadesign@hotmail.com). Contact Ken on 0411 115207. \$10,000 ono



**For Sale:-** 1973 Type 3 wagon. Automatic, 1600cc. 70,000 miles, registered to July this year. Spare panel and parts. Same owner

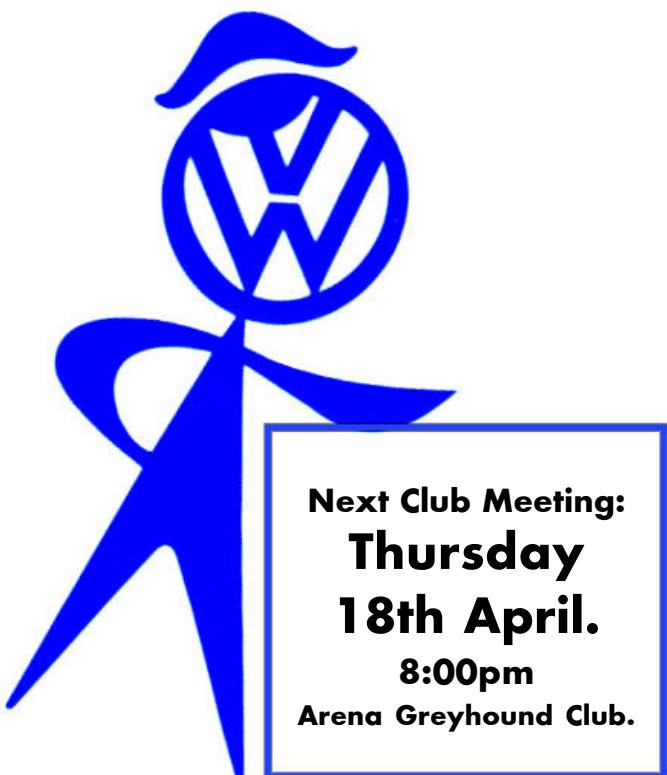
for last 45 years. No rust, has been prepped for respray. \$8,000 offer considered. Contact Kaye on 0418 473332



**For Sale:- 1970 VW Beetle Convertible.** Runs beautifully, starts easily. Vinyl convertible top, padded roll bar and 'Hebmuller'-style rear panels. Front 'Carrera' bumper cover. New red upholstery. I have had a battery isolator installed. There is slight rust over the sill and wheel arches. Moving overseas and need it gone. Unregistered and will be sold that way. Asking price \$10,550; price is negotiable. Please message me if you would like any details or would like to organise a time to come and check it out! Contact Sherri Fittler on 0426 265774 or email [sherrifittler@gmail.com](mailto:sherrifittler@gmail.com)

**For Sale:- Three VW Beetles** of various years, along with many panels and spare parts. Anybody interested in purchasing these vehicles/parts, should contact Ken Scifleet on 0478 229666. The vehicles/parts are located in Mudgee.

**For Sale:-** I have an early pre-'55 VW rear-vision mirror with no sun visor. I have a rear mirror with "plastic" sun visor. Free. Contact John Collins - [colljj@hotmail.au](mailto:colljj@hotmail.au) or phone 0428 421496



**Next Club Meeting:  
Thursday  
18th April.  
8:00pm  
Arena Greyhound Club.**



**For Sale:- Personalised Number Plate - NSW – ‘VW 250’**  
Used. Only serious offers considered. Very special combination. Solid investment. Plates on hold. Ready to go. Suits any 2.5 engine or one of those very special 250 HP VeeDubs! Previously on a T4 Caravelle 2.5 TDI. Looked awesome! Asking Price \$2500. Contact Reece Radford on 0426 177129 or email [reeceradford@iinet.net.au](mailto:reeceradford@iinet.net.au) or [shedspace@iinet.net.au](mailto:shedspace@iinet.net.au)



**For Sale:-** I have owned this **Super Beetle** since 2002. Considerable time and money have been spent on restoring/maintaining it in good condition. Circa 2012 the car was: Resprayed with Acrylic Lacquer in its original finish of Antarctic White; Front and rear bumpers straightened and re-chromed; Fitted with a new headlining; Fitted with new window rubbers including new inner and outer door window scrapers; New seat covers in grey velour over red vinyl fitted; Steering box replaced and thus no “tight spot” common in these Beetles; New exhaust heat exchangers fitted; Wheels powder coated grey; In recent times the Gearbox side plate O Rings and gearbox oil seals were replaced; Rear main engine oil seal replaced; Rear wheel bearings and seals replaced; New rear tyres fitted. This car does not leak oil on the garage floor, the engine starts and runs well with no abnormal engine or body noises; always garaged to keep it in good order. Original AM only radio that works. It has full NSW Registration until May 2019 and has travelled only 6,650 kilometres since 2012. This low usage (I also have a 1965 Beetle and a 1970 Kombi) is the main reason for selling. Asking Price \$9500. Contact Gregory Riddell on 0418 631023 or email [riddell.greg@bigpond.com](mailto:riddell.greg@bigpond.com)

**For Sale:- 1974 single cab Kombi.** It has Victorian registration till November 2019. It has a 2 litre motor,

cream/yellow body with white roof. The Kombi is located in Edithvale, Victoria. Asking price \$15,000 negotiable. Contact Charlie Prattico for further details on 0403 232884.

## **2nd Month ads.**

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## **Beach buggy owners:**

Dear members of Club VeeDub Sydney,

My name is Daniel Voigt, I am an editor at the agency „C3“ in Berlin, Germany and we produce stories and content for the digital channels of the Volkswagen Group.

Why I write to you: In the near future, the dune buggy of the 1960s and 1970s will celebrate its return to Volkswagen's vehicle segment - as a new, fully electric ID. BUGGY (see the articles in this issue - Ed.) To mark this occasion, we are planning an article about the love and enthusiasm for the cult car. In particular, we would like to give the loyal fans of the Buggy all over the world and around the globe in an article on the corporate website of Volkswagen a chance to speak and tell us about their Buggy model, their driver experiences and anecdotes they have experienced with and through the Buggy.

In this matter, i came across your club and would like to ask you (if someone in your club owns a dune buggy) : Would you or the members of your club provide us with photos of their own (rebuilt) dune buggies and want to tell us something about the vehicles? That would be great! We would like to publish and present some pictures then in a gallery on the corporate website of Volkswagen. If you are interested, i can write you details and concrete questions.

I look forward to hear from you!

Best regards,

Daniel Voigt  
[Daniel.Voigt@c3.co](mailto:Daniel.Voigt@c3.co)

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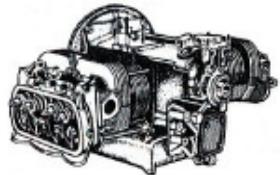


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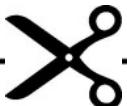
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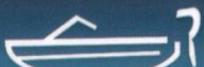
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## VW Touareg Launch Edition.

Volkswagen Australia has confirmed pricing and specs for the first third-generation 2019 Touareg coming to our shores, the Launch Edition, on the back of a dealer event in Brisbane.

The new big VW SUV will be pitched as a more premium offering than its predecessors and will be priced from \$89,990 before on-road costs. Power will come from a 3.0-litre V6 turbo-diesel engine when the car arrives in dealers early in May.

Peak power is 190 kW and peak torque is 600 Nm. Sound familiar? That's because the Touareg will share its Euro 5-certified diesel engine with the Amarok at launch in Australia, ahead of 170 kW and 210 kW diesel engines arriving "toward the end of the year".

That's according to Jeff Shafer, product marketing manager at Volkswagen Australia, who spoke to media about the brand's upcoming SUV plans.

Anyway, the Launch Edition. Although some manufacturers have used 'Launch Edition' billing to signify limited-run models, Volkswagen will sell the Touareg in 'launch' spec until a wider range of options and engines become available.

Standard equipment will be generous, although a pair of options packages (more to come) can bump the sticker

price north of \$100k.

Autonomous emergency braking with pedestrian detection, parking assist, adaptive cruise with stop/go, rear and front cross-traffic alert, automatic matrix LED headlights, and an electric tailgate are all standard on the tech front, along with analogue gauges and a 23.4-cm touchscreen infotainment system.

Leather seats (the softest leather in the Volkswagen stable, apparently) with massaging, heating and cooling are standard, along with four-corner air suspension, electric mirrors and a power steering column are also standard.

The car rides on 20-inch alloy wheels, and will be offered in four colours: black, blue, grey and white. Only white is a standard colour, the remainder are \$2000 options.

Speaking of options, you'll pay \$8000 for the Innovision Package with a 38.1-cm central infotainment display, a head-up display, the latest iteration of Volkswagen's digital driver instruments, multi-colour ambient lighting and a volume scroll wheel. A panoramic glass sunroof is another \$3000 option.

VW says the car is cheaper than the closest equivalent Touareg 180TDI which, with the Driver Assist Pack, was priced from \$90,890 before on-roads.

Exactly when the wider diesel range will be available is still up in the air, as Volkswagen battles supply and emissions homologation issues abroad. Although a petrol will be offered in Europe, VW's communications boss, Paul Pottinger, suggested Australia is "a diesel story."

In other words? Don't hold your breath for the petrol to come here.

### 2019 Volkswagen Touareg pricing

**V6 TDI Launch Edition – \$89,990**

## V6 petrol Touareg in Europe.

Volkswagen Germany is getting ready to add a petrol-powered V6 engine to its Touareg line-up, according to reports from Europe.

At the moment, the Volkswagen flagship SUV is offered with two diesel options, the most powerful of which produces 210 kW of power and 600 Nm of torque. The 3.0-litre V6 turbo petrol, which was promised at launch, ups the power output to 250 kW. It's due to arrive in the UK during the middle of 2019, but Volkswagen Australia has confirmed there are "no plans" for the engine at this point.

Power is put to the road through all four wheels and an eight-speed automatic transmission, for a 0-100 km/h sprint time of 5.9 seconds. That's pretty sprightly for what is a very big four-wheel drive.

In Australia, a 190 kW version of the 3.0-litre V6 turbo-diesel we already know from the Amarok has been confirmed, while a V8 turbo-diesel is high on the wish list.





Late in 2019, it'll be joined by the 170 kW and 210 kW diesel engines offered overseas. We're expecting more details on the car's spec in the weeks to come, so stay tuned.

Regardless of engine, the new Touareg will be something of a tech showcase for Volkswagen. All models come with a new 23.4-cm infotainment system with satellite navigation and digital radio, but range-topping models will be fitted with a massive 38.1-cm central touchscreen and the latest take on Volkswagen's 31.2-cm Active Info Display.

On the safety front, we know the Touareg will be offered with high-speed autonomous emergency braking, adaptive cruise control, lane-keeping assist, and front/rear cross-traffic alert.

There's also the same emergency assist system as the Arteon, which can detect when the driver is incapacitated and pull to the side of the road, before informing emergency services.

An optional thermal image camera at the front can detect infrared radiation from living things. If it detects people or animals, the assistant warns the driver.

The new Touareg will likely be pricier than before, especially once you start dipping into the tech options.

The outgoing car starts at \$74,990 and runs to \$85,490. The base new car will most likely start in the \$80k range. We don't know all pricing and spec details yet, but more details are likely to surface within the next few weeks.

## 2019 Golf GTI pricing.

Volkswagen Australia has announced new drive-away pricing for the 2019 Golf GTI, now starting at \$47,990 drive-away.

Priced from \$45,490 before on-road costs when it initially arrived in October, the Golf GTI remains unchanged spec wise, though this year's drive-away deal also includes VW's recently-introduced five year/unlimited kilometre warranty coverage.

As before, the MY19 GTI is offered solely in 'Performance' trim, meaning you get a 180 kW/370 Nm 2.0-litre turbocharged four-cylinder petrol engine, mated as standard to a seven-speed wet-clutch DSG automatic.

The Performance package also includes an electro-mechanical front differential lock, and bigger brakes borrowed from the all-wheel drive Golf R.

Key equipment highlights include the 31.2-cm Active Info digital driver's display, a 20.3-cm touchscreen navigation system with Apple CarPlay and Android Auto, 18-inch alloy wheels, adaptive chassis control, LED headlights with

adaptive high-beam, 'Clark' tartan cloth upholstery, keyless access with push-button start, and electric folding side mirrors.

The Driver Assistance pack is also standard, meaning there's adaptive cruise control with Traffic Jam Assist and adaptive lane guidance, blind-spot monitoring with rear cross-traffic alert, and automatic parking assist on top of standard items like autonomous emergency braking with pedestrian monitoring and a rear-view camera.

As before, two option packages are available. First is the Sound & Style package (\$2300), which brings 19-inch 'Brescia' alloy wheels (pictured), a larger 23.4-cm navigation system with Gesture Control, voice control, and the 400W Dynaudio Excite premium sound system.

There's also the Luxury package (\$3900), adding 'Vienna' leather upholstery with red piping, heated front seats, electric driver's seat adjustment with memory, exterior mirror memory, and a panoramic glass sunroof.

Finally, metallic and pearl paints command a \$500 premium.

Volkswagen Australia says it has introduced the pricing promotion now that it has secured more stock of its staple hot hatch, touting its enhanced value and warranty program since the updated model initially launched.

"For the first time since this GTI variant was introduced late last year, we will be in a position to meet demand," said Ben Wilks, Volkswagen's local director for passenger vehicle sales.



"The inclusion of this much standard equipment – items that were inevitably optioned by customers – coupled with the newly enhanced drivetrain, make this in fact the best value GTI since the Mk 7 was introduced in 2013."

## Amarok V6 manuals coming.

Volkswagen Australia is looking to further expand its Amarok range in the coming months, headlined by the introduction of manual versions of its V6 variants.

Speaking at last month's launch of the Caddy Beach camper van in Sydney, Ryan Davies, director for Volkswagen Australia's commercial vehicle division, said the local arm is keen to bring the manual-equipped Amarok V6 Down Under.

"We probably won't see it before quarter three, quarter four [of 2019]," he said of the Core V6 manual that should come in at under \$50,000.



Davies indicated the manual transmission could also be available on other trim levels of the V6-powered ute.

"It's likely that we'll be able to have that in Highline as well," he said, though couldn't confirm a timeframe.

The Amarok V6 Core and Highline both run a 165 kW/550 Nm version of the 3.0-litre turbo-diesel V6 that features in a range of Volkswagen Group models, while the top-spec V6 Ultimate 580 pumps out a beefier 190 kW and 580 Nm (200 kW on overboost).

## T-Roc and T-Cross coming here.

Volkswagen Australia has confirmed the Polo-sized T-Cross and the slightly larger Golf-based T-Roc are coming to Australia early in 2020, giving Volkswagen's SUV portfolio a long-overdue boost.

Speaking at a dealer conference in Brisbane, Todd Ford, product manager at Volkswagen Group Australia, said both cars offer a "significant volume opportunity" when they arrive.

### T-Cross.

We'll start with the T-Cross, the smaller of the two crossovers. It'll start below \$30,000 when it arrives, powered by a range of three-cylinder engines. The 85TSI engine from the Polo will feature, but the 70TSI isn't a confirmed starter.

The car is front-wheel drive only, rides 10 mm higher than the Polo, and will be offered with a seven-speed dual-clutch transmission.

Although specs are still to be confirmed, we know the car will be available with the Volkswagen Active Info Display inside, along with a range of colourful trim options.



Despite its compact dimensions, the car's luggage area measures between 385 litres and 455 L with the rear seats in place; these can slide fore-and-aft to allow more passenger room or cargo space. With the second row folded, the T-Cross can hold up to 1281 litres.

Outside, an R-Line package will be offered, and buyers will be able to spec wheels up to 18 inches. A wider range of colours than offered on the Polo will be available on the T-Cross, including an eye-catching shade of turquoise.

### T-Roc.

The larger T-Roc will arrive shortly after the T-Cross, priced beneath \$40,000. It's based on the Golf, like the even larger Tiguan, and will follow in the T-Cross's footsteps with a wider range of colour options, both for the body and contrasting roof.



Three trim grades will be offered: Style, Sport and R-Line. Each will get a unique cabin finish, and wheels up to 19 inches will be offered.

There's also the option of adaptive dampers, and the car will be all-wheel drive. Given its Golf origins, power will come from a range of turbocharged four-cylinder engines, but exactly which states of tune remains to be seen.

Boot space is 445 litres with the rear seats in place and 1290 litres with them folded, more than a Mazda CX-5 or Ford Escape, both of which are much bigger externally.

Europe also has the option of the T-Roc R, fitted with the Golf R's 221 kW/400 Nm engine. Volkswagen Australia is obviously keen given the popularity of the Golf R, but actually getting it is another story. Paul Pottinger, communications boss for VW Australia, simply said the company is "after it..."

## VW Atlas ruled out for Australia.

While VW's new small SUVs will be coming here, perhaps not surprisingly Volkswagen Australia has categorically ruled out the current-generation Atlas making the trip to Australia. The left-hand-drive USA-China model made a tricky right-hand drive business case and is the reason for ruling it out.

Speaking with media on the back of an SUV-focused dealer event in Brisbane, Paul Pottinger, Volkswagen's local



head of communications, said the behemoth VW seven-seat SUV is just “not going to happen this generation” in Australia.

VW Australia has previously shown interest in the VW Atlas, built in Tennessee for the US market and in Tianjin for China, where it’s sold as the VW Teramont.

When the CrossBlue Concept was released in 2014, VWA said it would be “very keen” to bring it Down Under, but hopes have faded over time. Flash forward to February 2017 and it was “increasingly unlikely” we’d get the car, while the most recent announcement has made official what we were expecting to hear.

According to VW, the issue is right-hand drive demand. Australia isn’t a big enough market to justify a right-hand drive run on its own, while the car is too large for British and Japanese tastes, the only other major RHD markets. The Atlas/Teramont will remain LHD only.

In addition, both China and North America are dominated by petrol sales, which means the Atlas/Teramont isn’t offered in either market with a diesel engine. In the USA the Atlas is only available with the Golf’s 2.0 turbo four, or a 3.6-litre VR6. The Chinese Termont has two 2.0-litre turbo petrol fours, or a unique smaller 2.5-litre VR6.

## Transporter T6.1.

Volkswagen has given its iconic Transporter van a new look, with a fresh grille more closely aligned to models like the Touareg, a sportier looking bumper design, and squarer headlight units which flow directly into a new side badge and indicator element.

Out the back there’s LED driving lights integrated into the redesigned tail-lights graphics.

Bigger changes are apparent inside the cabin. The dashboard has been upgraded with a sweeping, more modern car-like design, including metal-like highlights, and controls angled towards the driver.

Top-spec models are available with a 26-cm digital instrumentation display, and VW’s latest MIB3 infotainment system with either 20.3- or 23.4-cm touchscreen units. Wireless Apple CarPlay connectivity is available.

Another new feature is an under-seat storage area accessible from the main cargo bay, which extends the storage area by between 350 mm and 400 mm depending on the model.

In Europe, the Transporter now comes with electric windows, LED interior lighting, central locking, and heated

wing mirrors with electric adjustment.

For the T6.1 upgrade, Volkswagen has ditched the current van’s hydraulic power steering system for an electro-mechanical setup, which allows for the fitment of cross-wind assist, lane keeping assistance, and partially automated parking.

Available safety features include autonomous emergency braking, trailer assist, and rear traffic alert.

At the bottom end of the van’s European range will be two new 2.0-litre turbo-diesel options: a base 66 kW unit, and a 81 kW variant. Upstream from this are two carry-over engines: a 110 kW 2.0-litre turbo-diesel, and the 146 kW twin-turbo diesel. For

Australia, it’s likely that only the higher-power versions will be offered.

In association with ABT, Volkswagen will also offer a fully electric version of the T6.1. Featuring an 82 kW electric motor, and either a 38.8 kWh or 77.6 kWh battery, the electric van has an NEDC range of over 400 kilometres.

The updated Volkswagen Transporter, Multivan and Caravelle range goes on sale in Europe during the third quarter of 2019, and Volkswagen’s Australian arm has confirmed we’ll see them here in the first quarter of 2020. Quite the wait.

“At the moment we’re deciding from the whole array of engines, transmissions and trim levels,” Paul Pottinger, General Manager Corporate Communications, Volkswagen Group Australia, said.

“Our vehicles will come with newly available safety and infotainment systems. Importantly, the dimensions of the



new line-up are retained so that owners of current models can swap in existing fit-outs when they trade up."

## No timeline for electric vans.

Volkswagen Australia's commercial division says it isn't sure exactly when it will introduce all-electric versions of its van range, despite VW's push towards electrification globally.

The director for commercial vehicles at Volkswagen Australia, Ryan Davies, said it's "too early to tell" what the future of electric vans will look like here.

"We're kind of dependent on what gets developed from the factory in terms of what we can access. So we don't really have any firm timeline on that as yet," he says.



"Suffice to say that whatever is producing right hand drive, we'll be looking at its suitability for the market for sure."

Davies added there are concerns about Australia's current infrastructure, given the amount of time commercial vehicles spend operating on a normal work day.

"I think the infrastructure is a concern where it's certain something that we need to be aware of in particularly with the van," Davies said.

"A van's generally running between 10-12 hours a day. So we need to be conscious of those things and we need to understand what the battery life is and we also need to understand what our customers want."

In 2016 Volkswagen revealed the e-Crafter concept, based on the new-generation Crafter van.

The concept vehicle was powered by a 100 kW/290 Nm electric motor, teamed with a 43 kWh lithium-ion battery pack.

Claimed range was quoted at up to 208 kilometres, while top speed was limited to 80 km/h. As for charging, Volkswagen claimed the e-Crafter concept could be replenished in as little as 45 minutes.

The production version has since been launched in Europe, drawing upon the same electric drive system as the e-Golf offered overseas.

Given Davies' comments and the almost complete lack of electric vehicle infrastructure in Australia, as well as expensive and uncertain mains grid power generation, it's

unlikely we'll see the e-Crafter or subsequent electric Volkswagen commercial models on local roads anytime soon.

## Memminger Roadster 2.7.

As charming and cute as classic Volkswagen Beetles are, there's no getting around the fact that they're not especially sleek, nor very fast (by modern standards, anyway). That is with the exception of this, the Memminger Roadster 2.7. It's a custom Bug built by a German VW Cabriolet restoration shop called Memminger.

It's low, it has extremely wide, pumped up guards, and has been turned into a two-seat roadster. And check out those sweet plaid seats.

Admittedly, it might be difficult to call this a real Beetle. Not only is the body work radically different, but so is the chassis. It's all tube-frame with MacPherson struts up front and trailing arms in the rear. The tyres are pretty huge, too. Up front they're 225-mm wide, and 255-mm wide in the back, and they're mounted on 18-inch wheels.

But the powertrain is still kind of like a Beetle. Well, maybe Beetle-family. It's a 2.7-litre air-cooled, fuel-injected flat-4 making 157 kW (210 bhp) and 250 Nm (182 pound-feet) of torque bolted up to a 5-speed manual transmission. In a car as light as a Beetle, that should be enough to scare yourself. From the looks of it, it's probably a version of Memminger's 2.7-litre engine available for purchase individually. According to the company, that engine is based on the one used in the Porsche 914, and also the VW Type 4 and Bus, but then much modified by Memminger.

Pricing and availability aren't listed for the Roadster 2.7, and it could very well be a one-off just to show what the company is capable of.

<https://www.feine-cabrios.de/>





## **Flat Four Lighthouse to Lighthouse Cruise.**

Flat Four VW Club held their annual Lighthouse to Lighthouse Cruise on Saturday 2nd March 2019. This was the third year that this event has been held, and it is slowly growing in popularity with increasing numbers.

This year saw a total of 42 Volkswagens; Beetles, Kombis, Type 3s, Ghias and a Golf. We even had a special guest join us this year in The 'General Lee' from Dukes of Hazard fame. Even the Police came for a look.

We met down on the breakwater / harbour front, near the old Lighthouse from 3pm. After about 35mins, it was time to get moving. A short speech to the awaiting eager



owners, from the Club President and Vice and we were away.

Now try and get 40 plus cars from the lighthouse, to the freeway! It ain't easy! Trust me! This is the 3rd year I've done it and it still doesn't get any easier. It's a slow cruise out of town. But it's worth it, to look in the rear view or side mirrors and see a convoy of Volkswagens following you.

Once on the freeway, it was a little easier. People passing the convoy, waving, beeping and grins from ear to ear could be seen pressed against windows of the passing cars. What a sight it must of been to be able to pass all those Volkswagens. A little jealous from that point of view, but a bet they were more jealous as they weren't part of it. Then again, I had the best job of the day, Lead Car!!!

We headed along the freeway, turned right at the round-about and headed for Albion Park and onto Jamberoo. Through the countryside of rolling hills and passed the paddocks filled with cows, we eventually made it into Kiama



and up to the finishing point of Kiama Lighthouse.

On pulling up towards the Lighthouse, my heart started to sink. There were cars everywhere and NO Parking spots to be seen. Where was I going to park 40 odd cars together.

Well, Lady Luck must have been a VW fan that day, cause to the left of the car park was a grassy hill with one lonely car, and a couple having a romantic picnic. Sorry, not anymore. They were about to be inundated with the noise of 40 roaring Volkswagens parking.

So, Up the gravel driveway, and onto the grass. VW after VW followed until the hill was covered in two rows of cars. Owners then mingled between cars, chatting all things Volkswagen.

After awhile people started to leave as it was time for dinner. Onto the Kiama Leagues Club to finish the day off with a beautiful meal and a quite beer.

All in all, Everyone I spoke to on the day, was extremely happy and enjoyed themselves. If I missed speaking to you, I apologize but Thank you for taking the time to come cruise with us.

All that's left to say about The Lighthouse to Lighthouse Cruise, is its an AWESOME event. If you haven't been yet, you are missing out on one of the best cruises around.

Once again, I would like to Thank everyone who joined us on the day, and we hope to see you at our 2020 cruise.

Kevin Critcher  
Flat Four VW Club Sydney



no VW won the trophies; however the cars that did win were truly beautiful cars. The Mercedes club won the best club display, with their huge marquee, merchandise tent and a very civilised lunch they put on for their members.

Official numbers for the show were over 600 cars and this year the local Vintage and Veteran Truck club joined the show, as did the Old Caravaners Club. Most marques were well represented and VeeDubs were no exception. We even had a VW powered trike join us this year, with its immaculately polished engine and pearlescent paint. This was a huge hit with the kids.

It was also the first show I've bought my recently painted 1303 L Bug to since getting her back on the road. As I said to many of those in attendance, it's a good 20 metre car, but don't look too close at the paint job. After all, it's the first car I've ever painted and I did all the work in either mine or a



## **ACT Wheels Car Show.**

Hundreds of car enthusiasts were met with a beautiful sunny day at the annual ACT Wheels Car Show, conducted by the ACT Council of Motor Clubs on Sunday 3rd March.

For the second year the venue was the Queanbeyan Showgrounds, where there is so much room you could park over 1000 cars. The Queanbeyan Council welcomed us with open arms and enjoyed the fact that many of Canberra's big outdoor events are now moving out to Queanbeyan thanks to the continuing bureaucracy of the National Capital Authority and the ACT government, where very few events can now be held on any grassed areas within the Parliamentary Triangle.

This year, both the Mayor and his wife donated a trophy each to their favourite car of the show. Unfortunately



mate's garage. The paint was laid in a back-yard shed during Canberra's winter, so there was always going to be flaws with the paint....

Willie Nelson

## VW Nationals Car Show Entry Forms.

Opposite are the entry forms for this year's VW Nationals Show and Shine on Sunday 27th May. These are the forms that all the show entry cars will be given to fill out and hand in as they enter the show area.

You may find it easier and faster to cut out this one, fill it in and bring along on the day, rather than waiting until you're in the queue at the gate.

The forms are colour-coded – brown for Aircooled and blue for Water-cooled. The categories available for each type are listed on the sheet. Choose carefully – **you can only enter ONE CLASS**. Make sure you know the correct model and year of your VW, so you're in the right category. Also make sure you know whether your VW is Standard or Modified.

Not sure? Standard means that your VW is essentially the same as it was when it left the factory. It looks stock-standard and it has mostly stock-standard VW mechanical components. Adding period accessories still makes it Standard. Whether restored or original, if it looks and runs like it did when it was new, it's Standard.

Modified means you've customised the way it looks or runs. Different wheels, guards, suspension changes, bigger or faster motor, new interior, different paint, later model or non-VW parts, etc etc. It now looks, runs and sounds different – it's your own customised, personalised VW and it's no longer as VW once made it. It's modified.

If you are still uncertain, use the common sense rule. If it looks modified, then it is. If in doubt, ask a Club official.

The **Concours Class** is for immaculate stock-standard VWs only (air and water). This is the only category that is judged by a panel of VW experts. The other categories are all peer-judged. All car entries receive a judging sheet to allow you to choose up to 20 VWs of any sort that you think should win a trophy. All categories will have a First Place trophy. The ten most-popular categories (that is, with the most entries on the day) will also have a Second Prize trophy awarded.



# VW Nationals 2019

## Air-cooled Show Entry Form



Name:

Entrant No:

Official use only.

Contact Number (on the day):

E-mail:

Rego No:  Model:

Year:

Vehicle Description:

Category Entered:  
(please choose from  
listing below)

\$30 Show and Shine entry (includes one occupant)

\* Vehicles may only be entered in ONE category \*

All car show entries are automatically entered into People's Choice, Ray Pleydon Award and Brian Walker Award.

The *Concours* category is judged by a panel of VW experts, and is open to immaculate stock VWs over 10 years old only.  
All other categories are peer-judged. A ballot sheet will be provided to each entrant upon entry. Entries to all categories close at 10:30am sharp. Peer judging forms must be returned to the Club VW stand no later than 12:30pm.

### Air-cooled Car Show Categories:

#### #: Categories

- 1 Beetle - up to 1957 - Standard
- 2 Beetle - up to 1957 - Modified
- 3 Beetle - 1958 to 1967 - Standard
- 4 Beetle - 1958 to 1967 - Modified
- 5 Beetle - 1968 onwards - Standard
- 6 Beetle - 1968 onwards - Modified
- 7 Kombi T1 - up to 1967 - Standard
- 8 Kombi T1 - up to 1967 - Modified
- 9 Kombi T2 - 1968 to 1979 - Standard
- 10 Kombi T2 - 1968 to 1979 - Modified
- 11 Transporter T3 - 1981 to 1992 - All
- 12 Type 3 and Type 4 - Standard
- 13 Type 3 and Type 4 - Modified
- 14 Karmann Ghia - All Years - Standard
- 15 Karmann Ghia - All Years - Modified

#### #: Categories

- 16 Factory Karmann Cabriolet - All Years - All
  - 17 Factory Off-Road - Air-cooled - All
  - 18 VW Factory Exotics (Brasilia, SP, Puma) - All
  - 19 Non-factory Off-road, Buggies, Trikes - All
  - 20 Aussie Kit Cars and Convertibles - All
  - 21 Best Engineered/Race - Air-cooled - All
  - 22 Rat class - All Years - All
  - 41 *Concours d'Elegance*
- Automatic Entry (do not choose)
- 42 People's Choice - Air-cooled
  - 44 Ray Pleydon Award
  - 45 Brian Walker Award





# VW Nationals 2019

## Water-cooled Show Entry Form



Name:

Entrant No:

Official use only.

Contact Number (on the day):

E-mail:

Rego No:  Model:  Year:

Vehicle Description:

**Category Entered:**  **\$30 Show and Shine entry (includes one occupant)**  
(please choose from listing below) \* Vehicles may only be entered in ONE category \*

All car show entries are automatically entered into People's Choice, Rey Pleydon Award and Brian Walker Award.

The *Concours* category is judged by a panel of VW experts, and is open to immaculate stock VWs over 10 years old only.  
All other categories are peer-judged. A ballot sheet will be provided to each entrant upon entry. Entries to all categories close at 10:30am sharp. Peer judging forms must be returned to the Club VW stand no later than 12:30pm.

### Water-cooled Car Show Categories:

#### #: Categories

- 11 Transporter T3 - 1981 to 1992 - All
- 23 Polo, Up! – All Years
- 24 Golf 1 - 1976 to 1983
- 25 Golf 2 - 1984 to 1992
- 26 Golf 3 - 1993 to 1997
- 27 Golf 4 - 1998 to 2003
- 28 Golf 5 - 2004 to 2008
- 29 Golf 6 - 2009 to 2012
- 30 Golf 7 - 2013 onwards
- 31 VW Convertible - (Golf Cabrio, Eos) - All
- 32 VW Sports (Scirocco, Corrado) - All
- 33 VW Sedan (Vento, Bora, Jetta, Beetle, Passat, Arteon) - All
- 34 VW SUV (Tiguan/Touareg) - All

#### #: Categories

- 35 VW Commercial (Caddy, Transporter, Crafter, Amarok) - All Years
- 36 Audi - All Years
- 37 Porsche - All Years
- 38 SEAT - All Years
- 39 Skoda - All Years
- 40 Best Engineered / Race Water-cooled Vehicle
- 41 *Concours d'Elegance*

#### Automatic Entry (do not choose):

- 43 People's Choice - Water-cooled
- 44 Rey Pleydon Award
- 45 Brian Walker Award





## I Love Bras.

One of my fetishes (and it's no secret) is bras. Car bras, or hood bras, that is.

Although very popular in the 1980s, car bras have never gone out of fashion.

Car bras give the car a look that says someone cares for and loves their special car. Not only that, it gives a car a mysterious look at the traffic lights, making it hard for people to pick what make or model the car is.

You might think they are there to stop stone chips on the front of your car, but not really. Sharp stones flung at the car will still dent or chip paint through the thin layer of vinyl.

Sometimes they can rub paint work away as they move slightly in the airstream, or moisture can get trapped underneath (if not garaged or you are silly enough to drive it in the rain).



They are mainly just for looks, but sometimes at least they can cover up existing stone chips.

I have pulled bras out of rubbish skips. I've bought them cheap at swap meets and people have given them to me for free.

You can still buy them new, cheap on the internet.

They are made in Germany and in America, mostly, but of course the best ones are made in Australia, in Melbourne at Car Bra Australia.

They are made from a special water resistant durable vinyl with a soft felt backing, with Perspex covers for headlights and indicators. Soft padded grips on the side of the bra bend around the wheel arches, followed by elastics or further grips along the bottom and sides.



They have designs for over 5,000 models, including classic and modern VW cars and Transporters. They can also custom design a bra to fit your car at moderate cost.

They come in 20 different colours, and seriously, you'll be surprised how cheap they can be.

I'm ordering two more of them right now.

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

Ashley Day

# VW I.D. Buggy.

Meet Volkswagen's I.D. Buggy concept, an electric dune buggy that made its debut at the Geneva auto show last month.

It's evidence at Volkswagen can still have fun as it commits itself to an electrified future. Perhaps the most important thing to know about it is that it rides on VW's vaunted MEB (modular electric drive) platform that will underpin a myriad of vehicles for various Volkswagen Group brands. VW has already revealed several electric concepts under the 'I.D.' badge. - I.D. is a play on the German word for 'idea', which is 'idee.' This include the I.D. Neo compact car, the I.D. Cross and I.D. Croz SUVs, and the I.D. Buzz microbus.

VW's MEB electric platform could even be used for future Ford EVs if that partnership does indeed expand beyond pickup trucks and vans.

The new I.D. Buggy is the latest reveal for the MEB electric platform. The concept has no roof or doors, showing MEB's versatile nature, but it does have a weatherproof interior with integrated seats and a digital cockpit.

The two-seater hearkens back to California dune buggies like the Meyers Manx that cruised beaches in the '60s and '70s. They were built on a VW Beetle chassis (shortened by around 14 inches); a VW flat-four engine in the rear, more often than not souped up with a loud exhaust, and fiberglass bodies of every description. EMPI designed the first buggy, the Imp, but it was Bruce Meyer's 1964 Manx design that is regarded as the original and best, and the basis of hundreds of copies over the years. Dune buggies were driven by film stars Steve McQueen in the Thomas Crown Affair, and Elvis Presley in Live a Little, Love a Little. Disney used them in the Dexter Riley films such as The Computer Wore Tennis Shoes. Hanna-Barbera even made a cartoon series about crime-fighting dune buggy, named Speed Buggy.



Tens of thousands of dune buggies were built in the USA and around the world, until modern safety and anti-pollution rules eventually phased them out.

The new I.D. Buggy tries to recapture that spirit, inviting owners to convert it to a 2+2 or add another electric motor to the front axle to give it four-wheel drive.

Energy comes from a 62-kWh lithium-ion battery packaged in the floor, while a 150 kW, 310 Nm electric

motor is situated at the rear axle. The powertrain was optimized for short spurts of power, with a range of 250 km, and VW says the I.D. Buggy can hit 100 km/h from a standstill in 7.2 seconds and has an electronically controlled top speed of 160 km/h.

The hood sits up high like a proper buggy's, and it has the requisite tall fenders and rear end, too, at least visually, since there's no dual glasspack exhaust angled toward the sky. The head- and taillights are ovals, and the LED-lit VW logo that's quickly becoming an I.D. family signature is affixed front and rear. To create the illusion that the carbon-fibre body is floating above the chassis, designers painted the top half of the car in matte Fern Green and the bottom in a textured and dark Gray Tech Blue.

Inside, the headrests and seatbelt latches are integrated into the seats, the hexagonal steering wheel is covered in water-repellent Nappa leather, and a longboard outfitted with miniature wheels and tyres to match the Buggy's 18-inch rollers and BFGoodrich All-Terrain rubber is strapped down in back. There are also touch controls on the windshield header and an anti-slip floor.

The Buggy features an aluminum underbody guard and protective side-sill panels to protect the front axle, structure, and battery pack, the latter key to keep safe if you've kept up with what can happen when lithium-ion cells are ruptured. There are steel tow hooks in the bumper for pulling the Buggy out of trouble – or using it as the rescue vehicle – while the





windshield frame and rollover bar have been reinforced in case the open-air vehicle goes shiny side down. Should the sun gets to be too much, a tarp can be stretched across the top for a bit of shade.

While it's considerably bigger than an original Manx dune buggy, it's not a large vehicle by modern standards. Its 2650 mm wheelbase is longer than a Fiat 500L's but the VW is shorter overall by some 20 cm, its sense of stubbiness accentuated by the short front and rear overhangs. Ground clearance is an impressive 24 cm; that leaves a lot of room for traversing deep sand.

The Buggy joins the growing I.D. family. The VW I.D. hatchback will reportedly be the first vehicle from the MEB platform designed to underpin 10 million electric vehicles – more than 15 mainstream vehicles of all shapes and sizes across four VW brands – by the end of 2022. MEB can accommodate electric motors on either axle and the battery packs are located in the floor and can be recharged up to 80 percent in about 30 minutes using fast-charging.

The I.D. hatch won't come to the U.S. but its followup, the I.D. Crozz crossover, will. As will the much-anticipated I.D. Buzz electric microbus due in 2022, and the I.D. Vizzion sedan. All will be made in the Zwickau, Germany, plant that will be Volkswagen's first dedicated facility for assembling EVs. (no plans for bringing any VW I.D. Vehicles to Australia have been announced).

The VW Group has another PPE EV platform in the works for high-performance luxury electric vehicles that will start to roll out starting

in 2022. The current J1 platform Porsche is using for the Taycan and the modified MLB architecture under the Audi e-tron are stopgaps.

## Things you should know about VW's electric buggy.

Volkswagen has long been associated with quirky and unique vehicles, but none of them are as burned into the collective automotive consciousness as is the Type 1 Beetle. Part of the charm and wide appeal of the original air-cooled, rear-engined Bug was its status as a versatile little machine, easy to work on and modify. One of the mutant types Beetles morphed into became broadly defined as the dune buggy, the most famous being the Meyers Manx – which became a legend in its own right.

Fast forward a handful of decades to the 2019 Geneva auto show. VW has dipped into that rich heritage to create new-generation dune-running machine that's riding on a massive piece of VW's future, known as its MEB small-car electric-vehicle platform.

Known officially as the Volkswagen ID Buggy Concept, the vehicle revealed in Geneva is planned for production, sans doors, roof, and all. It's a machine that Volkswagen design chief Klaus Bischoff could have only dreamed about doing decades earlier. According to Bischoff, because the Buggy is built off of the MEB bones, it allows his team more freedom of form, because as he put it, "the engine is out of the game."

Maybe the engine, but not the power. The Buggy has an estimated output of 150 kW from its rear-mounted electric motor, much more than the original air-cooled flat fours, souped up or not. The Buggy is fed juice by a 62-kWh lithium-ion battery pack lining the floor between the wheels. Expected range is 250 km to a charge, more than enough to get to some local dunes or beaches with drive-over access.

We had chance to walk around the ID Buggy with Bischoff while the vehicle was on the show stand, and we learned a few tidbits about what should be a very intriguing





machine when it hits the market in roughly two years or so. Here's what we found out:

1. The production model will not have doors or a roof. Bischoff says that there will be no real obstacles to getting the vehicle approved for the U.S. market very much as it looks today. As long as it has seatbelts and a rollover-protection system, which it does, Bischoff says it will be able to pass U.S. safety standards and be road-legal. Not having an engine up front will also help the Buggy's cause when it comes to frontal crash testing.

2. Ok, it will sort of have a roof. There are hooks near the top of the roll bar that will allow for a canvas cover to be added, but Bischoff wasn't really a fan and basically called out anyone who would actually use it as, to put it more gently, not a customer who embodies the spirit of the vehicle.

3. Rear or all-wheel drive will be possible. The Buggy concept has only one electric motor at the rear, but Bischoff said it could be easily modified to add a motor to power the front wheels as well. We're betting both versions will be made available to customers because of the added power and traction benefits.

4. You can hose it out. Bischoff pointed to some holes in the body shell that will allow drivers to wash their Buggy out after a day spent getting it sandy and muddy. The two seats are upholstered in a moisture-repellant fabric, while a sealable center stowage/speaker area is designed to keep your phone and other critical gear safe from the elements. There is also a sizable storage area behind the front seats. Yes, you could sit on this area. No, it wouldn't be legal if you did while the Buggy was in motion.



5. It will probably be light (for an EV). While the exact weight wasn't divulged, the body shell will be a lightweight thermoplastic resin (the concept's is carbon composite). There's not much else to it other than the MEB platform, motor, and battery pack; the suspension and wheels; and powertrain control components. We're betting it will fall somewhere in the 1600 kg range.

6. It will be recyclable. Bischoff pointed out that much of the vehicle could be easily be replaced and recycled as necessary. Smack up your thermoplastic body shell? No worries, just pull it off and use it to help make a new one.

7. Pause, start. The interior is very simple in form, with just a small gauge cluster placed right behind the steering wheel. The Buggy concept's two pedals are cleverly decorated with a pause sign on the one for the brakes and a start button on the accelerator.

8. It will be "attainably priced." Pressed on what that meant, Bischoff would only say that it "won't be a car for millionaires." Our educated guess would be somewhere in the US\$50,000 to \$70,000 range. Bischoff added that while volume would likely be flexible, he envisions about 5,000 a year will be produced at the outset.

9. It won't be built completely by Volkswagen. While it will roll on VW MEB underpinnings and the chassis and running gear will be built in a Volkswagen factory, final assembly will reportedly be handled by German company e.GO Mobile, a low-volume producer of EVs. Volkswagen has recently announced its intention to license the MEB platform, and having e.GO – the first company to sign up to use the architecture – manufacture the Buggy would make sense given its unique body shell and other componentry, which would likely be hard to integrate into one of VW's volume manufacturing lines.



Automobile.com, USA



## Volunteer as an official.

Becoming a motor sport official is the best way of getting close to the action without being in the driver's seat. Volunteer officials are a vital part of motor sport and without them the sport could not function. Officials ensure that events are conducted safely, fairly and that the rules and regulations are upheld.

Every motor sport event requires a number of officials with various skills to perform a wide range of tasks.

It's by accident I started as a flag marshal. One year, when I wasn't doing the VW Supersprint, I was asked if I



could help with the flags. I had never given flaggys much thought before. I thought that they were there to make sure I didn't get too out of control after drinking too much red cordial.

I kind of treated them as the people that could stop me from having fun.

But this couldn't be further from the truth.

Volunteers donate their time for free so other people can have fun.

Flag marshalling can actually be fun and now I prefer it, rather than driving. It's a lot cheaper.

Why not give it a try. We always have trouble getting enough flag marshals for our super sprint in May.

Let Craig Adams, or someone on the club committee, know that you're interested.

Ashley Day



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## Hartnett and the VW.

Volkswagen's Beetle might have been built in Australia had Laurence Hartnett had his way. Jonathan Wood reports

If like me you've read Pedr Davis's account of some of the more fascinating byways of the Australian motor industry you may have recalled his reference to Laurence Hartnett and his Hartnett car. Contained therein was a mention that, in the late Forties, when the Volkswagen Beetle's future was very much in the balance. Hartnett considered building the VW in Australia. I was therefore interested to see a first-hand account by Sir Laurence Hartnett reproduced in a recent issue of the VW Split Window Club's magazine. The full story of this intriguing 'might have been' is well worth recounting.

Laurence Hartnett, as Pedr Davis record, came to Australia in 1932 from the General Motors-owned Vauxhall company as managing director of the newly created General Motors-Holden combine. Although the company boasted the largest body building facility in the southern hemisphere it was losing money and two years after Hartnett's arrival it was back in the black.

From 1936 he began to pursue the idea of an all Australian-built car, though with the outbreak of the Second World War the concept was set aside. In 1944, however, as hostilities were drawing to a conclusion, Hartnett re-activated his idea and as a result the General Motors-built Holden appeared in November 1948. By this time Hartnett had left General Motors over details of the car's financing. He wanted an Australian involvement in the share capital which wasn't acceptable to the corporation and he left GM at the end of 1946.



*Larry Hartnett (later Sir Laurence), managing director of General Motors-Holden's, was planning an all-Australian car in 1937 when he showed Prime Minister Lyons around the plant.*

### Mass-production

He continued with his objective but in 1948 he decided to take a holiday and departed, by boat, for Britain. He was subsequently surprised to read in the newspapers that the Australian Government had announced the reason for his trip was that he "planned to make a car." As it happened the Australian Prime Minister, the Right Hon Ben Chifley, who had been a member of Robert Menzies' wartime coalition and had taken office in 1946, was enthusiastic about the idea of an Australian-built car.

Hartnett, who had been so intimately involved in the Holden's conception, knew the type of vehicle it would be but

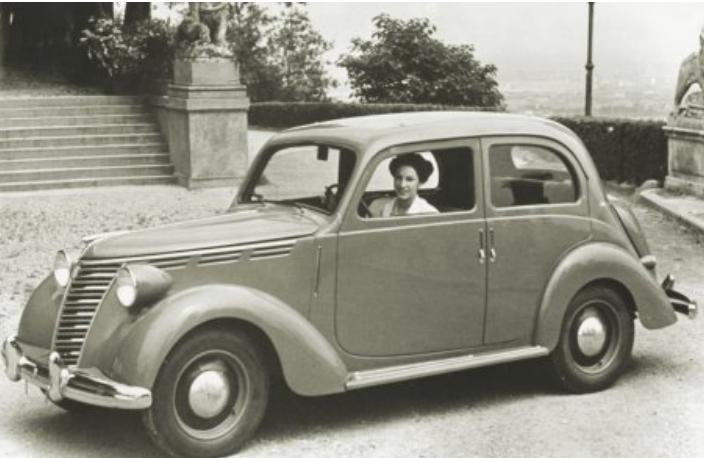
felt there was room for a smaller, cheaper model that would lend itself to mass production. He certainly hadn't intended to pursue the concept on his holiday but following the government announcement he realised he had little alternative. It was while he was still at sea that Hartnett recognised he needed to find a car suitable for sale in Australia which would not be controlled by overseas capital or interests.

Once in London, Hartnett went to Australia House to find that Chifley had well prepared the ground and officials had arranged meetings with Continental manufacturers and designers. As he was well acquainted with the British motor industry (he had been assistant managing director while at Vauxhall) it didn't take him long to realise that there was little being produced there to serve his needs.

So his first port of call was the recently nationalised Renault company which had just begun production of the 760cc rear-engined model. "I drove the little car a few miles and liked the feet of it," he noted. The firm was only too pleased for Hartnett to produce it in Australia on a royalty basis, though any modifications would have to be Renault's responsibility, removing Australians from any decisions.



Laurence Hartnett's next stop was Fiat in Turin. He found the directors there very keen to manufacture overseas and "several travelled long distances to attend the meeting." This lasted two days but, again, the conditions were very similar to those suggested by Renault, and Hartnett rejected them for the same reasons. "If money had been my only motive, either the Renault or Fiat propositions would, without doubt, have made me a personal fortune, introduced as I was by the Government of Australia with a build-up from the Prime Minister himself, but my self-imposed mission was



to give Australia a self-contained national product unencumbered by overseas direction, influence or pressure."

It was at about the time that he was turning down the Fiat offer that he received a cable from the Hon J Dedman, Australia's Minister for post-war reconstruction, who was attending a conference in Geneva. The gist of the communication was that at the meeting, both Britain and America had been offered Germany's Volkswagen factory as reparations, and both had rejected the same. Why shouldn't Australia pick it up and build the VW in Australia? Although Hartnett quickly responded, his cable missed Dedman in Geneva but on his return to London found more wires on the same subject. "The prospect had caused some excitement in Canberra," and Hartnett was requested to go to Germany to evaluate the facilities at Wolfsburg.

#### People's Car

He was familiar with the German People's Car, as it was known, as a wartime Kubelwagen had been shipped to Australia after being captured by Australian soldiers in the North African desert. For his German trip he had to be made a British officer, and was given the temporary rank of Brigadier as the plant fell within the United Kingdom's Military Zone of Occupation.

He flew off from Northolt Airport and landed in Hanover. From there he was given a car, driver and an officer as a guide, and was quartered in a fine old house that had once belonged to a cigar maker. A 16-year old German lad carried Hartnett's bags from the car to its front door, and when Hartnett reached for a tip, the accompanying colonel told him not to spoil the system (the currency was not stabilised until the creation of the Deutschmark a few months later in June 1948) but to give him half a cigarette instead. Hartnett gave the boy the whole packet. "Nothing could make me break it in half," and watched him place it reverently in a tobacco tin nearly filled with half and even quarter cigarettes. "That was Germany, when her tide was really out," he observed.

Hartnett spent the next three weeks at the Volkswagen factory which, although still under British control, was being directed by ex-Opel director Heinz Nordhoff, who had taken



*Sir Laurence Hartnett in the 1970s.*

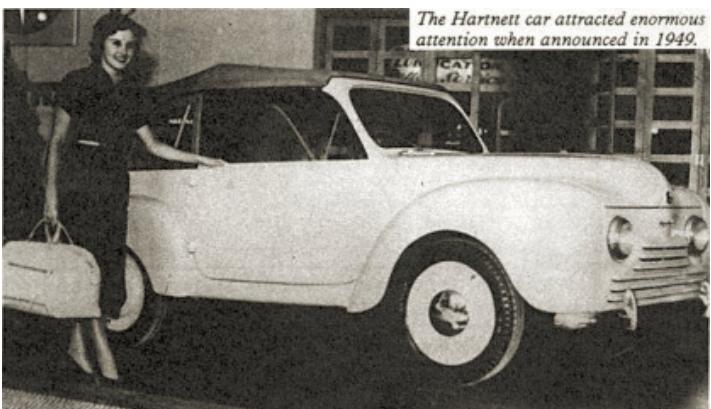
over the job as general manager at the beginning of 1948. Hartnett noted that the cars produced were being exported to Belgium and Switzerland to gain hard currency, "taking almost any price that was offered."

This was why Australian minister Dedman in Geneva had considered the Volkswagen to be a cheap car, "though to my mind it was not low priced in terms of its design and manufacture." He could see how to bring costs down but it would have meant producing it at the rate of at least a quarter of a million a year. He could not see Australians buying the curious four-seater with its rear-mounted air-cooled flat-four, in anything like those numbers.

What did interest Hartnett, however, was the press shop which had been lavishly equipped with the latest tools just prior to the outbreak of war. So on his return to London, he wrote a report rejecting the Volkswagen but

"recommending the acquisition of the press shop equipment." The Australian government was not so sure, though it eventually backed the request. "In the end we didn't even get a spanner."

Subsequently, in 1950, Hartnett picked up the manufacturing rights of Jean-Albert Gregoire's front wheel drive car but, as Pedr Davis has related, he was plagued with body supply problems which culminated in the project's collapse.



*The Hartnett car attracted enormous attention when announced in 1949.*

Laurence Hartnett subsequently imported Datsuns into Australia and, as Davis pointed out, hurt General Motors Holden "more effectively than any locally-produced rival could have devised."

#### Missed opportunity

Was it a great missed opportunity to build the Beetle down under? Official Volkswagen imports finally began in early 1954 and local CKD assembly began almost immediately, though it wasn't until 1960 that the first fully Australian-manufactured example left the production line at Clayton, Melbourne.

But sales never came up to expectations and the factory ceased manufacture in 1968 under crippling losses, and CKD



assembly was re-established. In 1975 the former Volkswagen plant was sold to Nissan; Datsuns, with their Hartnett connections, had been put together (along with Volvo cars and Mercedes trucks) in the VW factory for some time.

So maybe Hartnett got it right after all.

Jonathan Wood, UK

## **Bill's research.**

From: "BILL MOORE"  
 <[countrybuggybill@hotmail.com](mailto:countrybuggybill@hotmail.com)>  
 To: <[editor@clubvww.org.au](mailto:editor@clubvww.org.au)>  
 Sent: Wednesday, 18 January 2012 8:17 PM  
 Subject: [Title] HISTORY OF VW IN AUSTRALIA

Phil,

Good work on your history articles on the club webpage, it's always good to see history captured in words as well as pictures as times goes on many of the people with the knowledge are falling off the perch.

I have been researching the very early years of VW immediately after the war at the factory, the role of the Australian Government and the CCG.

In my mind I guess I have always questioned the thought that the factory was ever offered to Australia as part of war reparations as separate and distinct from the then Labour Government wanting a car industry established here in Oz. As early as 1945 the Government sought applications from car manufacturers for proposals to set up an industry and there is little evidence in archives here, London or Germany that support any real discussion about reparations. I have spent over three weeks pouring through papers in London, Wolfsburg, Melbourne and Canberra.

My research has led me to obtain a lot of original material, correspondence, facts and figures, drawings, and copies of some photos in the period up to 1950. It is quite amazing what I have been able to obtain, even down to a copy of the letter sent to Heinz Nordhoff offering him the role at the factory.

I have summarised some of my findings on the attached document and there are a couple of dates that do not line up with the dates in your article:

1. The dates when the two VW sedans left Germany were on 28/3/47 and 21/6/47 following the purchase order being issued in February 1947. As indicated in the attachment I don't know the actual arrival dates but do know they were shipped separately

2. Date of the Auction was 22nd February 1949. Auction prices are

included in the attachment. Don't know which car is now in Adelaide but fairly sure it's the Typ 51.

3. Larry Hartnett did not inspect the Wolfsburg factory until 22/8/47, very late in the piece so the chance of anything being available for reparations was already gone by. Hartnett's visit may have been to assess the VW in the Government eyes but I reckon it was to suss out all the other manufacturers to see what they could offer Hartnett for his plan to build a 'Peoples Car' (He called it this in some documents).

There is some commentary by Major Hirst that Australia was really interested in manufacturing the VW and this would have been the position that Hartnett put forward in August 1947. I cannot see any Government document that talks about reparations but there certainly was an interest in developing a car industry.

I don't know what information you may have re this question of reparations but would be happy to let you see what I have in support of the statements that I make. Please see the attached article notes I have written.

**20th January 1947** - Australian Scientific and Technical Mission, based at the Embassy, London, writes to the Control Office for Germany (CCG) confirming verbal proposal to purchase 6 VWs for use by the Reparations Plant and Stores Team in Germany at a selling price of 160 pounds each. By 6th February 1947 the request had increased to 8 vehicles, two to be shipped to Australia for evaluation and testing and the remaining 6 to stay in Germany for use by Reparations Plant and Stores Team.



**10th February 1947** - the official purchase order for the 8 vehicles was handed to Ministry of Supply in London. The two cars to be shipped to Australia have been provided free of charge as they were declared prototypes for testing purposes and the Joint Export Import Agency agreed to no charge. There was little activity in delivery of the two Australian vehicles and on 25/3/47 the Deputy High Commissioner wrote to Ministry of Supply to find out the current status. The Min of Supply responded by stating that would follow up with Dept of Trade.

**27th March 1947** - the Dept of Trade advised that 1 vehicle had been delivered and the other not yet allocated. The first vehicle was finally shipped ex Antwerp on the 28th March on SS Glenstrae. Arrival date in Melbourne not known. Delivered to Dept of Post War Reconstruction, Secondary Industry Division.

**21st June 1947** - the second vehicle was shipped EX Antwerp on the SS Troilus. Arrival date is unknown and assume delivery to Melbourne. I am still working on these dates. There was a large supply of spare parts purchased as well. I have a full inventory of these items. The cost was £342. I also have copies of correspondence provided by the factory around tooling, build times, and bill of quantities as well as some early drawings.

**22nd February 1949** - Both the cars were advertised for Auction. They were advertised as 1940 models which was incorrect. One of the cars had 500 miles on it and sold for £580, the other with 10,000 miles sold for £470. One car was a Typ 11 and the other a Typ 51 with Kubelwagen running gear (reduction hubs and raised spindles and sedan body. The surviving car in Adelaide (ex-Graham Lees) is the Typ 51.

#### Larry Harnett

His involvement in the whole saga has been interesting and the more research I do the less I think he was working for the Australian Government but more for himself once he cut ties with GM in early 1947.

On 27/11/46 he received a letter from GM HQ stating he was going to be replaced as head of GM in Australia. His successor was named.

In early January Hartnett flies to the US to meet with GM officials to discuss his position. GM says he needs to be reindoctrinated into GM ways and offers him a role in the US. He disagrees and agrees to resign. He will not take a US based role and move his family. As part of the package he is entitled to a return trip for himself and family to the UK (where GM had sourced him from).

Another point was that Hartnett was close to the PM Ben Chifley and GM did not like this close relationship. On his way back to Australia he flies to Ohio and signs up to take on the Willys Overland franchise in Australia.

On 9/4/47 Hartnett writes to Ben Chifley to indicate his resignation and taking up the Willys contract.

Hartnett and family leave Australia in the middle of April on the Orion and arrive in London on 15/5/47. Internal Government documents indicated that Hartnett needs to be seen travelling as a private businessman and not as a representative of the Government.

Hartnett meets with Australian Embassy officials and Controller, Reparations, Plant and Stores in London for 1 day on the 20/5/47 and requests more documentation on Adler, DKW, VW and BSA. Hartnett does not have another meeting with Embassy or Reparations Controller until he arrives in Wolfsburg on 22/8/47. He stays for 5 days according to Controller, Reparation, Plant and Stores together with some other individuals. In his book he claims he stayed three weeks but I cannot verify this. He then goes to Trade Shows at Hanover and Brunswick. Clearly Hartnett was not rushing to see the factory- he had been in London and around for 3 months. He did go to France (Renault) and Italy (Fiat). He rejected the VW due to the excessive machining on the engine and that the production numbers would never stack up in Australia.

At no point has he referenced the word reparation and his investigation was completed a full two years after the factory started to produce the initial 20,000 cars. By late 1947 decisions were being made to hand over control (in part) back

to the Germans.

Bill 'Country Buggy Bill' Moore

(Bill was a former club member, club treasurer and respected VW historian and researcher. He passed away in 2014 - Ed.)

## Typ 51 up for auction.

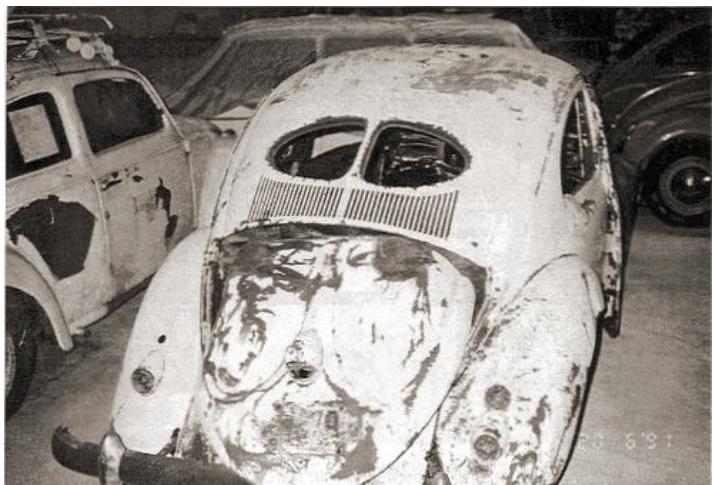
The fate and whereabouts of the 1945 Typ 11 Beetle brought to Australia in 1947 are unknown, but the other car, the 1945 Typ 51 Beetle with Kübelwagen chassis and running gear, has survived. It has now been fully restored and is available for purchase through Richmonds Auctions in Adelaide.

After it was sold at auction back in 1949, its fate remained unknown until it was found by VW businessman and enthusiast Graham Lees. Graham used to be the proprietor of Beetle Wreckers at Brookvale, and later the Northshore Volkswagen dealership at Collaroy in partnership with famous yachtsman Iain Murray.

Graham located and purchased the remains of the 1945 VW from a seller in Melbourne in 1990. The car was in extremely derelict condition, having languished for many years out in the open, under a tree on King Island in Bass Strait.

Graham recognised the 1945 model by its 'knuckle-joint' door hinges, which he had not experienced previously.

At that time the car was a bare shell, with no interior trim. The front suspension had been severed through the frame mount. The original engine and gearbox were with the



car, but removed and partially disassembled, dumped inside where the back seat had been.

Graham shipped the remains of the car up to Sydney, first to Beetle Wreckers in Winbourne St in Brookvale, and later to the large shed on his property that housed his collection of dozens of Volkswagens. He contacted the Wolfsburg archives, who confirmed the car was made in November 1945 and was one of the very first post-war batch of 1,785 cars.

In later years he sold off much of his collection, and the 1945 VW went to another VW collector in Adelaide who began a decades-long rebuild.

This is now complete, and the fully restored, like-new car is now offered for auction by Richmonds. It's a magnificent restoration; hard to believe it's the same car.

Click on the link to see all the details, and lots more photos - and make enquiries if you'd like to buy it:

[www.richmonds.com.au/portfolio/1945-volkswagen-beetle/](http://www.richmonds.com.au/portfolio/1945-volkswagen-beetle/)



#### **1945 VOLKSWAGEN TYP 51 BEETLE**

CHASSIS: 1 - 053 238

BUILT: 16th November 1945

One of the first two Beetles into Australia.

In 1947, the Australian government imported two Beetles for evaluation as part of the war reparation scheme.

This is one one them - we are unaware of the fate of the other.

Built in November 1945, just two months after the end of WW II, this is a very rare Typ/Series 51. Based on the



Kublewagen, the car is 75mm higher than standard and was built when the British army controlled the VW factory.

Finished in the original flat black, this early Beetle has just completed a full restoration performed by a highly regarded South Australian body specialist working with the original panels.

The engine is understood to be a 1946 build.

A rare opportunity to buy a genuine 1945 Typ 51 Beetle.

Make: Volkswagen

Model: Beetle Typ 51

Built: 1945

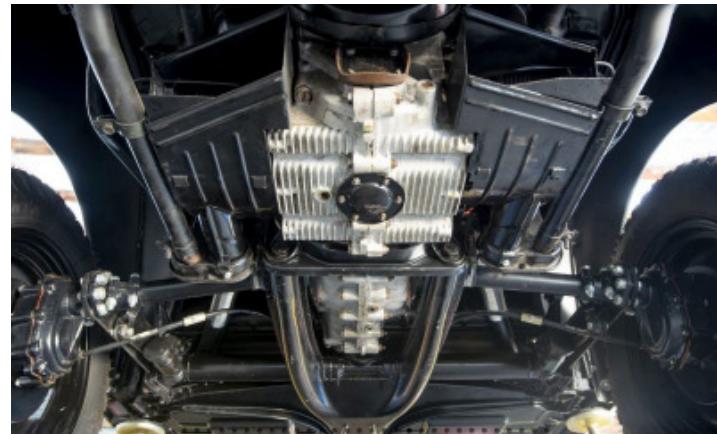
KM: 69,345

Engine Size: 1131cc

Cylinders: 4

Transmission: Manual

Price: POA



# Freedom and Volkswagens.

When I was young, I used to love TV shows by the Leyland Brothers, Malcolm Douglas and Less Hiddens (the Bush Tucker Man).

I've always loved the bush and have never been on an overseas holiday.

In the early 1990s I would have loved to enter in one of the numerous charity bush bash rallies, but never had the money to do so. I used to just do my own rallies, starting small and eventually much larger. Always looking for new places to go.

Being in-between jobs at the time, a mate and I decided we would go to Alice Springs.

I had just gotten an old Kombi ute out of someone's paddock, so we decided to take that.

We painted it with left-over paint, took a quick look at the motor, bought new tyres, loaded in spare parts, the tents and dogs and took off to Adelaide, to re-supply.

Next we drove up to Coober Pedy, the long way on dirt tracks using old-school GPS, finding many old Volkswagens but unfortunately they were a long way from home.

Transportation costs would have far outweighed the value of the cars.

From there it was on to Ayres Rock and Kings Canyon. Ayres Rock has become very touristy but Kings Canyon is by far one of my favourite places ever.

We did have our share of mechanical mishaps. Most of the time we could fix them.

Once we got near the Tropic of Capricorn, which cuts across the highway about 30 km north of Alice Springs, the Kombi started to vapour-lock (bubbling petrol) in the heat, so



driving in the day was mostly done with other Kombi drivers (convoy style), at 80 km/h.

Driving at night had its own challenges, mostly avoiding wildlife on the road and sharing with huge road trains. Out to Alice Springs and beyond, meeting up with many people, that became our family away from home.

Driving home from Alice Springs saw more mechanical problems, due to bad petrol and limited mechanical skills.

Looking back, it was a trip of a lifetime. Just next time (being older), I'd take a much newer late-model Volkswagen, probably a turbo diesel with air-conditioning, not a \$400 1968 Kombi.

A trip like this helps make you the person you are.

Ashley Day





## **How the Bug-In started.**

The original 1950s Volkswagen clubs around Australia, got together in 1970 to create the first 'Bug-In'. It became an annual Easter get-together, with each state taking it in turn to host the event in a more-or-less rotating fashion.

It was not a VW show-n-shine or swapmeet car show in the sense we know today. It was a motorsport event, based around a dirt field competition called a motorkhana. This is where cars drive around cones or flags in a certain pattern shape in a certain order, sometimes with complete stops and reverses. Back in the days when air-cooled VWs were very common on our roads, these were very popular events for the motorsport-based VW clubs of the time.

For the first few years after 1970, in fact, it wasn't even called the Bug-In; it was called the 'Interstate Motorkhana.'

The VW Club of Victoria was formed in 1954, the year VWs first went on sale in Australia, set up by employees of Melbourne's Regent Motors VW dealership to compete in motorsport events on the weekends. The VW Club of NSW was set up in 1955 in a very similar way, by employees of Lanock Motors in William St. VW Clubs were also established in Adelaide, and in Perth, and in several large country towns as well. The NSW Club had a sub-branch in Wollongong.

Most of their events were conducted locally, but eventually the interstate clubs arranged to compete against each other. The 1970 Bug-In in Albury is regarded as the first major one of these, but in fact the first interstate motorkhanas were held as far back as 1958.

In that year the NSW and VIC clubs first competed against each other in Tumut, and the VIC and SA clubs at Mt Gambier. The VIC club won both events. In 1959 NSW defeated the VICs at Wagga Wagga, while the VICs again beat the SAs at Mildura.

1960 saw all three clubs compete together for the first time in Baccus Marsh, with the Victorians the winners. The VICs later defeated the SAs at another event at Christies Beach. In 1961 NSW defeated the VICs at an event in Wollongong, and the SAs beat the VICs at two motorkhanas - Port Gawler and at Horsham.

1962 saw another 'all-comers' event, at Kilmore, which the VICs won., but the SAs again defeated the VICs twice, at Port Gawler again and at Mildura. In 1963 NSW defeated the

VICs at Liverpool, and the SAs again beat the VICs at Port Gawler.

There were further 'all-comer' motorkhanas in 1964 (Pakenham SA), 1966 (Kilmore VIC), 1968 (Melbourne), and 1969 (Canberra).

The development of the 'Bug-In' occurred in 1970. An Australian Volkswagen Rally had been booked in Melbourne for Easter, but the weather turned nasty and it rained heavily. So much rain fell that the grounds at Sunshine could have been used for water polo. Frantic efforts to find an alternative ground failed, and the event was washed out.

The Queen's Birthday weekend in June was originally intended for a VIC v SA

motorkhana in Albury, so the organisers - the VW Club of SA, the Albury and District Car Club and the Formula Vee Association - decided to expand the event into a true 'all-comers' event.

The motorkhana section of the competition began at the Albury Showgrounds at 9:00am on the Saturday and was open to 'any vehicle propelled by a VW engine.' Entrants representing the VW clubs of Victoria, NSW, SA and the ACT were in attendance. However rain again turned the grounds into a slippery mud bog. Four events were run, with time out for exhibition runs for the Movietone News camera crew.

The Victorians won three outright placings and topped the point score with 120 points. NSW was a distant second on 47 points, followed by SA with 30.

Saturday evening saw a BBQ at the Albury and District Car Club's rooms, which were actually an old de-licensed hotel.

Sunday saw a race meeting at the Hume Weir racing circuit, featuring six Formula Vee races. It is interesting to note that at the time, the state Vee champions were Bob Prendergast for Victoria, Keith Poole for South Australia and Bernie Haenel for NSW - all top motorkhana drivers in their respective VW clubs.

The Sunday evening saw a combined presentation of motorkhana and Formula Vee trophies to the lucky winners, a fitting finale to what became regarded as the first Bug-In.

Here follows the report on the first Bug-In, as published in the VW Club of NSW's magazine 'Club News.'

## **1st National Bug-In, Albury**

*VW Club of NSW 'Club News', July 1970*

It was late Friday evening before we finally got away, both a little tired after a week at work, but nevertheless looking forward to a great weekend of motorsport in Albury. The trip down was without incident in most cases, or, should I say, in all cases that I am aware of, and we arrived in Albury about 6:30 Saturday morning.

The morning was overcast, cold and wet - a good day for a gymkhana; and after breakfast we made our way to the

Showground for scrutineering and the start of the Bug-In. The Albury Showground is by no means a Wembley Stadium, but it was flat and grassy and well laid out. As we motored through the mud and slush on the approach to the ground, we could see a few cars there already, but something was obviously wrong!

It took a while to realise exactly what it was, and then it dawned on us: "Where was NSW?" Sure, we had about a dozen or so entrants, but the problem was that Victoria had about 3 dozen and S.A. about 2 (dozen that is !)

Competition-wise, we were doomed from the start, although spirits were high, feet were cold and wet (see Gil Wheeler for details), and we were all very bewildered. "Where was the rest of the Club?" It was about this point in time when someone remembered the Snowy Rally. Our bewilderment ceased with the realisation that once again, the Club, or a healthy proportion of the Club, had chosen to support an event other than an official Interstate Club event, and as a result we were thoroughly, completely, utterly and very convincingly thrashed at the Bug-In.

Harkening back to the actual event though, the Harts never gave the competition a moment's peace with Greg coming in 6th Outright (and demolishing several buggies into the bargain). Kyrle and Ron (both trophy winners for winning several events) were having a great time in the slippery conditions - Kyrle in the old 1200/1500 and Ron in a newly purchased 1300. The Polley family turned up at the Bug-In, baby and all, and by 9:30. We were all very pleased to know Wes, as he supplied us all with raincoats which were in actual fact the biggest plastic bags you have ever seen. Cec entered



ACE, I mean ACE entered Cec, and of course, needless to say, Cliff Wiseman was also there.

Amongst those who were unable to make it for Saturday morning, but were in attendance supporting the Club in the afternoon were Rick Feruglio and Frank Zimbounellis, who made it from Sydney on three cylinders and the grace of God. John and Francis Price motored across from Tumut, arriving about 11:30 and competed for the rest of the day.

At the conclusion of the first run it was obvious to the organisers, due to the slippery conditions, that the braking area was going to prove quite inadequate. Instantaneous amendment to the Supp Regs resulted, now allowing cars to cross the finish line in any manner at all. As a result, sideways stopping was the order of the day!

Sundown didn't herald the end of the day's excitement and entertainment. A combined bar-b-q for the clubs and the Formula Vee boys was held at the ADCC rooms on the banks of the Murray, shrouded in Victorian fog and grog (the grog we had to pay for !)

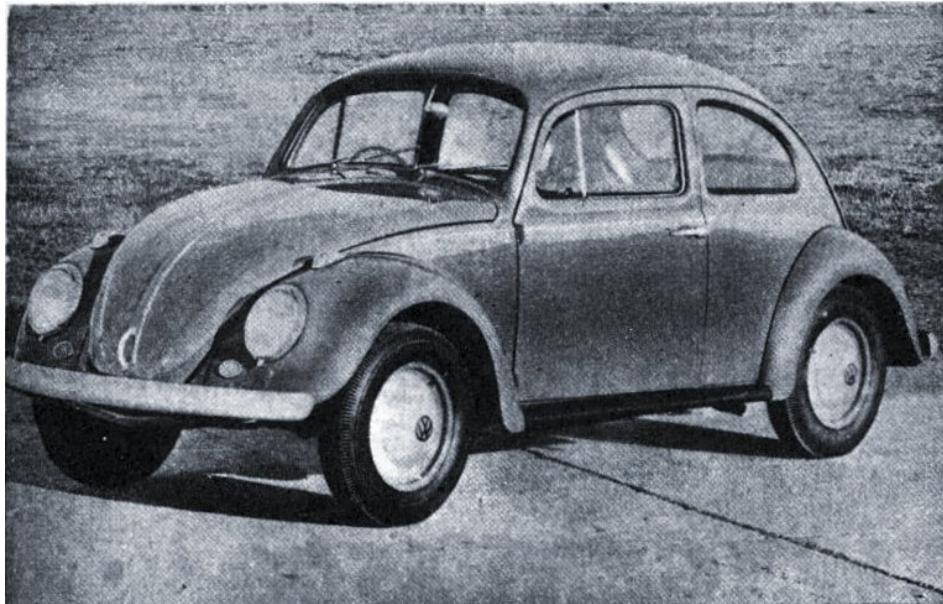
The weekend didn't conclude with Saturday evening. Sunday saw a mass migration to Hume Weir to watch Formula Vee motor-racing at its best. Each race comprised two groups of competitors - Bernie Haehnle and the rest of the field. Needless to say, B.H. is now the National Formula Vee Champion.

Monday morning saw the start of the trip home, and we made the mistake of trying to follow Bernie. After about the first fifty miles (80 km), with a cramp in the right foot, and a dent in the floor under the accelerator pedal, we realised the chase was hopeless and proceeded on our own merits.

In conclusion, and on behalf of the Club, and more particularly those members of the Club who attended the first Bug-In, I would like to extend a very sincere vote of thanks to Dale Wilson, Darrel Penhale and our own Norm Newbon for the very excellent job they did in organising and conducting the first of what we hope will be many National Bug-Ins.

Steve Pantlin





## New 'Standard' VW is Low Cost Model.

*The Sydney Morning Herald, Monday 22 October 1962*

To provide a cheaper Volkswagen for those who are not over-concerned with the appearance of a car, the Australian Volkswagen manufacturers are now offering this special 'Standard' model at £104 less than the De Luxe version.

Mechanically the new model is identical with the De Luxe, except for the omission of the steering damper. The substantial reduction in price has been made possible by the substitution of enamelled for chrome bumpers, hubcaps and door handles; by the omission of bumper overriders and exterior trim strips, and by limitation of exterior colours and interior trim.

Inside the car the glovebox lid is omitted (an improvement?) and a number of small items such as assist straps, grab handle, one visor, door pockets, and coat hooks are not fitted.

The interior trim is simplified, and the most important omission is in sound suppressing material which makes the De Luxe such a quiet car. A fuel reserve cock, which holds back 1.1 gallons (5 litres), dispenses with the fuel gauge, and screen washers are not provided.

However, sufficient exterior chrome is used, as on headlamps, vents and wipers, to retain an acceptable appearance. A good feature is the provision of anchorages for sash-type safety belts for both front and rear passengers.

### Observations

The simplified car couldn't be more suitable for country work, and the reduced price will appeal to fleet owners and those who must buy down to a price. Of course many of the items omitted can be subsequently purchased as spares and fitted by the owner.

Comparing the Standard with the De Luxe version, the most important difference is in the mechanical noise level. In the Standard one hears the engine in the lower gears and up to about 50 mph (80 km/h), over which speed it is not obtrusive.

At no speed does the noise level become disturbing, and in country cruising one is not conscious of it.

The road behaviour of the two models is identical, except in the steering. The steering mechanism of the Standard is even lighter than in the De Luxe, due to the omission of the steering damper, but there is a tendency to weave slightly at maximum speed.

The Standard is lighter by  $\frac{1}{2}$ cwt (25 kg), which no doubt contributed to the excellent figure of 45.1 miles per gallon (6.3 L/100 km) over the test route at the lively average speed of 42.1 mph (67.8 km/h).

### Test Route

The new expanded 'Herald' route crosses the Blue Mountains, and extends westwards to Bathurst, whence it turns south through rolling country to Blayney.

It then goes cross-country by back roads to Millthorpe and Spring Terrace into Orange.

The return journey is by Shadforth to Bathurst, and from Lithgow across the floor of the Hartley Valley and by a cliff road to Mount Victoria, thence returning to the starting point.

The cars are driven for more than 250 miles (400 km) over balanced lengths of mountainous and flatter terrain having every type of road surface, and are put over strenuous test hills.

### Hill Climbing

The VW is exceptionally high geared in top, to achieve quiet and economical country touring and to protect the engine against damage by sustained operation at maximum speed.

The penalty of this high top is, of course, the necessity of using third for difficult climbs. As the gearshift has no superior in the industry, this is really no hardship.

The test hills were climbed in third gear at the following speeds:

RIVER LETT (a difficult climb of 2 miles (3.2 km) with acute bends, and a maximum gradient of 1 in 8½): Third gear at 40-34-45 mph (64-55-72 km/h).

FITZGERALD'S MOUNT (one mile (1.6 km) long, average gradient 1 in 11, maximum 1 in 10): 50-42-38 mph (80-68-61 km/h)

The energy ratios, based on the test-loaded weight, are moderate at: power to weight, 46 bhp per ton, and torque to weight, 70.2 lbs·ft per ton. Top gear gives a road speed of 18.7 mph (30.1 km/h) at 1,000 rpm.

*For your Volkswagen Standard Sedan*  
(other models also stocked)

**PETER WARREN MOTORS**

Hume Highway  
LIVERPOOL



UB8626  
Full Price £849

UB8886  
Deposit £170



# VOLKSWAGEN

## Standard model

### Touring and Acceleration

The VW is at its best on the country highway, where it gets into its stride and cruises tirelessly around 60-65 mph (97-105 km/h). There is very little wind noise from the closed body at this speed.

The maximum torque (pulling power) is developed at the reasonable speed of 39 mph (63 km/h) in top, but below 35 mph (56 km/h) it is desirable to use third for prompt overtaking.

Using full throttle in top gear at low speeds, the engine smoothed out at 25 mph (40 km/h) and became lively from about 35 mph (56 km/h). The maximum speeds were 73 mph (118 km/h) in top gear, 66 mph (106 km/h) in third and 48 mph (77 km/h) in second.

The acceleration times were:

THIRD GEAR: 20 to 40 mph in 9.0 secs; 30 to 50 mph in 10.3 secs; 40 to 60 mph in 15.8 secs.

TOP GEAR: 20 to 40 mph in 18.0 secs; 30 to 50 mph in 17.0 secs; 40 to 60 mph in 22.6 secs.

Acceleration from 0 to 50 mph (80 km/h), using first, second and third gears, required 16.1 secs.

### Riding and Roadholding

The VW rides very well for a small car, and the rear compartment is at least as comfortable as the front.

When the going becomes rough, the all-independent torsion bar suspension handles the pot-holes and corrugations very well, and there is no sign of wheel hop, or bottoming with a moderate load.

Due to the slight oversteering tendency resulting from the rear engine location, the VW corners in an eager manner which is most pleasing, and easy on the driver on winding roads.

Road adhesion on dry bitumen is good, and any breakaway of the rear wheels when cornering hard on greasy or loose surfaces can be promptly checked with the steering wheel.

Body roll is moderate on fast bends, and the tyres are commendably quiet. I consider that the cornering characteristics of the VW, and its good steering, are the main factors in the charm which this small car undoubtedly possesses.

### Driver's Layout

The individual driver's seat gives proper support, has a generous length adjustment of 6in (15 cm), and has a three-position squab adjustment. The driving position is upright, and hence untiring.

The wheel is low and does not obscure vision, and the screen is very close to the driver. Vision ahead is good, and to the rear is fair. The rear mirror is steady, and of sufficient size.

The floor gear shift is provided with excellent synchromesh on all forward speeds, and gear changing is

particularly easy at any speed.

The only instrument is the speedometer before the driver. The minor knobs are sensibly placed, the pedals are aligned, the handbrake is close, and all controls can be reached with a sash safety belt in place.

### Body

The individual front seats are 19½in (49.5 cm) wide, with folding (and adjustable) squabs to permit access to the rear compartment through the wide single door on either side.

The rear seat is 50½ inches (128 cm) wide, and there is ample headroom in front and sufficient in rear.

The luggage space under the front bonnet measures approximately 3ft 5in by 2ft, and 13in deep (104 x 61 x 33 cm). A large luggage compartment behind the rear seat is approximately 3ft wide by 14in deep and 15in high to the level of the rear squab (91 x 35 x 39cm). Incidentally, this squab requires a second securing strap to prevent rattle on rough roads.

The heater and demister system in the Standard is confined to the front compartment only. It is most effective, but is rather too concentrated on the driver's right ankle.

### Handling Qualities

The worm and sector steering is particularly light on the Standard, and is quick in action, requiring only 2.4 turns from lock to lock.

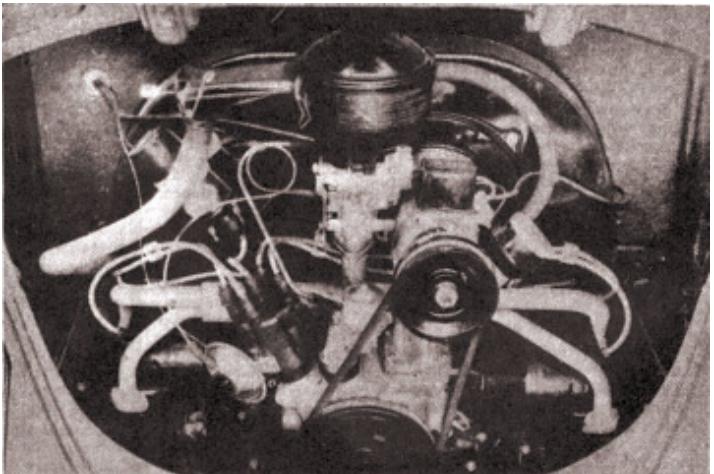
It is also precise at normal speeds, but tends to weave a little (due to the absence of the damper) at maximum speed. The turning circle is 36ft (10.9 m).

The brakes are first class. They require only the weight of the foot for normal use, and a first pressure produces a straight line emergency stop, commendably balanced against wheel locking.

The brake lining area is 80.6 sq in (520 cm<sup>2</sup>) and no fade is evident in normal use. The handbrake promptly stopped the car down the Victoria Pass (1 in 8).

### Technical

The fuel consumption of 45.1 mpg (6.3 L/100 km) at 42.1 mph (67.8 km/h) gives a ton-miles per gallon figure of 39.2, and a fuel speed factor (ton-mpg x average speed) of 1,650, both of which are satisfactory. The tank permits a cruising range of almost 400 miles (645 km) without refuelling.



The rear engine of the VW is particularly accessible, and all components requiring frequent services are right to hand.

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Features include an unusually accessible engine, exposed by lifting the rear lid. The flat-four engine has a bore and stroke of 77 x 64 mm, operating on the low compression of 7:1.

The centrifugal cooling fan is quiet, the ½-gallon (2.3 litres) of engine oil is passed through a radiator as well as a



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strainer, and the simple auto-choke really works. An oil-bath type of air cleaner is retained.

A separate platform chassis is built about a large backbone tunnel, to the front of which the transverse torsion-bar front suspension and steering assembly is secured. The independent rear wheels also have torsion bars plus trailing arm mountings, and the engine is secured on a robust outrigger behind the rear axles.

The gearbox is of an all-indirect full-synchromesh type, with ratios of top, 3.9; third, 5.8; and second gear 9.0 to 1.

#### Summary

The special 'Standard' model of Volkswagen is a simplified car designed to appeal on its price reduction of £104.

The performance of the car is the same as for the De Luxe model, save for a slight weave in the steering at maximum speed.

The level of engine noise within the car is naturally higher than with the quiet De Luxe, but is not objectionable, and is not noticed over about 50 mph (80 km/h).

The 'Standard' gave a very pleasing fuel figure of 45 miles per gallon (6.3 L/100 km) at lively touring speeds.

The car tested was made available by the distributors, Lanock Motors Ltd.

Sturt Griffith B.E.

#### ABOUT THIS CAR

**PRICE:** £849 including tax.

**SIZE:** Five seater, reasonable luggage space. Wheelbase, 7 ft 10 ½ in; overall length, 13 ft 4 in; track 5 1 in and 49.2 in; clearance, 6 ½ in; tyres, 5.60 x 15 in; fuel tank, 8.8 gals.

**WEIGHTS:** Unladen, tank full, 14 ½ cwt; test load, 3 cwt.

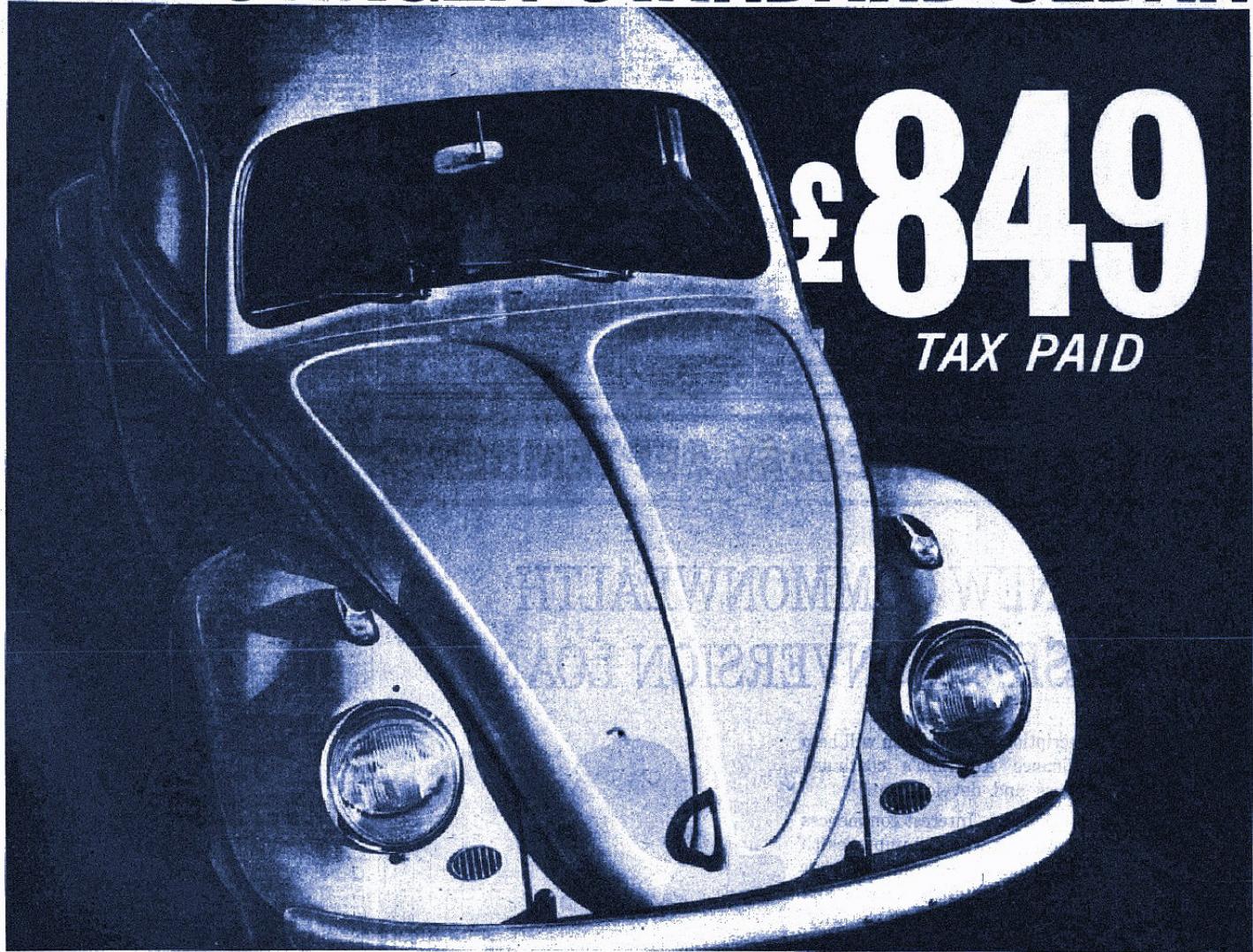
**MECHANICAL:** Flat four cylinder air-cooled engine (in rear) of 1192 c.c. capacity, developing 40 gross horsepower and 61 lb-ft torque (R.A.C., 14.7 h.p.). Four-speed gearbox. Separate "platform" chassis.

**FUEL CONSUMPTION:** 45.1 miles per gallon at 42.1 m.p.h. over the test route.

**MAXIMUM SPEEDS** (in touring trim): Top gear, 73 m.p.h.; third gear, 66 m.p.h.; second gear, 48 m.p.h.

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