

Zeitschrift



Amarok V6 TDI on its way to Australia.

August 2016

IN THIS ISSUE:

**New Lego Beetle
Beer Dispensing Buses
Ascort TSV 1300
1 Million Aussie VWs soon**

**The Toy Department
The Giant Bug
VW T4 Syncro
Plus lots more...**



The Legend Never Dies

Club VeeDub Sydney.
www.clubvw.org.au

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



Club VeeDub Sydney Committee 2016-17.

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VW Motorsport Committee:

John Ladomatos Brian Walker
Craig Adams Martha Adams
Norm Robertson (JP)

General Committee:

Shirley Pleydon Eddie Fleita
Zelco Jurkovic Sue Monaghan
Conie Heliotis Charlie Attard

Canberra Committee.

Chair: Bruce Walker chair@canberra.clubvw.org.au
Secretary: Mandy Conway vicechair@canberra.clubvw.org.au
Registrar: Iven Laufer (02) 6254 1142
Merchandise: Mandy Conway merchandise@canberra.clubvw.org.au

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 1340
Camden NSW 2570

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 under the Media - Zeitschrift tag.

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

We thank our VW Nationals sponsors:

29 VW Nationals.

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

25 years and over.

Shannons Car Insurance	Wolfsburg Motors St Peters
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20 years and over.

Aust VW Performance Ctre	Mick Motors
Indian Automotive	North Rocky & Import Parts

15 years and over.

Evolution Car Hire	Reliable Automotive Services
Harding Performance	Unicap Pty Ltd
Mobile Model Cars	Wayne Penrose VW Enginring
NRMA Insurance	

10 years and over.

All Metal Bumpers	Classic Vee Dub
Artemi's T-Shirts	Euro Automotive
Antique Tyres	Volksmuller
Black Needle Auto Upholstry	VW Classic Kirrawee
BWA Auto	VW Magazine Australia
Camden GTI Performance	Wolfsburg Auto Melbourne
Canberra VW Centre	VW Magazine Australia

5 years and over.

Custom T-Shirts	Mountain Mechanics
Expert Signs	Quik Strip Bankstown
Exoticars Service Centre	Rod Penrose Racing
Just Kampers	Subarugears
Motexion	Volkscare Melbourne
MacKellar Service Centre	Westside Mufflers

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



Council of Motor Clubs Presents

The Shannons Sydney Classic

Sunday 14th August 2016

Gates open to the Public at 10am

Over 1900 Veteran & Classic vehicles from over 150 clubs on display and on parade, including cars, motorbikes, scooters and military vehicles, police vehicles, ambulances & fire engines. AND it's on rain, hail or shine. There's plenty to see and do indoors.

- Double-decker bus rides around the track (gold coin donation for the Bus Museum)
- Trade displays in Pit Garages all day with books, models & all sorts of memorabilia available for sale.
- Live music, the Free Spirit Markets, Rock 'N' Roll dancing, art show and much, much more !!
- Don't forget, this is very close to Father's Day, so come along and pick up a gift that Dad will love!

It's a day for all the family with lots of things for Dad, Mum & not forgetting the kids with clowns, ; face painting and lots more.

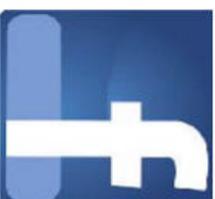
General admission \$20

**Free entry for kids under 12 years
& Free Parking**



**Sydney Motorsport Park,
at Eastern Creek**

Find us on
Facebook



Canley Heights RSL & Sporting Club

Presents the 16th Annual

Car Show

Sunday 11th of September 2016



Show Cars arrival time: 6:45 – 8:45 am

Start Time: 9.00 am

Car Entry Fee: \$20.00

Admission/Spectator Fee: Gold Coin Donation

All Car Clubs welcome - Vintage, Classic,
Custom, Hot Rod and Commercials



Presentation / Trophies

from 2.00 pm

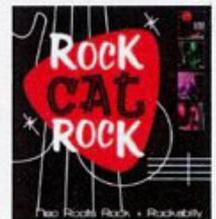
Car Show Music by

DJ Town Sounds

Entertainment in the Wakeley Room
from 11:30am -

Featuring:

**ROCK
CATROCK**



**Sausage Sizzle Hosted by
Westfields Sports High School**

Proceeds Donated to

**Westfield's Sports
High School**

Enquiries call

Frank on:

9725-4329 or

0409 984 455

Canley Heights RSL & Sporting Club

Supporting the Community!



Canley Heights RSL & Sporting Club

26 Humphries Rd, Wakeley, 2176

Ph: 9604-9975

W: www.canleyheightsrsl.com.au





Club VeeDub Canberra Chapter

SHANNONS 2016



GERMAN AUTO DISPLAY

A CELEBRATION OF
GERMAN AUTOMOTIVE ENGINEERING & DESIGN



CLUB CRUISE SATURDAY, 17 SEPTEMBER

- ▶ Meet at Russell Offices carpark at **11.30am** for a convoy cruise which will end at **A&R VW repairs**, 83 Grimwade St, Mitchell, with a BBQ to celebrate their 35 years in business!



SHOW & SHINE, SUNDAY 18 SEPTEMBER

TO BE HELD IN PARKES, CANBERRA ACT

West Lawns, Old Parliament House [or Treasury carpark if wet weather]

- ▶ 8am arrival for setup. Bring a chair, sunscreen & the camera!
- ▶ **ALL** cars must register at the **VW Club** tent & have **drip trays**.
- ▶ Display fee collected on arrival (\$10).
- ▶ Food & drink will be available on site.
- ▶ Enquiries to chair@canberra.clubvw.org.au

More information at www.canberravw.com closer to the event.



Mercedes-Benz Club of NSW Presents:

SYDNEY GERMAN AUTOFEST 2016

Car Show & Family Picnic

SUN 25TH SEPT 2016 Cars in place
9:30AM for 10:00AM
Gough Whitlam Park, Bayview Ave, Earlwood
Event Directors: Nick Harris 0408 228 305
www.mbcnsw.org.au \$10 p/car entry fee

WWW.VWMA.NET.AU 



VWARWICK DRAGS

WWW.MICKMOTORS.COM.AU

**OCTOBER
1ST/2ND
2016**

WARWICK DRAGWAY QLD



- TWO DAYS ALL VW 1/8TH MILE DRAG RACING • NOVICE TO PROFESSIONAL
- 36HP TO 500HP BUGS, BUSES, TYPE III, GOLF, PASSAT, BUGGY, SPECIALS
- SATURDAY VW CAR CRUISE • VW SHOW'N'SHINE WARWICK CBD • TRADE
- SWAP • ON SITE VW PARKING • EVENING ENTERTAINMENT • FAMILY FUN



**LEON'S
MOTORS**



**BEACHBUGGY
AUSTRALIA**



WVWVW
WWW.WVWVW.COM.AU



10AM TO 5PM

Sunday 16
October 2016
BURWOOD PARK

Celebrate the 25th anniversary

of the Classic Car Show and Shine in style at the biggest family friendly festival in the Inner West.

Bring your four wheeled baby along for show, or enter one of fourteen categories to be judged best in show by the Council of Motor Clubs.

- | | | |
|--|--------------------------------|--|
| 01. Best Veteran or Vintage – up to 1929 | 06. Best 70s Classic | 11. Best Hot Rod |
| 02. Best 30s Classic | 07. Best Modern – 1980 onwards | 12. Best Street Machine |
| 03. Best 40s Classic including WWII vehicles | 08. Best Commercial Vehicle | 13. Best Custom |
| 04. Best 50s Classic | 09. Best Motorcycle | 14. Best Unmodified – Original or Restored |
| 05. Best 60s Classic | 10. Best Exotic or Unusual | |

Entry is \$10, payable on event day to the volunteers from the Burwood SES.
To enter, visit www.burwoodfestival.com.au and click on the Classic Car Show and Shine tab

Von dem Herrn Präsident.

Well, we had our AGM and annual elections for committee places at the July monthly meeting. I would like to thank the outgoing committee and congratulate our new committee members for stepping up and helping to make this club function. It's great to see many familiar faces taking on their roles for another year, and we also have some new faces on the general Committee.

I've just got back from the VW Spectacular at Valla Beach. This year it was again a week-long celebration of everything VW, I still felt it was too short and that I had only just got there but I don't think Donna could take the extra hassle of adding more days to the event. Many people ask me what do you do for a whole week, believe me there is lots of things to do as Donna and her band of helpers arranged lots of interesting trips around the beautiful Nambucca area. I went up with my son in his 74 Beetle which we only just managed to get back on the road, my car is still being rebuilt after I hit a wall at Eastern Creek.

Our main event for August is the CMC's Shannons Sydney Classic at Eastern Creek on Sunday 21st, one of the largest classic car shows in Australia. This year we are celebrating 50 years of the 1300 Beetle and 40 years of the VW Golf in Australia. After last year's difficult location, Norm has arranged with the CMC for our club to have a prime parking position on the concrete, right behind the pits.

In September on Sunday 11th is the 16th Annual Classic Car Show at Canley Heights RSL Club then on Sunday 18th is the Canberra German Autofest and then on Sunday 25th is the Sydney German Autofest 2016, car show and family picnic, at Gough Whitlam Park, Bayview Ave Earlwood.

Then in October is VW Warwick Drags 2016 held over the 1st & 2nd. Two days of Volkswagen drag race action!

One of our long-time members and club sponsors, Ron Croft, is retiring this month. He is the proprietor of C&S Automotive at Padstow, and has been working on Volkswagens since he did his apprenticeship at Lanock Motors way back in 1963! Ron has a fantastic reputation in the industry and is renowned for his specialty in modern VWs. But after working on VWs for 53 years, he has decided to call it a day and retire to spend more time with his family. Make sure you stop by his workshop this month and say hi. Thank you Ron for all your years of VW service.

With springtime just around the corner the calendar is getting very busy. There are lots of things to do with your VW so come along and enjoy your VW with like-minded people. See you soon with your VW.

Steve Carter



Kanberra Kapitel report.

Happy August to you all. The weather is starting to shape up for Spring and we look forward to catching up with everyone as the warmer weather arrives.

On Sunday 21 August we are running a cruise to Batemans Bay, to visit the Corrigans Beach Rotary Markets, where we hope to park the cars together for display, and generally look around the markets. We have options for travel coming up on this one, either heading down on the Saturday, or Sunday morning. Details will be on the email or contact us, we'd love to have a big turnout for the trip. Thanks David for organising this event.

September is our carshow, the German Auto Display. There is an updated flyer in this magazine. We are running a cruise this year on Saturday 17 September, and the show itself is on Sunday 18 September. I am in the process of changing data on the website to reflect the new info. The show will be on the West Lawns of Old Parliament House (Parkes ACT), unless we have wet weather, which will move the show to the nearby Treasury carpark. Admission for cars is \$10, all cars are to have a drip tray as normal for these shows. Please contact us for any questions, we have a new location this year and whilst it brings a few changed rules it will be a great day.

I haven't submitted any event reports lately and I apologise for this, am hoping to get to this in the near future. Let us know if you have any questions, catch you all soon.

Bruce



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 for the latest information and any changes.*

August.

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

Thursday 11th:- Committee Meeting at the Greyhound Social Club, 140 Rookwood Rd. Yagoona (next to Potts Park).

C. & S. AUTOMOTIVE
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VW & Audi SPECIALISTS
1st Class Mechanical
Repairs to Volkswagen,
Audi and all Japanese cars

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PH: (02) 9774 3340

PADSTOW INDUSTRIAL ESTATE
C20/78 GIBSON AVENUE
PADSTOW NSW

Sunday 14th: Shannons Sydney Classic 2015 at Sydney Motorsport Park, Eastern Creek. Organised by the CMC, it's the largest classic car show in Australia. Double-decker bus rides, trade stands, historic race cars, Concours, parade lap of the track. Club VW will again have a Volkswagen display. You must book with David Birchall at the monthly meeting or on (02) 9534 4825 to gain an entry/display ticket. This year we are celebrating 50 years of the 1300 Beetle and 40 years of the VW Golf in Australia.

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.

September.

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

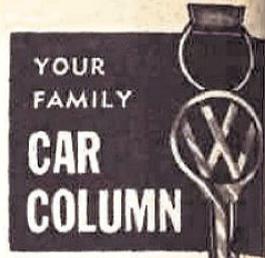
Thursday 8th:- Committee Meeting at the Greyhound Social Club, 140 Rookwood Rd. Yagoona (next to Potts Park).

Sunday 11th:- 16th Annual Classic Car Show at Canley Heights RSL Club, 26 Humphries Rd Wakeley. Show cars should arrive 6:30-8:45am (\$20 entry). Show opens 9:00am (Gold coin donation for spectators). Car show music by DJ Town Sounds. Sausage sizzle by Westfields Sports High School. RSL Club open all day. Trophies presented at 2pm. Phone the RSL Club on 9604 9975 for more info.

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.

Saturday & Sunday 17-18th:- Canberra German Autofest. Cruise and BBQ on Saturday, Car Show on Sunday. See the flyer on page 5 for all the details. Phone Bruce on 0400 119220 for more info.

Sunday 25th:- Sydney German Autofest 2016, car show and family picnic, at Gough Whitlam Park, Bayview Ave Earlwood. Organised by the Mercedes-Benz Club of NSW. All German makes welcome. \$10 entry per car. Entrants to be in place by 9:30am. Food and drink stalls on site.



This week's guest writer is Irene Thomas, Housewife, of Ivanhoe, Vic.

Why I let my husband teach me to drive



All my friends told me husbands are the worst driving instructors in the world. But I couldn't be bothered with the routine of appointments at a driving school so I had to plead with my husband. He was far from enthusiastic to begin with. But I reminded him that he always raves about how easy a Volkswagen is to drive. "Child's play" he reassured me . . . and I had him cornered. I had my first lesson that very same day.

Patience and virtues

As he drove the car round the block, he started, with true masculine thoroughness, to detail the Volkswagen Virtues. Patiently I listened to comments on the synchromesh type gearbox; the independent four-wheel torsion bar suspension; the double-acting, long-stroke, hydraulic, telescopic shock absorbers — all the features he's greatly interested in, because he's an aeronautical engineer. But how patient can one be? Oh, I know that all these things are vitally important, but I wanted to drive. I insisted we change seats.

Friends at first touch

The Volks and I became friends from the first flick of the key. The engine started sweetly and gripped the neat little steering wheel ever so casually. Determined not to show my nervousness, I slipped the nifty gear stick into first and we were on our way. Did I say I was nervous . . . well not for long. My husband was still rattling off the how, when and why, but I felt that I just couldn't make a mistake.

No fears with the gears

No grinding of gears (or gnashing of hubby's teeth) — I took just one slight wrist movement and the gear stick moved as of its own accord.

No wild wide cornering to upset my husband's composure because the sensitive steering wheel responded to the lightest touch. No near collisions with the unpredictable car in front because the slightest pressure on the convenient brake pedal brought the Volks to a gentle, smooth stop.

It was amazing! Here I was cruising along in my pet Volkswagen like a veteran driver. Bursting with pride I turned to my husband. Did I get the compliments? Oh no. He just said "No other car — no other woman could possibly be driven by a woman in one lesson."

Moral for this Week

Never underestimate the power of a woman — in a Volkswagen.

For your free colour booklet which tells you everything you want to know about Volkswagen write today to Volkswagen Distributors Pty. Ltd., 67 Queens Rd., Melbourne, S.C.2. Read about all the features that make Volkswagen Australia's best car value — at only £971 including sales tax.

Volkswagens old and new wanted - let's have more VWs than Mercs, BMWs or Porsches! Contact Nick Harris (Merc club) on 0408 228305 for more info.

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

October.

Saturday & Sunday 1st & 2nd:- VW Warwick Drags 2016. Two days of Volkswagen drag race action! Street parade, static VW display, VW movie night, Saturday scrutineering from 11am-noon, driver's briefing, then unlimited practice and qualifying until 5pm. Sunday drag competition and finals. Lots of race classes for novices and pros. Air and water-cooled VWs welcome, hotties and stockers! Pre-entry by 20 September is mandatory; no entries on the day. Go to www.vwma.net.au for all entries and more info.

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

Thursday 13th:- Committee Meeting at the Greyhound Social Club, 140 Rookwood Rd. Yagoona (next to Potts Park).

Sunday 16th:- Burwood Spring Festival Classic Car Show at Burwood Park, Burwood. The car show is part of the Spring Festival, with displays, stalls, food, rides and entertainment all day. Vintage, veteran and classic cars. Club Veedub will be having a Volkswagen display (\$10 entry). You must pre-book by 1 Sept to enter. Visit www.burwoodfestival.com.au or phone the Burwood SES on (02) 9745 1386 and say you are with the VW Club.

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.

Sunday 23rd:- 5th annual HMAS Albatross Show n Shine at Fleet Air Arm Museum, Albatross Rd Nowra Hill. Entrants from 8am; \$15 pre-rego entry; \$20 on the day. Spectators from 10am, gold coin donation. Large array of judging categories, many other fun family activities throughout the day. Live band 'Blue Tongue' will play for you. For more info contact Stuart Walters on 0410 577296, or visit www.navy.gov.au/event/albatross-show-n-shine-2016 for info and pre-entry forms.

Monday 31st:- Canberra General Meeting at the Harmonie German Club, 49 Jerrabomberra Avenue, Narrabundah, at 7:30pm.

November.

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

Thursday 10th:- Committee Meeting at the Greyhound Social Club, 140 Rookwood Rd. Yagoona (next to Potts Park).

Sunday 13th:- Big Bikes and Likes day at historic Linnwood House, 25 Byron Rd Guildford. Classic VWs are invited to attend an open house and classic car/bike display. All commercial, military, classic, vintage, veteran and hot rod machines welcome from 10am. \$3 entry to the historic house. Trade stands, food stalls, tea and coffees. Contact Dorothy (Linnwood House) on (02) 9632 9203 for more info.

Thursday 17th:- 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 20th:- Kurrajong-a-Buzz community day at Kurrajong Village. To celebrate Pollinator Week, Club VW Sydney have been invited to display VW Beetles at the free family fun and pollination information day. There will be a kids activity zone, a sausage sizzle run by our local Rural Fire folks, cake stall run by our Kurrajong Nursing home group, and lots of activities in our cafes. Kurrajong Rural Fire service have arranged exclusive parking for the first 10-12 VW Bugs. Please arrive before 8:30am to get into position before the event starts. Other VWs welcome to attend but will have to park elsewhere. Contact Lyn Ward on 0411 107456 for more info.

Monday 28th:- Canberra General Meeting at the Harmonie German Club, 49 Jerrabomberra Avenue, Narrabundah, at 7:30pm.

December.

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

Thursday 8th:- Committee Meeting at the Greyhound Social 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. **This meeting is also the Club Veedub Christmas Party!** Bring a wrapped present (worth about \$5) to receive free drink coupons. Warm nibbles, snacks and drinks provided. 8:00pm start.

Monday 19th:- 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

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

Photos can be included on the website but not in Zeitschrift. 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.

Wanted:- Hi - I hope you can help me as my search for a VW bus has taken me across the world to you guys. I am looking for a **RHD barndoor panel van** pre 1955 obviously. If you know any one who has one or who can help I would really appreciate the contact. I am (have recently) become interested in barndoors and now a bit obsessed I'm sure you and your members understand that :) any way looking forward to hearing back - kind regards Marc grant (Scotland) marcjamesgrant@yahoo.co.uk

For Sale:- Hi , I have **77 pop top 2-litre** twin carby for sale , registered and still driving weekends ! Fridge sink and seat that clicks into a bed had a new roof but does have rust in the bottom half its white roof and dark green bottom selling for \$15500 , if u know anyone that may be interested in on the Gold Coast , thanks Juanita. Phone 0409 498756 or email purplegecko@optusnet.com.au



2 DAILY MIRROR, FRIDAY, SEPTEMBER 8, 1961 2



No, this car didn't take the wrong turning. Two Britons tried to drive it the 22 miles across the English Channel from Calais to Dover — about as far as from Sydney Heads to Stanwell Park. Gordon Amor and Jerry Amor had the doors and windows of their Volkswagen sealed with waterproofing, a propeller was hooked to the engine and a pump installed to keep the inside dry. They got within 10 miles of Dover before the engine gave out. An accompanying boat towed them several more miles, then Marilyn, as they called the car, gave up and sank. — Radiopicture.



Brand new Newton Commercial full carpet set with correct air vent and fuel reserve tap trim pieces. Brand new TMI seat covers and door cards. Steering wheel refurbished. The entire restoration has been photographically documented to show how detailed each step of the restoration was and that short cuts weren't taken and inches of filler weren't used. This is a top quality restoration. Full album of over 500 photos can be seen here <http://s7.photobucket.com/user/psimitar/library/56%20Oval?sort=2&page=1> Just 63261 miles or 101809 km on the clock. It will come with a roadworthy certificate so you don't have to do the running around. Will have registration for QLD but wished to get it on the market. Car is located in North Brisbane, QLD 4055. Priced at \$29,500 negotiable. For more information contact Mike Sacher on 0733510081 or email mike.sacher@gmail.com

For Sale:- I current have a **VW Kombi Esky** I won in a raffle about 5 years ago. It is a esky with vw kombi bus painted with Canadian Club logo and twin wooden surf boards mounted on top. It has never been used and is in excellent brand new condition. I was enquiring if it is of any value to anyone as a collectors item. I live in Port Macquarie but can have it available for collection at the upcoming VW spectacular weekend in Nambucca Heads weekend if there is any interest. I look forward to hearing from you. Contact Mr Ron Simpson on 0407 631854 or email ronjsimpson@bigpond.com.au

For Sale:- Gday, I'm new in Sydney and looking to sell my German-made **1974 Safari** in excellent condition. Websites? I can't find any for sale. Contact Mr Craig Freier on 0466180038 or email craigfreier65@hotmail.com

Wanted:- Dear VW Club, I am a VW beetle lover searching to buy a **1971 Superbug** in immaculate original condition. Any help or leads would be very appreciated. If you can help, please contact me. Regards, Declan Page. 0409 527440 or email declan.page@gmail.com

For Sale:- 1956 VW Beetle, Oval Window Deluxe model. Numbers matching original vehicle with service documentation from new. Full restoration undertaken including taking the bodyshell, floorpan and all metal components of the vehicle back to bare metal. Debeer 2 pack epoxy primer used on exterior of bodyshell and Epoxy Mastic 121 2-pack paint used on all floorpan components and the bodyshell interior. Painted in period correct VW Fern Blau. Probably the only one this colour in all of Australia. \$10,000 of new parts used to restore this Beetle with all receipts of parts & paints used. Every single seal replaced on the entire vehicle. Chrome and trim either polished, re-chromed or replaced. Engine fully rebuilt with reconditioned heads, re-sized rods, new rings and brand new bearings throughout. Original split-case gearbox stripped, cleaned, checked and rebuilt. Dynamo rebuilt with new bearings and brushes. Steering box rebuilt with new seals and bearings.

Wanted: Looking for **VW beetle** to restore, Newcastle. \$5000 Contact Jo at joannemkay@bigpond.com

2nd month Ads.

For Sale:- VW Type IV motor, converted with Porsche fan and cooling to fit straight into a Beetle, Ghia or Type 2 to 1971. 2.2-litre, built by John Alder. Twin Weber 44IDFs, hydraulic lifters, external oil cooler, clutch. Used for only 7500 km in restored VW Type 182 (Thing) and replaced with original engine. This engine no is CJ044242. \$6950. Phone Bevan on (02) 6645 4502.

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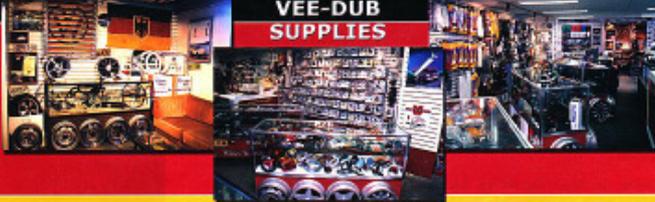
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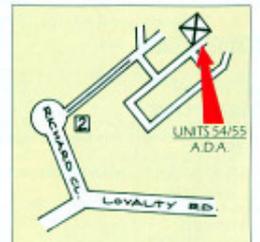
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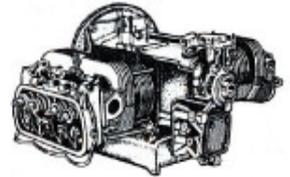
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Ateco in 1988, TKM in 1990 and Inchcape in 1992. Today's Volkswagen Group Australia, fully owned by VW Germany, was established in 2001 but annual sales were still only a fraction of the highs of the 1960s at that time.

The 500,000th Australian Volkswagen was finally sold in April 2004, a long 28 years after the last milestone and one that many of us, through the dark 1980s without new VW sales, thought would never come. Happily, VW's local range was growing and sales accelerated, and the 600,000th was sold in December 2008. The 700,000th was sold in August 2011, the year after the old sales record from 1964

One million Australian VWs soon.

As first reported in Zeitschrift last month, a major milestone for Volkswagen in Australia is fast approaching – the one-millionth VW to be sold in this country.

The first Volkswagens were imported by Lionel Spencer's Regent Motors (Holdings) Pty Ltd in late 1953 and displayed in his Melbourne showroom. The Federal Chamber of Automotive Industries recorded the first official VW sales in March 1954, when 13 cars were sold – nine in Victoria, two in Tasmania, and one each in NSW and South Australia. The Kombi joined the local VW range a few months later, and 1,746 Beetles and 334 Buses were sold by year's end.

With the building of a VW factory in Melbourne local sales boomed, and the 100,000th Australian Volkswagen was recorded in December 1960. To celebrate, Volkswagen Australasia made a thorough nation-wide search for the oldest VW in Australia, and found the Haenel family in Horsham with their 1946 model that Therese had brought out with her in 1951. Volkswagen, and Victorian Premier Sir Henry Bolte, presented the Haenels with the 100,000th car in exchange for their old 1946 model (which can be seen today in the York Motor Museum, near Perth).

Strong local sales continued, the Type 3 joined the range and the 200,000th Australian VW was sold in December 1964. That 200,000th car, a 1200 Deluxe Beetle, was donated to the Australian Red Cross. This was the final sales milestone that Volkswagen Australia actually commemorated; future ones passed unnoticed.

Nonetheless, the 300,000th VW was sold in June 1970, after local manufacturing had ended and CKD assembly was restarted. VW Australia was now owned by Sydney's LNC Industries (who also owned VW dealer chain Lanock Motors). The 400,000th VW was sold in September 1976, after the Passat and Golf had been introduced, the Type 3 and Beetle discontinued, and the factory sold to Nissan.

VW went into local limbo as LNC Industries ceased all VW imports (apart from a few T3 Transporters) in 1982. LNC lost the VW franchise in 1987, and local sales were eventually restarted by a string of third-party importers –

was finally broken – another event we thought back in the 1980s would never happen. The 800,000th was sold in July 2013, and then most recently the 900,000th in May 2015, just 15 months ago.

With sales figures to the end of December last year (940,038 in total), we can reveal the ten most popular Volkswagen models to be sold here up to then. Models with an '*' are still being sold and will therefore increase this year and in the months and years to come. We'll revisit these figures when the 2016 sales figures are in.

260,055 – 1200, 1300, 1500 and 1600 Beetle/Superbug
218,516* – Golf, VR6, Cabrio, Alltrack
145,642* – Transporter (T1 to T6 inclusive)
56,919* – Passat, Alltrack, CC
53,213* – Polo
48,604* – Amarok
44,346* – Tiguan
31,494* – Jetta, Bora, Vento
23,847 – 1500, 1600 Type 3
20,602* – Caddy, Caddy Life

So with 940,038 VWs sold here to the end of December 2015, you can see for yourself that the historic 1,000,000th VW is not far off – just 59,962 more to go. VW sold more than that in 2015, so it is possible that the milestone could be passed before the end of this year. But, thanks in part to the 'diesel scandal' and the wait for an updated Tiguan, VW's local sales have actually slowed slightly so far this year.

The very latest figures show 4,193 VW sales in July, and 34,002 vehicles for the seven months of 2016 so far. That means that VW's overall total must be 940,038 plus 34,002, which equals 974,040. That means there's just 25,960 to go to reach one million. At the current average rate of 34,002 / 7 = 4,857 per month, the one millionth will therefore be sold in 5.34 months from the end of July - which is in January 2017.

Volkswagen Australia has been informed of the upcoming milestone (and their executives read this magazine - hello everyone!) We hope VW Australia will undertake some significant celebrating of this milestone.

We will bring you monthly updates and a monthly countdown to this historic milestone. Stay tuned.

Golf GTI 40 Years manual.

Purists rejoice! The powered-up Volkswagen Golf GTI 40 Years edition will be available in Australia with a six-speed manual gearbox when it debuts in the third quarter of 2016.



The manual gearbox version will join the already confirmed six-speed DSG automatic offering.

As we already know, the 40 Years Limited Edition is the most powerful production Golf GTI to date, with outputs from its 2.0-litre engine measuring 195 kW / 380 Nm (up from 162 kW / 350 Nm in the regular GTI, and 169 kW / 350 Nm in the GTI Performance).

Furthermore, an overboost function liberates 213 kW for about 10 seconds, making the front-wheel drive Golf GTI 40 Years even more powerful (albeit for brief moments) than the Australian-detuned AWD Golf R (206 kW / 380 Nm).

The Golf GTI 40 Years incorporates some of the best technical features of the Golf GTI Performance, including larger brakes, front differential lock, unique 19-inch 'Ruby' alloy wheels and adaptive chassis control.

You also get a special body kit including new bumpers with larger air intakes and a two-piece rear roof spoiler for added downforce (claimed). There's also a black side stripe on the body.

The interior gets unique anniversary 'honeycomb' seat upholstery featuring the GTI logo and decorative inlays, plus Alcantara-covered steering wheel and door trim inserts.

Other highlights include large diameter exhaust tailpipes, darkened LED tail-lights reminiscent of the Golf R, adaptive cruise control, front assist with AEB and a blind-spot monitoring system with rear traffic alert. A sunroof is a \$1850 option.

The Golf GTI 40 Years in manual form will cost a recommended retail price of \$46,990 plus on-road costs while DSG-equipped variants will cost \$48,990. This makes the manual \$6000 more than a base GTI, and \$500 more than the DSG-only GTI Performance.

Incidentally, don't be surprised if these performance numbers point to the Mk8 GTI in a few years' time.

Tiguan 2 details.

The bigger new 2017 Volkswagen Tiguan will offer strong levels of standard equipment across the board when it hits Australian showrooms next month.

Volkswagen Australia have announced most of the specifications for the three-variant, second-generation Tiguan medium SUV range — billed as “one of its most significant launches in recent memory”.

Entry variants will clearly make many prospective Mazda CX-5 or Hyundai Tucson buyers think twice, while the higher-grade model is pushing into premium German territory in terms of the features on offer.

The new-generation Tiguan is bigger between the wheels and much more spacious than before, with its 615 L / 1655 L boot taking it from the bottom of the class to the upper echelon. It's also billed as more premium and dynamic than before.

The Mk2 Tiguan will also offer “the most comprehensive package of standard safety technologies in the segment”. All models get low-speed autonomous brakes, lane assist, fatigue detection, an active bonnet, multi-collision braking, parking assist and a rear-view camera.

Five engines will be offered. Under the bonnet of the base 110TSI will be a 1.4-litre turbo-petrol with 110 kW / 250 Nm, matched to six-speed manual or six-speed DSG transmissions, with a front-wheel drive layout.

There will be two 2.0-litre turbo-petrols on offer, the 132TSI with 132 kW / 320 Nm and the 162TSI with its 162 kW / 350 Nm engine shared with the Golf GTI. Both of these will come with a DSG only and 4Motion AWD.



The diesel side of the ledger in Australia will comprise two offerings, both with 2.0-litre capacities. These are the 110TDI with 110 kW / 340 Nm, and the 140TDI with 140 kW / 400 Nm. These are also DSG-only and AWD-only. The top model in Europe, the 176 kW / 500 Nm 176TDI, isn't coming to Australia, which is a great shame.

In the familiar Volkswagen naming structure, Tiguan will come in Trendline, Comfortline and Highline specifications with various engine choices (detailed below). We don't yet know exact pricing, but it'll be ballpark for the segment.

The Tiguan is a vitally important car for Volkswagen Australia. SUVs presently make up 38 per cent of the total

market, and sales of mid-sized SUVs are up 22 per cent and now the second largest vehicle segment after small cars.

In all probability, the Tiguan will join the Golf and Amarok as a range top-seller, given it's now a more like-for-like CX-5 and Tucson rival in terms of dimensions and practically.

Amarok new interior.

The overhauled interior of the recently unveiled 2017 Volkswagen Amarok has now been revealed, showcasing an all-new dashboard design.

For the 2017 model year, Volkswagen's interior design team has ditched the old dashboard's rugged styling cues for a more refined look that is more in keeping with the rest of Volkswagen's passenger cars.



The upper section of the dash has been completely restyled with a horizontal design theme. The previous model's round vents have been replaced by rectangular and trapezoidal units, while in the centre of the dashboard there is VW's latest Composition Media and Discover Media infotainment systems.

A metal-look strip now divides the upper and lower sections of the dash. Much of the lower portion of the dashboard, as well as the centre tunnel, looks to be carried over from the current model.

Top-spec Euro models are equipped with a colour display between the tachometer and speedometer, as well as a frameless rear-view mirror and stainless steel pedals.

The 2017 Amarok will also be available with new ergoComfort front seats. Approved by Germany's Healthy Back Campaign, the new seats feature nappa leather coverings, contrasting white stitching, optional heating and 14-way electric adjustment.

The updated 2017 Amarok goes on sale in Australia later this year. Top-of-the-range models will feature the recently announced 3.0-litre turbo-diesel V6, which has 165 kW of power and 550 Nm of torque on hand.

More Amarok V6 details.

Despite all major, mainstream competition featuring rear seat airbags, the updated and powered-up 2017 Volkswagen Amarok V6 will land in Australia later this year without them.

While airbags will not be standard in the rear seat, Volkswagen representatives said Germany this week it is "considering the feature" currently.

Dennis Hausteine, head of German product marketing for the Amarok, says VW can add rear seat airbags to this generation's platform. "It is possible, for sure," he said. "And we would like it, certainly, but [for now] it is under investigation for this generation."

However, the Amarok V6 will be the only mainstream, dual-cab combatant with four-wheel disc brakes as standard. It's an impressive addition for a segment where rear drum brakes are still considered acceptable.

But, while the jump to all-round disc brakes is a boon, buyers may have another grievance to consider. Despite rumours the braked tow rating would lift from 3000 kg to 3500 kg for the V6 Amarok, hot-weather operating parameters mean Australian V6 Amarok models will still only be rated 3000kg braked. Overseas models will get a 3500 kg braked rating.

The switch to a 3.0-litre V6 engine – in 120 kW / 150 kW / 165 kW states of tune for Europe – was made necessary by the current four-cylinder engine not meeting Euro VI emissions regulations. That means the four has been discontinued and European buyers will now only be able to buy an Amarok with a V6 engine.

Our market doesn't require Euro VI, so Australian buyers will still be able to opt for the four-cylinder, alongside the new V6, for the foreseeable future.

Carlos Santos, Director of Commercial Vehicles for Volkswagen Australia, also confirmed that our market will initially get only the top-spec V6 turbo-diesel engine in two trim levels: Highline and Aventura. Both V6 grades will sit above the most expensive four-cylinder Amarok currently on sale in Australia.



Volkswagen has concentrated on off-road ability with the updated V6 Amarok and as such, the dual-cab comes standard with off-road calibrated ABS, off-road focussed ESP and hill descent control.

Extra safety kit such as radar cruise control, lane keeping assist, rear cross traffic alert, and autonomous emergency braking is not standard. According to Hausteine, those features are "not possible yet, but definitely under consideration."

Australian pricing and full specification for the 2017 Volkswagen Amarok will be announced closer to the local launch date.

Up! GTI still possible.

Volkswagen is still rumoured to be developing a range-topping GTI variant of its small Up! hatch, according to a new report.

British car magazine AutoCar claims officials at VW's headquarters in Germany are planning the new GTI model as a rival to the Abarth 595.

It is believed that such a model would help to improve the image and overall appeal of VW's entry-level hatch to offer with the offer of sporting looks and performance.



The report says the car will be powered by a worked version of the company's recently upgraded EA211 1.0-litre three-cylinder turbocharged engine. The regular version of the engine powers the recently facelifted Up! in Europe and produces 66 kW/160 Nm.

The souped-up version of this new engine is already used in the Golf Bluemotion TSI and the new Audi A3 range where it has been tuned to produce 85 kW/200 Nm.

By comparison, the purported Up! GTI's key competitor – the Abarth 595 – makes 103 kW/206 Nm from its 1.4-litre four-cylinder turbocharged unit and can reach the 100 km/h mark in a claimed 7.9 seconds.

A prototype of the Up! GTI – which AutoCar claims to have driven – has a top speed of 200 km/h and a 0-100 km/h time of 8.0 Seconds.

Should the reports prove accurate and an Up! GTI enters production, the variant would likely also gain a number of chassis and suspension tweaks as well as the usual GTI-specific visual enhancements like larger alloy wheels, wider skirts and a twin chrome exhaust.

Given the Up! was discontinued in Australia back in 2014, it's unlikely a 'hot' Up! GTI will make its way to local dealerships. However, VW Australia might consider an 85 kW / 200 Nm Up! GTI a much better local sales prospect than the non-turbo 55 kW / 95 Nm version that was previously sold here.

VW to sell non-core brands?

The Volkswagen Group is reportedly considering cutting back on its numerous models across its range and selling off some of its non-core brands to help fund the company's recovery from the US diesel emission saga.

Anonymous sources have told Bloomberg News that, earlier last month, Volkswagen's senior management team presented a sweeping package of proposals to the supervisory board.

It is reportedly proposed to axe around 40 models to cut costs and make way for an electric vehicle onslaught.

Sources within Volkswagen told German newspaper Handelsblatt that VW will cut a total of around 40 models from its mainstream Volkswagen, Audi, Porsche, Seat and Skoda marques. When the bloodletting is done, these five brands will still have a combined line-up of under 300 different vehicle models.

The report seemed to suggest that models from the company's high-end luxury marques, including Bentley, Bugatti and Lamborghini, were safe for the moment.

A spokesperson told Automotive News, "A decision on how many models will be phased out or ceased has not been taken yet".

Another recommendation presented to the board were plans to divest the conglomerate of motorcycle maker Ducati and the MAN truck division.

Volkswagen and MAN had been cooperating since the 1970s - the original VW LT van/truck was a MAN design. VW bought 55% of MAN in 2011 with the intention of merging MAN with Scania (that VW had bought earlier). VW gradually increased their ownership to MAN to 80% by 2015. VW-MAN has numerous giant bus-truck joint projects in Europe, Africa, South America and China. VW AG had also purchased Ducati in 2012.

Analysts who spoke to the business publication said that now might be a good time to offload MAN, as the truck



market in Europe is strong. MAN's Diesel & Turbo division, which specialises in stationary and ship engines, and Renk, which deals with gears and test systems, would also be put up for sale. MAN's Renk division also includes the Hong Kong-based Sinotruk company.

Volkswagen might also look at consolidating its various components divisions, which currently reside within individual brands. This combined entity would house around 70,000 employees and 24 locations throughout the world.

Both Ford and GM did the same thing over a decade ago with Visteon and Delphi, respectively. While Ford and GM eventually spun these units off as independent businesses, the current plan doesn't envisage Volkswagen selling off its unified components division.

This latest strategy shift is being spearheaded by Matthias Mueller, Volkswagen's CEO, who is trying to navigate the company through its current woes. At the beginning of the diesel emission saga, back in September 2015, VW put aside 16.2 billion euros (\$25.1 billion) to deal with the cost of remediation, buy backs, litigation and fines. However this fund is being rapidly consumed in the litigious USA, and VW is looking for further funds.

The proposals, if approved, will not only give the company a fresh injection of cash from asset sales, but will also allow to the company to focus on electric vehicles and, potentially, jump into the car-sharing fray.

If the board gives the go ahead to some or all of these proposals, it's likely that Mueller will outline these latest moves as part of a presentation he's scheduled to give.

While selling off Ducati would not cause too much drama, it would be a shame for VW to sell MAN as they share a long history and are an excellent fit in the VW Group. Hopefully it won't happen. Instead, we would propose that VW sell off SEAT, VW's poorly performing Spanish subsidiary, instead. VW's other division Skoda more than adequately covers its market and is much more successful.

30 new electric VW models.

Volkswagen has outlined its goals to become a world leader in sustainable mobility, detailing a new 'Together – Strategy 2025' plan last month.

VW has shifted its focus to battery-powered electric vehicles (BEVs), with the company announcing it aims to release more than 30 new electric and electric-assisted vehicles by 2025. This is across the VW Group range – in models from VW, Audi, Porsche, Skoda and SEAT, as well as (perhaps) Lamborghini, Bentley and Bugatti.

It had previously been reported that Volkswagen will launch no less than 20 plug-in hybrid electric vehicle (PHEV) models, and this new 2025 strategy further adds to the company's electrification strategy. Currently, the only fully-electric models VW sells are the e-Up! and e-Golf in overseas markets.

Volkswagen also offers a number of conventional hybrids and plug-in hybrids, including GTE PHEV variants of the Golf hatch and Passat mid-size sedan and wagon. VW has also displayed hybrid versions of the Transporter but lack of demand has put these on hold.

The group's premium arm Audi already has an e-Tron PHEV variant of the A3 hatch and Q7 SUV, while Porsche



features S e-Hybrid variants of the Cayenne SUV and Panamera coupe in its line-up.

However, Volkswagen's announcement focusses on BEV variants of its current models, pointing to a completely new range of zero-emissions models across the Volkswagen Group.

The new wave of EVs are likely to be built on the group's 'MEB' modular electric platform – including the production version of the 2016 Budd-e concept amongst others.

Volkswagen believes that BEVs will account for about a quarter of the global passenger car market in a decade's time, and forecasts its own BEV sales to be between two million and three million units in 2025.

Other initiatives outlined in VW's 2025 strategy include on-demand mobility services – which has already begun with Volkswagen's investment in ride-sharing company Gett.

Earlier this year, Michael Bartsch, managing director of Volkswagen Australia, said that we could possibly see PHEV and EV models in local showrooms by the end of the decade.

"It's a fair assessment," he said. "[It is] important for Volkswagen and other brands to show real leadership," referring to the introduction of mainstream electric vehicles.

Audi has also gone on record saying that it plans to release a new "electrified car each year".

Considering the VW Group's bold plans to rollout so many electrified and fully-electric models over the next 10 years, only time will tell how successful the 'Together – Strategy 2025' plan turns out to be. It will be much less significant in Australia, as we do not have the charging infrastructure network and clean atomic power generation that Europe does.

VW battery factory?

Volkswagen is reportedly considering building a dedicated German factory to produce batteries for electric vehicles (EVs).

According to Deutsche Welle, executives within VW have anonymously told the German Press Agency (DPA) that Volkswagen Group is considering constructing a battery factory in its home state of Lower Saxony, which is in northern Germany.

Estimated to cost up to 10 billion euros (AUD\$15.5 billion), the new plant will produce cells for Volkswagen's upcoming range of EVs.

Handelsblatt, a German business newspaper, believes that VW is considering this expensive option so that it doesn't become reliant on Asian battery producers, such as Panasonic and LG Chem, who currently supply much of the automotive market.

Volkswagen is currently drawing up plans that will enable it to sell a million electric vehicles within the next 10 years. Volkswagen's board will consider this latest EV strategy at an upcoming general meeting.

The company is currently busy preparing a new electric vehicle component set, known as MEB, which will underpin a wave of electric vehicles across the Volkswagen Group. So far, the car maker has unveiled



a number of electric concepts, including the fully-electric Budd-e people-mover and the plug-in-hybrid Tiguan GTE.

Volkswagen's strategic move away from diesel engines to EVs is widely seen as a response to the US diesel emissions saga, which has engulfed the company since the story broke in the USA a year ago.

Currently, Germany's adoption of electric cars has lagged behind some of its Euro-zone compatriots, such as Norway. Last month the German government and car manufacturers announced an EV incentives package, worth around a billion euros (AUD\$1.6 billion), which includes funding for a new charging station network and rebates for buyers.

The new plant, if it comes to fruition, will likely be built in Salzgitter, a city in the state of Lower Saxony. Volkswagen's existing factory in Salzgitter was built in 1969 and initially assembled the VW K70, VW 411 and Passat. Car assembly ended in 1975 and since then it has been a dedicated plant for manufacturing VW engines. VW currently employs 6,500 people at Salzgitter to manufacture around 165 different types of engines for VW, Audi, Skoda and SEAT vehicles – around 1.6 million per year. VW Marine engines are also made at Salzgitter.

Another Lego Beetle.

Iconic toy company Lego has released a redesigned Volkswagen Type 1 Beetle model set for its 'Creator' line.

The 1960s-style Azure Blue Beetle model measures 29 cm long, 12 cm wide and 15 cm high and is made up of 1,167 pieces.



Features of the new Type 1 Beetle set include the VW's iconic curved mudguards, four-cylinder air-cooled engine, roof racks complete with a surfboard and cooler box, beige interior with folding front and rear seats, steering wheel and dashboard complete with a speedometer.

Other design elements recreated for the scale model include the original car's round headlights, guard-mounted indicators, contrast-colour bumpers, rear engine bay, front boot with a spare wheel and the low-mounted tail-lights.

Builders can use a selection of stickers to personalise their blue Bug, and choose from four different licence plates – including German, American, British, and even Australian designs.

The new Beetle model is considerably different from the earlier Beetle kit from 2008, which was a little larger at 41 cm long. The older model attempted to model the VW's curved shape and guards with 1,626 Lego blocks, with debatable success. This kit is no longer available but can still be found sometimes on Ebay – at \$600 or more.



By comparison, the latest smaller model will be released in the USA with a price of US \$99.99. This will probably mean at least \$149 by the time it arrives in Australia. Whether it's a more realistic version of the VW Beetle – and better or worse than the previous kit – is up to you. Either way, it will make a great companion to the popular VW split-window Kombi Campervan kit.

Club member Carl Moll has already bought one on-line for the VW Nationals raffle next year - thanks Carl.





The Toy Department.

So with the Rio Olympic Games about to start, it is timely that Greenlight has released an Olympic range of VW Buses, in both T1 and T2 generations.

Here is the set of 6 released only last month which feature an assortment of 6 VW Kombis in flag liveries - including an Aussie Split window.

The other countries include Canada, Japan, Brazil, Mexico & USA. It's a great collection and unfortunately looks

like at this stage being limited in numbers and only available on line overseas.

There is second release in the series called the chaser gold series which includes some gold graphics, again in limited and rare numbers.

Aside from the Olympic game series, Greenlight have released some cool tow and hitch sets comprising of some cool Beetles and Kombis towing some cool retro caravans.



And we may as well throw in the Series 3, also due for release late August.



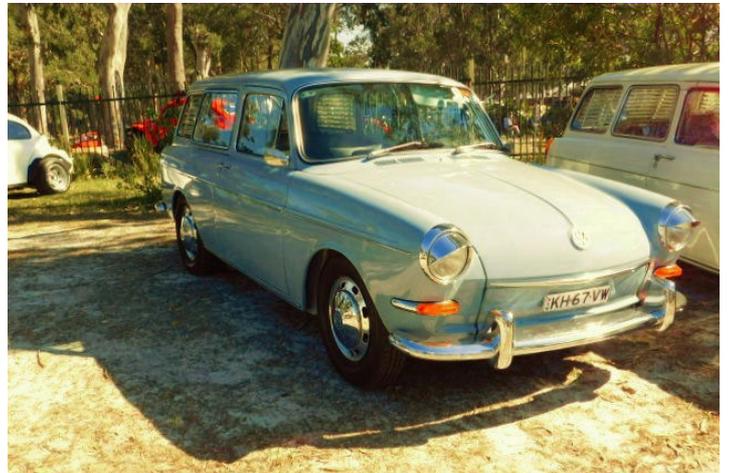
Happy Hunting! Or should I say these days, happy online shopping!

Tony Bezzina



Valla park 2016.

Here are some photos of this year's VW Spectacular at Valla Park, Nambucca Heads. Thank you to Dave Birchall and Lee Noonan for the photos.



Camper scratchie.

As I was at the local newsagents last week, I noticed an Instant Scratchie for sale that I had never seen before.

I don't normally buy Instant Scratchies (they're another form of voluntary taxation), but this time I was moved to pay \$2 for one of them. It's the first one I've ever seen with a Volkswagen on it!

It features a distinctive, slightly cartoonized VW split-window Kombi, with the caption, 'Happy Camper!' It's a pleasant picture. But it's NOT a camper – there's no pop roof, and seeing the rear occupants lazing out of the side windows, it must be a Microbus with multi-row seats. You can clearly see the Deluxe Microbus ('Samba') skylight windows.

Yet another example of the current idiotic British trend of calling ALL pre-'79 VW Transporters 'Campers', even if they're actually panels vans, window vans, or Microbuses.

The scratchie was very careful not to display any VW symbol, thereby avoiding any copyright issues, and instead displayed two 'peace' symbols, associating the poor VW again with the hippie thing. Along with the hippie flowers on the side of the bus of course.

The maximum win possible on this \$2 ticket was \$25,000. I only bought the ticket for its VW connection rather



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was straight up against a stone wall. They were keeping me off the road and throwing hurdles in the way. I actually built it as an advertising tool so they destroyed the business - they absolutely killed it dead.”

Three days later, Mr Nicks received a hand-signed letter in the post.

Mr Cameron wrote: “Dear Mr Nicks. Thank you for writing to me about your drivable shed. It sounds like an interesting feat to convert your car into a shed, a project which I am sure took a lot of time and effort.”

The Prime Minister wrote to the head of the DVLA but the project took a further four months to get off the ground, by which time the Brexit vote caused David Cameron to lose the UK PM role to Theresa May.



While his new business got off to a bad start, Mr Nicks said it was “brilliant” to see people admiring the “bonkers” vehicle when he visited the supermarket.

He said: “I’m so proud to be the builder of it. When you pull up to the traffic lights it makes people smile because it just looks so wrong.”

The Passat-turned-shed has already survived a 320-km trip to York and has created a new world record after reaching a top speed of 114.0 km/h on a private airfield near York – breaking a previous record of 94.1 km/h by TV mechanic Edd China in 2011.

Mr Nicks said he now had plans to build more “crazy” cars, adding: “Since building it I found lots of people do crazy things to cars. I’ve got lots more ideas for equally weird vehicles. It’s just down to funding now.”

UK Daily Telegraph

than any thoughts of a possible windfall. Even so, I soon scratched off the picture, and was pleased to win \$5 – I came out \$3 ahead!

Grab one for yourself while they are still available. Remember to bet with your head and gamble responsibly...

World’s fastest shed.

A UK mechanic enlisted the help of his local MP, former UK prime minister David Cameron, when he made an ambitious bid to convert his car into a garden shed.

Kevin Nicks, a 51-year-old mechanic and gardener, decided to merge his two passions by transforming his early-2000s Volkswagen Passat into a garden shed capable of traveling at more than 100 km/h.

The two-tonne drivable shed, complete with remote central locking, leather seats and air conditioning, was built for hiring and advertising, with some 20 companies expressing an interest in using the vehicle.

But Mr Nicks, who lives in a village just two miles away from Chipping Norton, the Oxfordshire town which is home to former Top Gear host Jeremy Clarkson, hit a brick wall when he tried to get a six-hour Individual Vehicle Assessment before it could be made road legal.

Frustrated by red tape which delayed his project, Mr Nicks contacted his MP, the then UK prime minister David Cameron, for help to speed up the process.

Mr Nicks said: “I contacted the DVLA and I



Beer-Dispensing Buses.

You come across the strangest, most unexpected things in your travels. With me, these things are nearly always VW-related, to the mild annoyance of my travelling companions. I can't really explain it; either my eyes are hyper-alert to the unmistakable VW cues from a long distance and I am inextricably drawn near, or there is some carmic (sic), maybe even Karmannic force at work.

This happens to such an extent that you will probably end up reading more of my VW-sighting experiences in the future, as I plan to soon quit my present life of working for money in order to travel to interesting places in the world.

Two sightings of note from recent trips have a common theme: Type 2 vans converted to a mobile bar.



Seen in the trendy Shibuya district of Tokyo on a hot afternoon when a beer would have been very refreshing indeed. I had the yen for one, but not the yen for it, if you get my meaning. To say it was the last thing I expected to see would be a true statement. For a start, you don't see old cars in Japan. But then when you do, they happen to be air-cooled VWs, not Toyotas or one of those other ones. And this was a nice example of a Type 2, show standard, pumping beer.

Then our travels took me to trendy Bophut Beach, Koh Samui, Thailand. This is not a country where you see many VWs at all, though I did see a few 1970s Beetles in quite nice condition. Then we came across this orange and white VW mobile bar.



This was about three in the afternoon, near the beach but not party time yet, so I didn't get to see it serving booze, when it would have had the side windows folded down, the roof tilted back and the awning rolled out. Too bad I couldn't get a better photo angle than this either; I would have needed to be about another metre or so higher up.

I think this is a neat idea, using a Kombi to pump precious liquids. A search on the internet found a couple more examples; one in Germany:



and one in the Netherlands:



Now this idea is too good to leave alone. I submit to the Club VeeDub committee this suggestion: obtain a Type 2 which would otherwise go to waste, restore and paint it up in

brewery colours and logo of your choice (chance of a sponsor deal here?), fit it out with all the necessary alco-draulics and get a designated driver to bring it to Club VeeDub outings.

I would fly home to see that.

Rod Young
Raving Roving Reporter

Giant Bug.

Redondo Beach, Calif. We see a lot of extraordinary vehicles at car shows through the year, but we've never seen anything like this.

The license plate says it all: HUGE BUG.



The formula sounds fairly simple: Take a 1959 Volkswagen Beetle and find a way to make it 40% larger. Basically, it's a custom-built Bug riding atop the chassis of a full-size 2010 Dodge Ram pickup truck, complete with a 5.7-litre Hemi V-8 engine in front.

It's unabashedly outrageous, and that's one of the reasons to admire it so much.

The credit goes to Richard Tupper of Gardena, Calif., who took on the project that required creating 3,514 unique parts in the metal fabrication shop that he owns. Using computer CAD software, he scanned the VW's major body parts and designed them 40% bigger than standard. His



computer-controlled milling machines and laser cutters could then make the components – together with lots of hand fabrication. It was such an incredible undertaking that even the screws created from scratch because there were none that existed in their size, Tupper says.

Tupper downplays the effort.

"In hindsight," he said at a car show here recently, "it wasn't that hard. Yet," he adds, "I had to make templates for everything."

This Bug is a total beast. It weighs 2,820 kg. The hood alone is about 90 kg.

The inside of the car is as perfect in detail as the outside. One fun feature: The dashboard instruments, by design, don't work. Instead, a digital dashboard drops down when Tupper starts the engine.

After all the work, you'd think Tupper would be a VW fanatic. He's not.



"I don't know a lot about VWs," he says. "I know about the big ones." Driving around town, Tupper says other drivers are startled when they see the Huge Bug. At an intersection, "If you don't move, nobody moves." Other drivers, he says, are simply staring in disbelief.

USA Today
(thanks to Carl Moll)

VW Syncro.

4x4 Australia magazine, July 1997

Niche marketing has almost become a way of life for motor companies competing in the Australian market. Our relatively minuscule population makes it necessary for precise marketing strategies. Get the specification wrong and it can be curtains for a new model even though it may be a star performer in other countries.

Consider the plight of the average country-based builder, plumber or electrician. The job usually entails heading onto a muddy plot in order to take parts and equipment as close as possible to the worksite. Since rolling out my swag permanently in the NSW Southern Highlands, I've watched as the local blokes, that are handy with wood and pipes etc, have changed their vehicles through the past five years.

At first, they all used Mazda T-Series' or equivalents from other manufacturers. Then they shifted onto tray top Toyota 75 Series' because they were fed up with getting stuck in the mud. But the Tojo hasn't proved to be the perfect answer either, especially as escalating costs mean a new LandCruiser LWB 4.2 diesel chassis cab costs over \$45,470, minus a body. Most of the blokes need 4wd just to get them off the sloppy stuff and don't need rock climbing ability, so they are paying for extra off road performance they will probably never need.

At this point we spied a niche opening; what we needed was a large crew cab coupled with a long tray, a low deck height, all-wheel-drive ability and a diesel engine. But soft! What light through yonder window breaks? Far from Juliet being the sun, the illumination on the subject actually resulted from the enthusiasm of Volkswagen PR person, Edward Rowe. As an innovative sort of a suit wearer, he immediately warmed to the idea of procuring a newly launched diesel-engined, VW Syncro Crew Cab from home base over in Germany. This is the niche plugger to fill all niches as far as the Aussie building fraternity is concerned.

Getting To Grips with the Transporter

The VW Transporter crew cab is the largest and most spacious on the market and also the most comfortable. It provides big bloke comfort for five with a driving position that's better than many passenger cars. The tray height is lower and longer than any Japanese-sourced competitor and with the Syncro version there's a sophisticated all-wheel-drive set-up that will get the boys out of the mud and into the pub on time - after knock-off.

Under the front end is a five cylinder, naturally aspirated diesel engine of 2.4 litres, that humps out 57 kW at 3700rpm and peak torque of 164 Nm through a rev range that covers 18-2200rpm.

The front suspension is fully independent with double wishbones, horizontal torsion bars and progressive-rate auxiliary springs and comes with an anti-roll bar. What this means is that it goes around corners, handles well on the straights and doesn't roll around like a sailor heading back to his ship after shore leave. Down the back end is another fully



independent set-up with semi-trailing arms, mini-block springs and shock absorbers.

Volkswagen has been rather clever in its engineering division since it shifted the engine from the back to the front and popped in a radiator to cool things down. As the engine sits transversely between the front wheels, it made sense to put the power through the front rather than sending it on a trip down to the back wheels. This is how things work in normal use; the front wheel drive installation giving a sure-footed level of ride and handling that surpasses anything else on the market. The clever bit of technology as far as the Syncro version is concerned allows drive to be apportioned to the rear wheels whenever the front wheels detect slip. The power of the engine is transmitted through a viscous coupling to all the wheels but when road conditions are normal, most of the torque stays heading up front. As the front wheels slip on mud or snow, the drive effort heads rearwards supplementing the front wheel drive and maintaining traction when any other conventional builders truck has become a 'stuck in the mud' statistic.

There's no question that the Syncro is going to go rock hopping at weekends or charge through the bush in company with 75 Series and Nissan Patrols. But when the pricing of the crew cab Syncro is under \$40,000, the package starts to look extremely attractive for those that require traction under controlled circumstances.

As is normal with Volkswagen, diesel and petrol are the same price at \$39,990 for the Syncro double cab.

Safety First

The VW Transporter is up there as a class leader when it comes to safety. Torsionally stiff sill panels combine with integral side impact protection and crumple zones in the chassis Y-frame at the front with an air bag for the driver. There are servo-assisted disc brakes all-round and the handbrake operates on the rear wheels.

Because we were keen to experiment with taking our Syncro crew cab into off road areas to which the average owner would never go, we opted for a strong alloy tray from Herd Bars & Bodies but kept the overhang down through

using a shorter tray than normal. In its traditional role as a builder's dray, the tray size on the crew cab is normally 2140 mm x 1850 mm with a deck height of 390 mm. Ground clearance is 180mm.

The GVW is 2600 kg and the maximum towing weight recommended by the manufacturer is 2000 kg. (For those in NSW read that as being 1716 kg (two thirds of the GVM)). Hayman Reese makes a range of towbars for the Transporter varying from a step bar and tow bar through to a full 2000 kg rated square section shaft. With the reality that our Syncro would be towing a horse float with two full-sized thoroughbreds on board we opted for the maximum strength bar and the latest solid-state Hayman Reese electric brake controller. Both were supplied and fitted by RallySpeed of Artarmon.

Pricing for the tow bar was \$285 plus a \$60 fitting charge. The Hayman Reesc brake controller was \$195 supplied and fitted.

The standard lights are surprisingly good but knowing we were to head bush we added a couple of Hella Jumbo 220, two Hella fogs and inside, a Hella map light. Getting a good work light is also important and for that we mounted a Hella twin filament unit on the rear of the tray roll bar.

Standard tyre fitment for the Transporter is a Continental on-highway pattern in a 195/70x15 sizing. With a view to heading off-road the Bob Jane T-Mart group came to our assistance, supplying a set of mud and snow pattern Kleber KrisAlps in a 205/65x15 sizing. Because we have dropped in aspect ratio but fitted a wider section lyre the actual reduction in overall rolling circumference is not going to drastically affect the indicated-gear speed and is within legal tolerances.

Off Road and Into Action

I've got to say that so far we've turned many heads as we've popped out in areas of bushland that are normally the domain of the dedicated heavy duty 4wd wagon such as the 80 Series or Patrol.

The fitment of independent suspension for both the front and rear axles makes the Transporter somewhat unusual. It also means the funny flat-fronted German will scale steep hills without any drama or wheelspin where other bigger, meaner and tougher vehicles are suffering from wheel-spin.

Recently we headed into the Burratorang Valley via a fairly easy route to Yerranderie and returned to Wombeyan Caves through Limeburners Flat.

Entering the Limeburners Fire Trail from the Oberon to Colong stock route we took advantage of the low 1st gear ratio in conjunction with the excellent engine braking provided by the diesel.

Sure there's no low range but the retardation provided by the five cylinder engine gave such a sure-footed descent that we never once were left wishing we were in another vehicle.

Ground clearance is certainly not a match for the larger wagons but having crawled under and around the suspension accompanying Michael Tsung from North Shore 4WD, we reckon we can raise the front by around 3-5cms by re-setting the torsion bars while lifting the rear will require a set of longer springs.

Greater ground clearance would have been nice to have as we headed over the drainage humps at the top entrance to Limeburners but provided care is taken with the exact track covered, the standard ride height didn't cause many problems and we emerged unscathed from any damage to the lower section of the front rocker panel.

Increasing the height is something we can look at for a later issue. In the meantime Mike and the team at North Shore 4WD have replaced the standard shock absorbers with a set of Bilsteins. The result has been an immediately noticeable improvement in handling due to a more controlled ride and better cornering.

The VW now corners in a flatter condition, turning into a bend with a marked reduction of body roll and a firmer steering response.

Although the standard vehicle is pretty impressive in terms of general roadholding, the Bilsteins would be a worthwhile addition for any VW Transporter owner.

Other additions we have included in the interior are a GE UHF CB radio and the performance of this radio has been more than impressive.

A couple of points need to be mentioned as far as the uniqueness of the Transporter is concerned. Ride comfort as mentioned earlier is excellent. But also class leading is the ease of access and the amount of storage space within the cabin area. The rear seat squab lifts to reveal sufficient space for a toolbox, chainsaw, vehicle jack, and recovery gear and hand winch. The front doors have full width pockets that can cope with 2litre water bottles and there are useful pockets in the dash itself to take keys, torches, wallets and sunglasses.

The walk-through space between the front seats is a real benefit as that's where we sit the first aid case.

One final point, the interior is one of the few that don't incorporate lots of channels that hold dirt and stones. It really is possible to brush out the floor after a big trip without having to unbolt the seats and remove interior trim.

All in all, we believe the VW Transporter has a huge potential to become the darling of the builders and plumbers set while providing the best dual purpose vehicle on the 4x4 market.

If you need a work truck that can double up as family transport, think German and look at what the Transporter has to offer. I've got to say it more than justifies our belief it that it fits a niche that's so far has been neglected.

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The Ascort TSV 1300.

In the late 1950s Continental Coachworks Pty Ltd was a young, but already well established Sydney-based firm, specialising in fibreglass production equipment. Their founder, Mirek Craney, was a plastic engineer who had emigrated to Australia from Czechoslovakia in 1950. In 1957 he had bought himself a VW Karmann Ghia and decided that he could build a good-looking sports car on the basis of the Beetle chassis – unlike the Ghia, which used its own special wider floorpan.

In 1958 Craney announced an exciting new associated venture - the manufacture of the Ascort, a stylish coupe of his own design and using mainly Volkswagen Beetle parts. He leased some factory space in the old tram shed at Tempe to construct his cars. From the start Craney had conceived the Ascort as a complete car, not just a simple kit-car body conversion.

Some enthusiastic observers dubbed the Ascort Australia's answer to the Karmann-Ghia coupe. That was high praise indeed, for the Karmann-Ghia had a fine reputation. But the parallel wasn't without foundation. Though the Ascort in no way attempted to imitate the Italian-styled, German-made model, they had two things in common. Craney shared the same alternative-to-the-beetle-body concept as KG. And he put the same sort of emphasis as KG on the highest possible quality in design, construction and finish.

So the Ascort in the late '50s set some standards for Beetle-based bodies (and 'glass bodies in general) which have seldom been

equalled. It was no simple single-skin shell this. It wasn't a case of near-enough being good enough for panel fit and finish, either. The Ascort was a proper body and one of the first limited-volume models designed specifically for fibreglass construction. Craney knew fibreglass as a material in its own right, not just something to be approached (as many others have) on the basis of its being an easily-moulded substitute for aluminium or steel.

The Ascort body featured double-skin construction, with inner and outer panels. There were six mouldings for the inner sections alone, plus outer skins for the main body and doors. The styling was Craney's own work, with suggestions of Studebaker, Renault, Aston Martin and Porsche in the sweeping lines, nose and tail. The Ghia Craney had owned was also a major reference – in fact the Ascort's engine surround is a direct casting of the same part on the Karmann Ghia.

A rugged framework of steel tubing was sandwiched between the cabin's inner and outer skins (inside the pillars and across the roof) to enhance crash and roll-over protection, while also providing a firm foundation for the door hinges. Two steel

roll bars were moulded into the roof and the reinforced dashboard section followed the windscreen pillars upwards and across the top screen, forming a fibreglass tube encasing a steel tubular core right around the screen.

The horizontally mounted spare wheel, recessed into the floor of the front compartment was so placed that the rear of the tyre rested against the front torsion bar housing. The spare wheel thus served as a shock absorber in the event of a head-on collision.

Craney knew that quality finish isn't only seen but also heard, or rather that it means otherwise obtrusive noises go unheard. So he ensured the Ascort's doors closed with the solid ker-thunk that is a prerequisite for any self-respecting quality car, and he took special steps to assure only a minimum of road, mechanical and body noise reached the Ascort driver's ears.



The use of fibreglass was an inherent asset in that department, of course, because the material has naturally good insulation properties. That was largely the justification for using double panels in spite of the extra weight and cost involved. But Craney went even further by including a wide (200 mm) cavity between the cabin and engine bay 'glass bulkheads, then filling the void with rigid polyurethane foam.

As if that weren't enough, he searched out any trace of panel drumming in the prototype, and eliminated the effect by 'glassing half-round wooden strips inside the offending body sections.

Though the Ascort's lines didn't win it any styling awards, the shape was neatly functional, and without doubt pleasantly attractive to most beholders. The windscreen was from the Peugeot 403 sedan while the rear window was Austin A95 and the rear tail lights were Humber Hawk. A touch that illustrates Craney's attention to detail, was when he couldn't find an automotive weather-strip that met his requirements for the body's door openings, he got exactly what he wanted by adapting refrigerator door seals.

The chassis was basically the same as that of any other 1959 Beetle. The only alteration, according to the Ascort's specs, was the addition of a stiffer anti roll bar to the front suspension. The brakes, wheels and tyres were all standard VW items, while the hubcaps were Porsche-style mooncaps (like VW but with no VW symbol), plus dress rings.

The doors were wide for the time, somewhat like Karmann Ghia doors but with Beetle catches. The special Dunlopillo front seats had Porsche 356 mechanisms and would fully recline and pivot forward on an angle to allow better access. A Porsche steering wheel was fitted as standard, together with a full range of VDO, Smiths and Motometer gauges, a fire extinguisher, and even a first aid kit.

Other distinguishing details of the Ascort included armrests moulded into the rear inner panels and a deeply bucketed rear bench seat divided into two by a centre armrest that could be lifted to reveal an (optional) medical kit. Seat belts and steering/ignition lock were among the standard features that were well ahead of their time. Two 36-litre Ford Anglia steel fuel tanks were moulded into the rear seat arm rests, and filled via one outside filler. These gave the car an extraordinary range; assuming a cruising consumption of about 7 L/100 km (40 mpg), the Ascort might travel more than 1000 km (600 miles) between refills.

As you can see, Craney was skilled at adapting parts from other cars to the Ascort. The rear vision mirror, column stalks, and sun-visors were from the Porsche 356, while the dash ashtray was from an FE/FC Holden - the one on the back of the front seats! Dash switches were VW. The engine lid was Karmann Ghia but modified by adding air scoops and a recessed number plate. The windscreen wipers were from a Mk7 Jaguar, converted to 6-volt. Door handles were Vanguard or Morris Isis, and the front bonnet lock assembly was Holden FE. The rear bonnet lock was



VW. The bonnet hinges, front and back, were both Ford Consul. The headlamps were VW, but the the front blinkers were Morris Minor-style Lucas units.

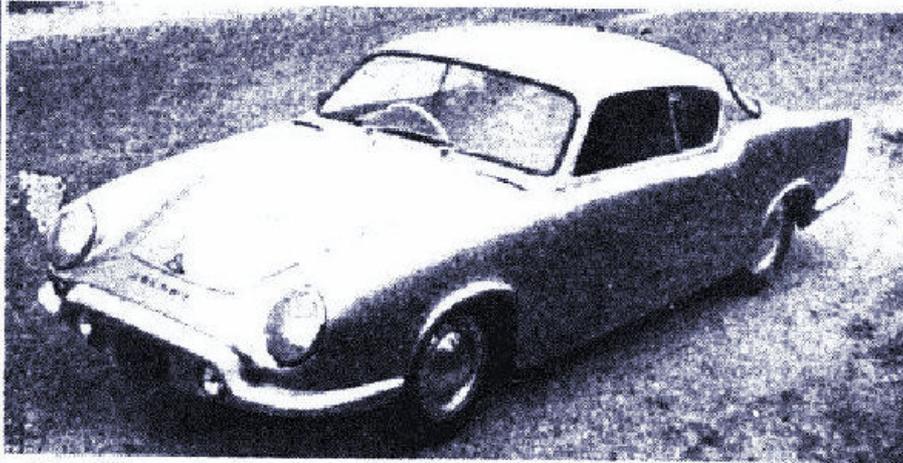
During a hard 1600 km test which included running all performance figures, Modern Motor magazine (May 1959) found the Ascort averaged almost 7.8 L/100 km (36 mpg), while giving 5.7 L/100 km (49 mpg) at steady 48 km/h (30 mph) and 6.2 L/100 km (45.5 mpg) at a steady 64 km/h (40 mph).

The Ascort body was designed to fit straight to the standard Volkswagen Beetle chassis, which in those days had the venerable 27 kW (36 bhp) engine, not the most stimulating of power plants, and although the weight distribution was an ideal 50% front / 50% rear, the prototype weighed 740 kg. But Craney ensured that his demonstration Ascort made the best possible performance impression on reporters.

Using Okrasa conversion parts, the engine capacity was increased from 1192 to 1294cc by means of a new Okrasa chrome-steel stroker crankshaft with 69.5 mm stroke instead of the stock 64 mm. New Okrasa twin-port cylinder heads were included too, with better porting, larger valves and 7.5:1 compression ratio instead of the original 6.6:1. Twin Solex carbs from a Porsche 356 were added for good measure.



U.S. Orders Australian Car



The 100 m.p.h. Ascort sports saloon (pictured above) is the first Australian designed and built car to be ordered from America.

<p>Produced by the Ascort Corporation of Australasia, the car has a rear-mounted flat four-cylinder engine which develops 54 b.p.h. Fitted with a 16-gallon tank, the Ascort, a four-</p>	<p>seater, can cruise non-stop between Sydney and Melbourne. More than 30 orders for the car have been received from overseas, and deliveries have already been made to</p>	<p>New Zealand and South Africa. Price of the Ascort, which will be seen at the Melbourne Motor Show next month, is £2,250, including sales tax.</p>
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of colour, paint, trim and so on. The customer's initials were badged on the left hand front guard.

By 1959 the Ascort seemed set to do great things, largely as a result of the deservedly favourable Press acclaim, not only in Australian publications but also in some US motoring magazines including Road and Track. In fact one car went to the USA where a major VW dealer wanted to buy the whole project — design, rights and moulds. How different things might have been had Craney sold out. But he wanted to keep the Ascort in Australia and (later confessing to an ego inflated by all the praise), thought the car's success was signed, sealed and sure to be delivered.

Things went reasonably well for the first batch of 12 Ascorts, with all new mechanical parts bought direct from Volkswagen, Porsche and Okrasa in Germany. There were some problems of course, but Craney thought things could only continue to improve. The Ascort TSV1300 was listed for sale for £1,998 at a time when the normal Deluxe Australian

The result of the hot-up was an engine that could spin to 5,200 rpm easily, and produce a 50 percent increase in power and torque (54-bhp), giving sparkling acceleration and helping lift top speed well above the 112 km/h (70 mph) mark which was about the limit for the stock Beetle.

Thanks to the reduced wind resistance of the body and the extra power of the Okrasa engine the Ascort could top 145 km/h (90 mph) which in those days made it a very respectable performer indeed.

The Modern Motor test actually put top speed at 155 km/h (96 mph). The Ascort ran the standing quarter mile in 19.4 seconds, and clocked 0-80 km/h (0-50 mph) in 12 seconds neat. All the other acceleration brackets were put behind the Ascort with similarly impressive dispatch.

It wasn't only for what it did that the Ascort won acclaim, but also for how it did it, with notable ease, excellent handling, powerful braking and exceptional lack of noise. It performed, felt and sounded like a much bigger car, but had the character of a compact GT car.

There were even plans to fit an Okrasa-hotted version of the 1500cc Transporter engine, which would have produced a Porsche-like 75-bhp, but these plans never came to fruition. A shame, as this would have given the Ascort a genuine 100 mph plus.

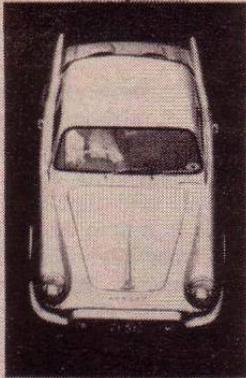
Ascorts were built to customer's orders, with any choice

Beetle was £972.

That's where the venture began going wrong. In 1960 Volkswagen declined to supply more new parts (perhaps because the Ascort was a direct competitor for the Karmann-Ghia). Craney managed to secure a few more sets of new VW components from European sources, but the hassles and prices were unreasonable.

So it became clear that it wasn't feasible to produce the Ascort as a complete car, and Craney didn't want to do it as a kit. 13 complete cars were made, though another 6 bodies

ASCORT TSV-1300 G.T.







Dealer enquiries invited
GPO Box 609,
Sydney, Australia.

**The Grand Touring Car
That Makes Sense**



donor parts for the 356-engine Ascort. Two of the Victorian Ascorts are in good original condition but are not currently running; the third has had an ugly body kit fitted. The two NSW cars are in storage; a red one in reasonable original setup but the white one has been significantly changed and sits on a later ball-joint flooplan.

The best surviving Ascort was derelict in a yard in the 1980s but was rescued in 1991 and stored with a vast car collection in Sydney until 2003. A new owner then purchased the Ascort and embarked on a comprehensive four-year restoration. This was done in keeping with the period, using several options available when new. Brakes, wheels, transaxle, and some fittings, including the engine, gearbox and brakes, are Porsche 356. All mechanicals were refurbished, the trim and body restored with correct 'new old stock' parts sourced to complete an authentic

were sold incomplete for later conversions, making 19 Ascorts in all. Craney's difficult decision was sealed when he refunded the deposits already taken with the initial firm orders accepted - all 57 of them. And there doubtless would have been more where those came from.

Today, enthusiasts have confirmed that thirteen surviving Ascorts are known to exist; 4 in SA, 2 in NSW, 3 in Victoria, and 4 in QLD.

Ascorts #2 and #5 are both owned by Warwick resident Mark Agnew and are both currently under restoration. Mark is the compiler of the Australian Ascort Register, and is Australia's greatest Ascort historian and authority.

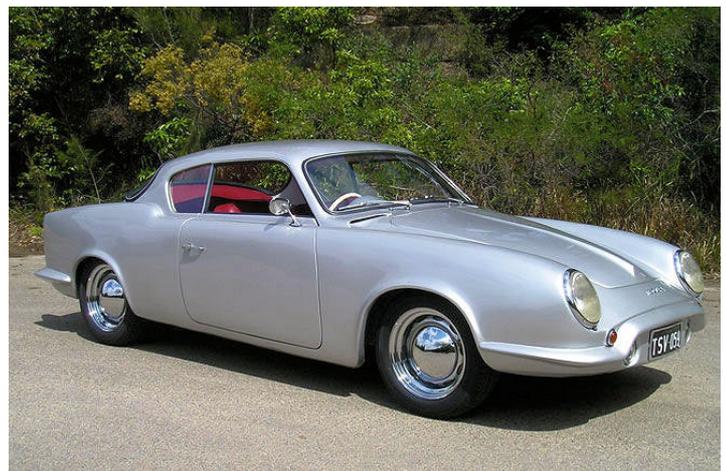
package. With its 'TSV-059' plates it was listed in the Shannons Motor Auction at the Sydney Motor show in 2007, and was sold to Jeff Sabel in South Australia - for some \$34,500 !

The owner later modified the paintwork by adding slim orange stripes over the silver base coat, plus period-style race decals, and it now carries 'ASCORT' plates. It was on display at the VW Nationals in 2009.



The blue Ascort #19 is owned by Barry Lord of Adelaide. It is fully functioning although never registered (or even finished), but has been featured on the drag strip at several VW events in SA and QLD. Barry also owns Mirek Craney's personal prototype Ascort, but it is non-working, accident-damaged and unrestored.

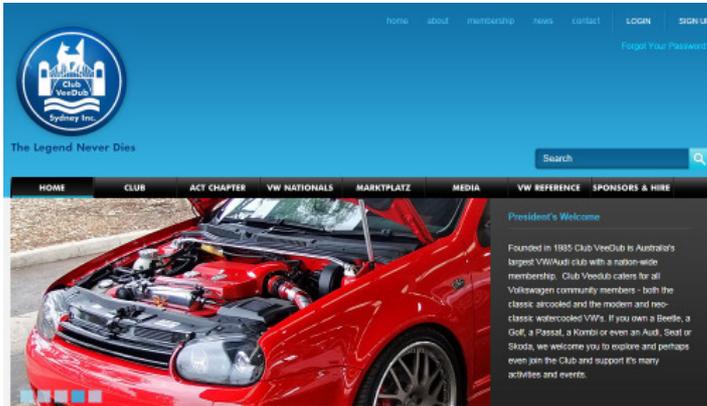
The fourth South Australian Ascort is the ex-NZ car that has extensive rear end damage and has been stripped for



From our website 10.

Here are more examples of real messages left on our Club website by members of the public. All of these messages were posted back in 2014. They make interesting reading!

All of these messages received courteous and informative replies from our committee – mostly Bob, Aaron or Raymond. It's great to receive so many diverse messages and requests from VW people everywhere. How would YOU answer these messages?



25/1/14 Hi there, I have a 73 squareback with a very worn front end which has movement in pretty much all directions, it's up for rego and due to a lack of time and equipment to rebuild my front end, I have been looking for someone who I may be able to send mine to for a rebuild or even an exchange unit. I haven't had much luck finding someone to do it, so I we wondering if you would know of anyone I could send it to? I am located in tamworth nsw, but I am willing to send it anywhere that is recommended to do the job. Thank you for your time. Regards, Neil

26/1/14 I have an unregistered 1970 Beetle with disc brakes but I would like to up grade them.I want to use standard wheels and would prefer not to have to have the car engineered. what are my options please Steven

26/1/14 Hi. I was wondering if any of your members would be able to assist me. I'm getting married April next year, and we would like to hire a splitty as our wedding van. Would you happen to know of anyone hiring one out? We would be ecstatic with any assistance at all. Thanks. Simeon

27/1/14 hi guys firstly I would like to be a member, I have under taken a resto on 68 beetle coverable at this stage all the body work at paint stage, looking to purchase all rubber seals and interior, can you help me out with a supplier who I could contact, look forward to becoming a member and your reply, regards Martin

30/1/14 I have a brand new Tourag diesel short engine for sale and was hoping someone may be interested in buying it Mick

4/2/14 I want to join the club Lee

7/2/14 Hi, i am wanting to buy a 1950's or 1960's beetle. I

have checked the usual web pages and found a few. If you know of any for sale can you please let me know. Thanks for your time. Regards Peter.

9/2/14 Motors and spare parts for sale. T1 german AS21 Industrial case standard 1600 in pieces plus other items. Also 1x 2BR Brazilian case - machined, cured to 92mm piston barrel kit plus extras. Many hard to find spare parts also for sale. No longer doing project, genuine seller wanting to declutter. William

11/2/14 Hi, Would love to talk to someone about the possibility of gathering a few of your members together to shoot a video, discussing the differences between their favourite VeeDub's and the new Golf. Essentially, we are a website focussed on new cars, but who better to talk to than VW enthusiasts to get some strong opinions :) Look forward to hearing from you. Kind Regards, Tegan

12/2/14 Hello .. I have recently lowered my 69 beetle .. the 165/80/15's now rub .. do you know anyone who can help me with a tire size that will be OK >> cheers Mark

13/2/14 Hi, I recently acquired the Volkswagen Commendation Day plates awarded to Cyril Jones (VW Motors QLD) in the late 1950s. Just wondering if the club would be interested in purchasing the plate for "shows and tells" Kevin

17/2/14 Hello! I have been driving a '67 VW beetle for about 10 years, on and off. The time has now come to either restore or sell - and I am very keen to restore. I have just moved to Sydney, and would love to chat to anyone here about the process. I have ok mechanic skills, my father and I have kept it alive to date! I def need to chat to some experts though. I was wondering if I should join your club, to learn a little about the community here, and to just chat about my options! I saw there is a meeting this Thursday, should I maybe come along to that? Thanks, Sarah

18/2/14 I live Bolivia I have a 65 VW cabriolet, and I like to be part of you club Mauricio

18/2/14 Hi, I recently purchased my VW 1963 and i am planning to get it restored, i would like you advise as to where it can be done in Brisbane. I am very excited and also is there a VW club for QLD? Regards Ashwini

26/2/14 Hi, I'm working on a TV show and need to hire a good-looking Kombi Van. Am hoping you can put me in contact with your members to source one. Very urgent, need Kombi for February 28, day after tomorrow Elliot

26/2/14 I have an oval, chassis number -1-0938667. I thought it was a 1956, but when I had the VIN inspected here in Washington they told me it was a 1955. Which is it? Dan

27/2/14 We are purchasing a new car in September this year and are very interested in the Volkswagon 2014 Microbus. Any idea when it hits Australia and how can we find out more about it. Many Thanks Carolyn

28/2/14 I have 2 manuals for VW's for sale if anyone is interested. Gregorys No.46 Volkswagen Beetle Models 1954/1971 Hardcover. How to Keep your Volkswagen alive. Step by Step procedures for the complete idiot 1200-2000 Hardcover. Pls advise if anyone is interested. \$60 for both.
Anne

28/2/14 Hello I was wondering if anyone would know where I can source a motor for a 69 beetle thank you Andy

28/2/14 Hi, I am looking for a second hand engine or a reconditioned engine for my vw caravella (1990) watercooled 2.1L. It seems very hard to find one as I called a lot of mechanics now. Can you maybe help me? Kind regards Anika

5/3/14 have a Kombi chassis no.234033A D08442342170922 does this vehicle come with adr plate as trying to rego it Terry

6/3/14 Hello, I'm at my wits end. I have a late 2009, 2010 registered Passat sedan. I'm trying to put an aftermarket radio (with GPS & handfree inc) in, but am having no luck. Terrible reception. My car has the park assist visual as part of the radio. Have tried both types of can-bus to no avail. Can you help? Cheers Jo

6/3/14 Hi, I have been looking for an 8 seater Volkswagen van but haven't had much luck. Do you know where I can get one good quality for cheap and is road legal? Thanks John

8/3/14 Help? Planning a trip to Germany, paying homage at Wolfsburg. There are 2 museums - Autostadt and a more obscure specialty museum of VWs. Can't find clear directions to this museum - the website doesn't seem to have these. Can you assist? Lloyd

11/3/14 Hi, I am the comp secretary of the Historic Formula Vee Association. Can you send me the info on this years nationals as I will promote this through our club as well Kind regards Paul

11/3/14 Hi ClubVW I would like to get some advice on finding a VW specialist to service my 75L Bug in Sydney, as I no longer have options in Wollongong where I live (one VW specialist did a poor job and I will not go back, and the other one repaired my car, but is no longer servicing older VWs). I would like to find a good mechanic and am happy to drive up from Wollongong. My car is a 75 L Bug with R&P steering, and a 1916cc motor with twin dellortos which need a good tune. Thanking you in advance. Cheers John

12/3/14 Hello, We would like to enquire about getting involved with the Club VeeDub Sydney. We have just launched a new website called Search All Wreckers that helps the public find spare parts for any vehicle, including VW. We are creating a massive database of spare parts suppliers all over Australia, where your members can search for parts. It's completely free to use and is designed to save your members time & money by being able to quickly & easily get multiple part quotes in 1 place. You can see a 2 minute video explanation on our website: www.searchallwreckers.com.au
Karl

16/3/14 To whom it may concern, I am a filmmaker/director and I am looking for an old VW beetle that I can rent for my upcoming film. This will be my 5th film. I am currently studying at IFSS (International Film School Sydney). However, I am 28 and have been working in the film industry for 5 years in Sydney and Europe, and have recently won a professional major film festival (and was the first student ever to do so). My films have been screened in the US and in theatres in Sydney. I would credit both Club Vee Dub Sydney as well as the owner of the car in the credits of the film. I have FULL public liability insurance, so in that sense everything is completely covered and safe. The car would NOT under any circumstances be used for stunts of any nature. It is critical to my film that I obtain an old VW beetle and would greatly appreciate any help you may be able to offer. Please don't hesitate to ask should you have other questions. I hope to hear back from you soon. Kind Regards, Kate

20/3/14 I have a 2004 VW Golf mk1. I have the vin number stamper on the body by the wiper section and also on the left hand side of the dash. Does it also have a tag? Nathan

20/3/14 Hi, can you please contact me when possible. Would love to see if you would like to be involved in an event. Thank you Jeff

21/3/14 Hello, well i am from mexico city, i wonder if you can help me get a complete brake assembly for a 1965 bug i know you have the steering Wheel on the right side so i want to convert mine like yours, please tell me if you can get them for me and send them over to mexico. Thanks. Ricardo

21/3/14 Hi, I am a photographer and i am want to rent a classic VW Van for a shoot. Would it be possible to direct me into the right direction? I live in Sydney, so anything in and around Sydney would work. Thank you so much for your help! Leon

25/3/14 I have a copy of a Volkswagen workshop manual, 'Scientific Publications workshop manual No. 46'. Do you want it? It's about 25 years since I owned my beetle. James

26/3/14 My son and I would love to come for the Charity event in Canberra but Uni studies are full. Is there any other way we can help? Stephen

27/3/14 I have a mat in Tasmania. My engine number does not match any of those listed on this site. AW010890. I also have a 73 and a 74 super. Also was unable to sign up on the site? Thanks, Gary

27/3/14 Good Morning I am getting married in October at the Hunter Valley and I'm trying to possibly find Kombis in the local area that are able to/available to drive us to/from our photo shoot (as well as use the car for photos) Are you possibly able to point me in the right direction? Thank you in advance Melissa

27/3/14 Wishing to join as a member John



Engine chemicals.

The chemicals shown above are all you needed to assemble an early Volkswagen engine (ie, 1100 & 1200). The valves were so small that relatively weak springs were enough to close them. Since the springs put only a modest load on the cam and followers, a special break-in lubricant was not needed.

Except for its colour - German 'Permatex' was black - the standard American stuff worked fine for sealing. If the crankcase parting-line was badly corroded we'd spin a few strands out of a reel of silk embroidery thread and embed the strands in the thin layer of Permatex we had painted onto the parting-line of the left-hand half of the crankcase.

Permatex was also applied under every washer on any stud or stay that had oil on the other side. Or on this side, which is the case for the four lower head-stay nuts in each of the heads. Oddly enough, although this has been a standard



VW assembly procedure since about 1937 a surprising number of today's experts ignore this vital step. And wonder why their engines leak :-)

Ditto for the Loctite, which the German mechanics I learned from adopted as soon as it became available. Prior to then they used gasket shellac, but only after carefully cleaning the threads of all debris and oil, another of those 'unimportant' steps usually ignored by the modern-day expert.

Shortly after the introduction of the 1300 a wide range of thread-lockers and thread restorers became available, and not a minute to soon. The explosive increase in VW sales in the early '60's caused many engines to be damaged by unqualified mechanics. Having no experience with air-cooled engines it was common for American mechanics to assume the VW's torque values were incorrect and apply the Model T Torque Rule, which was as tight as they could get it... plus one turn. I'm sorry to say that's still the case with many VW 'mechanics.'



When the 77mm barrels of the stone-reliable 1300 engine were bored out to create the 1500 engine we began to see an increased frequency of case-shuffling and accelerated cam wear. Volkswagen was aware of the problem and began work on an aluminium-cased 1700 engine but it would not appear on the scene until 1968. In the meantime VW issued a number of SB's and SN's (ie, Service Notes and Service Bulletins) telling us to dope the cam and lifters of newly assembled engines with molybdenum disulphide grease, and to 'locally treat' various gaskets to prevent them from leaking.

To be honest, none of it did much good when they over-bored the 83mm jugs to create the leaky, trouble-prone 1600 engine. Then came the untimely death of Heinz Nordhoff and the engineers - real car people - lost control of the company, to be replaced by accountants more interested in short-term gains than long-term quality.

Nowadays it takes a bit more than a can of Permatex to assemble a reliable, durable leak free engine from VW components, especially so if you're building a big-bore stroker suitable for powering a fast street or track car, or a light aeroplane.

Not according to the experts, of course... those wunnerful folks will look you right in the eye and swear that all Volkswagens leak. Or at least, all the ones they've ever built :-)

At the time Volkswagen of Germany stopped making



air-cooled engines there were a lot of Service Notes and Bulletins that hadn't been incorporated into the Factory Workshop Manual and in so far as I know, they never were.

Do you like barbecue? Most folks do. Of course, there's half a dozen different styles of 'barbecue' and a different sauce or rub for each, with variations based on the type of meat. The picture shows the ingredients for one style of barbecued pork. To have it come out right you not only need to know which ingredients to use but how much of each, and - believe it or not - the sequence in which they are mixed and the method the sauce is applied.



All of which are considered unimportant details by someone who doesn't know how to cook.

A VW engine converted for flight is an aeroplane engine. It's not a dune buggy engine nor a hot-rod engine nor something to take to the drag-strip. The sad thing is, a lot of people don't know that.

Replacing valve guides.

The cast aluminium heads on a Volkswagen engine are fitted with four valve guides made of phosphor-bronze. The stems of your valves are installed in the guides. As the valves open and close, the small amount of clearance between the valve stem and the valve guide provides a direct path to the atmosphere. This isn't an especially good idea, so the valve guide is usually fitted with a seal. In the HVX mods I discuss the seal and show how to install them (see January 2012 Zeitschrift).

As the valves open and close they cause the valve guides to wear. The more they wear, the bigger the gap to the

atmosphere and the more the valve will fail to run true. Due to the high temperatures present around the exhaust valve, the problem of a worn valve guide is more evident with your exhaust valves.

We periodically check the valve guides for wear. When the wear approaches the allowable limit, we replace the valve guide(s). The guides for the exhaust valves typically wears about three times faster than the guides for the intake valves. That means we will replace the exhaust valves about three times before we have to replace the guides for the intake valves. The exception to this rule is when you use the shorter valve guides from a water-cooled VW engine for your intake valves. (This modification is done to improve the in-flow at high rpm and does not apply to flying Volkswagen engines.)

To replace the valve guides we use a core drill, a suitable punch or drift, and simply drive them out. To install the new guides we heat the heads to 230 degrees C, chill the guides in dry ice or propane, and simply drive the new guide into the head. The first picture shows the step-drill and piloted driver used to replace (and install) VW valve guides.





The picture above shows the stepped core-drill used to drill-out the valve guide before it is driven out of the head. When the valve guide is opened up in this manner it loses most of its grip on the head and can be easily driven out with a suitable punch or drift. The core drill is home-made. It starts out as a 7/16" drill bit. A half-inch (0.500") of the tip is ground down to a diameter of 0.3125" (7.94 mm).



This picture shows the stepped drift used to drive the valve guide out of the head after it has been opened up by the core drill. The tip of the drift is turned to 0.308" (7.82 mm) for a distance of 1.125" (28.5 mm). The shank of the drift is 0.450" (11.43 mm) for a distance of 3.0" (76 mm). The drift started out as a standard 1/2-inch pneumatic drift but any bar of 1/2" steel can be made to serve.

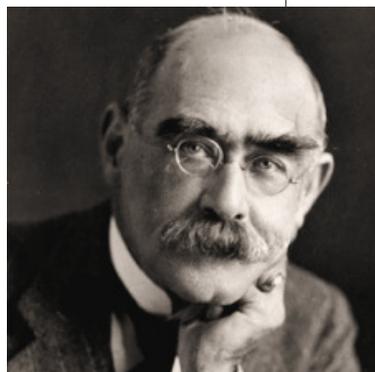
Rudyard Kipling.

My grandfather thought Rudyard Kipling was the worst sort of bigot even while admiring him as a man of letters. He had quite a few of Kipling's books that we children were encouraged to read. I imagine my dad had to run the same gauntlet. In fact, one of dad's favourite expressions was, "An engine can't lie to you," which I later learned was probably taken from Kipling's "The Secret of the Machines."

I'm guilty of using the same expression, especially when someone insists their hot-rodged VW engine produces some prodigious amount of power. Pointing out that engines can't lie - but people selling them can - usually gets me an angry message or two from someone insisting their modified VW really does produce a hundred and fifty horsepower or more. And the surest proof of that is the fact they own it - because if it didn't produce that amount of power it would mean they had been cheated, which is impossible because they happen to be a physician. Or an airline pilot. Or some wealthy champion of industry. Or whatever.

But such messages also tell me there's a lot of folks out there who have never read Kipling :-)

Bob Hoover



The Secret of the Machines

by Rudyard Kipling

We were taken from the ore-bed and the mine,
We were melted in the furnace and the pit -
We were cast and wrought and hammered to design,
We were cut and filed and tooled and gauged to fit.
Some water, coal, and oil is all we ask,
And a thousandth of an inch to give us play:
And now if you will set us to our task,
We will serve you four and twenty hours a day!

We can pull and haul and push and lift and drive,
We can print and plough and weave and heat and light,
We can run and jump and swim and fly and dive,
We can see and hear and count and read and write!

Would you call a friend from half across the world?
If you'll let us have his name and town and state,
You shall see and hear your crackling question hurled
Across the arch of heaven while you wait.
Has he answered? Does he need you at his side?
You can start this very evening if you choose,
And take the Western Ocean in the stride
Of seventy thousand horses and some screws!

The boat-express is waiting your command!
You will find the Mauretania at the quay,
Till her captain turns the lever 'neath his hand,
And the monstrous nine-decked city goes to sea.

Do you wish to make the mountains bare their head
And lay their new-cut forests at your feet?
Do you want to turn a river in its bed,
Or plant a barren wilderness with wheat?
Shall we pipe aloft and bring you water down
From the never-failing cisterns of the snows,
To work the mills and tramways in your town,
And irrigate your orchards as it flows?

It is easy! Give us dynamite and drills!
Watch the iron-shouldered rocks lie down and quake
As the thirsty desert-level floods and fills,
And the valley we have dammed becomes a lake.

But remember, please, the Law by which we live,
We are not built to comprehend a lie,
We can neither love nor pity nor forgive,
If you make a slip in handling us you die!
We are greater than the Peoples or the Kings -
Be humble, as you crawl beneath our rods!
Our touch can alter all created things,
We are everything on earth - except The Gods!

Though our smoke may hide the Heavens from your eyes,
It will vanish and the stars will shine again,
Because, for all our power and weight and size,
We are nothing more than children of your brain!



There's no place like car.

Be it ever so humble, there's nothing quite like a VW Campmobile.

First of all, you have to admit, there aren't too many homes around that can take you to the beach while using very little gasoline.

And there aren't too many cars around that sleep 5.

Now where would you like to go? The mountains? Terrific. With the engine in the rear, the Campmobile can take you just about anywhere.

How about skiing? Great. Since the engine's air-cooled, you can travel in cold weather and never have to worry

about water or antifreeze.

How about sunning? Great again. That same engine that can't freeze up in cold weather, can't boil over in hot weather.

Or how about just a quick trip down to the supermarket? No big problem. The Campmobile parks and handles like a VW Beetle.

And of course no matter where you go, you'll go first class:

Each and every Campmobile comes with (or goes with) a charming kitchen with sink, icebox and water pump. A large dining table. Closets. Screens.

Curtains. Bedroom enough for 2 adults and 2 children. (Plus an optional pop-up top to sleep 1 more child and tent to sleep 3 more adults.)

Now before you run away thinking the VW Campmobile is the greatest thing since the invention of the wheel, there is one drawback:

For a Volkswagen, the Campmobile is kind of expensive.

But we can justify that:

It'll cost you a little bit more than the average car.

But a lot less than the average home.



VW NATIONALS Sponsors 2016.

We wish to extend a sincere *thank you* to all of our sponsors below, who made the VW Nationals 2016 possible. Please support them, because they support us.

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H & M Ferman	(02) 9533 2722
Harding Performance	QLD 1300 730 949
Indian Automotive	(02) 4731 6444
Just Kampers Australia	(02) 9645 7660
Klaack Motors	(02) 9724 5901
Kuch's VW Parts	0438 834 139
Kustom Kombi	0414 857 259

MacKellar Service Centre	(02) 9939 2467
Mick Motors	QLD (07) 3266 8133
Mini Melts Ice Cream	SA (08) 8352 5202
Mobile Auto Models & Toys	0403 012 060
Motexion Bulkheads	1300 563 333
Mountain Mechanics	0418 426 487
NRMA Vintage Classic Insurance	1800 646 605
North Rocky Mechanical	QLD (07) 4922 0555
Quik Strip Bankstown	0418 440 131
Reliable Automotive Services	(02) 9438 3830
Rod Penrose Racing	(02) 4272 9920
Shannons Classic Car Insurance	13 46 46
Sky Performance	0414 512 880
Stan Pobjoy Race Engineering	(02) 6654 3694
Subarugears	0419 243 275
Unicap Pty Ltd	(02) 4777 4006
Vintage Vee Dub Supplies	(02) 9789 1777
Volksbahn Autos	(02) 9688 2933
Volkscare	VIC (03) 9729 9281
Volkshome Automotive	VIC (03) 9464 0366
VolksMüller	(02) 9679 2900
Volkswerke	VIC (03) 9435 1868
VW Classic Kirrawee	(02) 9521 5333
VW Magazine Australia	QLD (07) 3806 1240
VW Spectacular	0427 695 203
Wayne Penrose VW	(02) 4272 5644
Westside Mufflers	(02) 9773 7244
Wolfsburg Automotive	VIC 1300 370 310
Wolfsburg Motors Sydney	(02) 9519 4524



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