

Zeitschrift



The VW Multivan Generation Six.

February 2017

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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)	Eddie Fleita

General Committee:

Shirley Pleydon	Charlie Attard
Zelco Jurkovic	Sue Monaghan
Conie Heliotis	

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.

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Shannons Car Insurance	Wolfsburg Motors St Peters
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Canberra VW Centre	VW Magazine Australia

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

JEFF'S VW CRUISE TO THE GOSFORD CLASSIC CAR MUSEUM!



SUNDAY 19 FEBRUARY



Join us for a VW club run to the largest car museum in the southern hemisphere!

-  Meet at McDonalds at Mt Colah (513 Pacific Hwy, corner of Lady St) at 8:00 am for breakfast/coffee.
-  Depart on cruise to Gosford at 8:30 am.
Reserved VW Club parking and discount entry.
-  Enjoy over 450 classic cars (including VWs)
-  Optional - stop at the Pie In The Sky Café at Cowan on the way home!
-  Contact Jeff on 0402 280 242 for more info!
-  Hope to see you there! 😊

VW Pizza and Pasta Restaurant Night!

When: **Saturday 4th March from 7:00 pm**

Where: **Mancini's Restaurant, 1026A Forest Rd., Lugarno**
(plenty of parking right in front)

RSVP: **To Dave Birchall on 9534 4825 to confirm your booking and numbers - leave a message if no answer. Name and number of people attending! Close-off for booking is Wednesday the 1st of March.**

- *Great Italian food, Sydney's leading and original wood-fired pizza restaurant*
- *Bring Your Own Grog.*
- *Don't forget to wear your best Hawaiian shirt or dress!*



Mancini's
LUGARNO

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www.mancinislugarno.com.au

THIRLMERE FESTIVAL OF STEAM

Sunday 5th March 2017

The 2017 Thirlmere Festival of Steam is a great escape into our railway past - it's Australia's biggest rail heritage festival, featuring the largest number of steam locomotives to be found anywhere - five steam locomotives in operation!

The Festival is a fantastic day out for all the family, with all the fun of a country fair. Thirlmere village comes alive with a street parade, vintage steam machinery and historic vehicles, food, music, country crafts and displays. Over a hundred market stalls will offer their produce, craftwork, toys, snacks and specialty foods for sale.

The Festival is centred on historic Thirlmere Railway Station and Australia's largest display of historic locomotives, carriages and rail memorabilia at the Rail Heritage Centre, Thirlmere. A popular feature of the Festival is the huge variety of operational steam locomotives, all in operation on the day to provide frequent vintage steam train trips on the Thirlmere Heritage Railway to Buxton and back.

The ever-popular gala parade features bands, floats, performers and displays from local groups, car clubs and businesses, while classic and historic vehicles (including VWs) will line the streets. The parade starts at 1.00 pm. The Steam Festival also has lots of attractions especially for children, including miniature train rides, model train layouts and amusement rides of all kinds.



It is with great pride that we extend an official invitation to Club Veedub Sydney to join us at the Thirlmere Festival of Steam 2017 at Thirlmere, NSW, on **Sunday 5th March 2017**.

After the remote and scattered classic car parking of the last few years, this year we are changing the route for the parade and the display area for all clubs and classic cars back to the way it was before!

The VWs will once again display in Westbourne Avenue. Please enter from the northern end of Westbourne Avenue, as entry from all other locations will be prohibited. Please ensure that all members are in position by **no later than 9:30am**. There will be overflow parking for latecomers, but it will not be near the show cars. The earlier you arrive the better chance of a good spot. **Join the Club Veedub convoy from Uncle Leo's Caltex Servo, Liverpool Crossroads, at 7:15am for a 7:30am departure.**

The festival hours will be from 10:30am through to 5:00pm. Apart from the parade, which starts at 1:00pm sharp (marshalling from 12:30pm), vehicle movements will be kept to a minimum.

There is a restriction on parade vehicle numbers to **2 per club** to allow the parade to move freely and to reduce traffic snarls. If your club could select their appropriate vehicles and let the parade manager know on the day, that would be appreciated. The owners would then be required to ensure their vehicles are made available at the marshalling point in Westbourne Ave at the appropriate time (12:30pm). If they are not there on time, they will not be participating in the parade.

Please don't hesitate to contact me with any queries.

Gary Tierney, Vehicle Show and Parade Manager
0422 004275



www.thirlmerfestivalofsteam.com.au

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VW NATIONALS 2017

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CALL DAVID BIRCHALL (02) 9534 4825



Von dem Herrn Präsident.

Hi all, well we had a great turnout at the Summer Cruise, thanks to all who helped on the day and of course those people who attended. We moved the location of the BBQ a little to a much better area in the park. It was close to the parking area so we didn't have to drag everything across the park from the parking area.

I've spoken to a few people who attended Bugs n Buses by the Bay, and by all accounts it was a very good turnout, and a circus was nearby that kept the smaller dubbbers amused.

Jeff's cruise to the Gosford Car Museum is coming up on Sunday 19th February. From the response on social media it looks like it will be huge. Some of our Canberra members are coming up for it, and a group of central coast VW fans will be coming along too. Sydney drivers should meet at the starting point, McDonalds at Mt Colah (near the old tollgates) at 8am. We'll have reserved parking at the museum, and there'll be trophies for the best VWs on the day. Thanks to Jeff for organising it.

Don't forget to book your place at the pizza night at Mancinis on Saturday 4th March. Spots are limited but the new venue is in a local shopping centre strip at Lugarno, and only the bottle shop and pizza shop will be open so lots of parking for your VW.

Lots of great events coming up so keep an eye out on the club website for upcoming events, Norman our secretary does regular emails out to club members, and also when we hear of a great event but we learn of it too late to put in the club magazine. So if you're not on the emailing list drop Norman an email at secretary@clubvw.org.au

Some of you may be aware that I crashed my Beetle at Sydney Motor Sport Park last year. Well the good news is that its back on the road after a massive rebuild that will see the motor making more power and the chassis weighing less, just what I need, but I will be taking it easy this time and not be chasing WRXs in the wet. I think I've gone a long way to fixing the national debt! Who said VWs were cheap to do up, a special mention to club sponsors Westside Mufflers who did some amazing work on my exhaust and cooling system and Boris at Vintage Vee Dub for helping out with the odd hard to find part.

The VW Nationals will be here again before we know it. Planning is well under way. We will need some help setting

up, packing up and during the day. If you can lend a hand on show day it would be much appreciated. We'll also have more information on the Saturday go-karting soon.

See you soon,

Steve Carter



Kanberra Kapitel report.

A happy very warm February to you all. I'm not sure when this heat will leave, but hopefully everyone is keeping cool.

We've planned events for the first half of 2017 and are looking forward to catching up with everyone, and their cars! First up, on 19 February we have some members interested in catching up with the Sydney brethren for the cruise to the Gosford Motor Museum. We have sent out emails on this trip, contact us if you haven't seen them. You will see the details in the magazine flyer too.

On Sunday 26 February, we are heading to Captains Flat, a great local run for lunch and we'll be running our AGM there. Again, details are in the email, we'd love a big turnout, and if you are interested in taking a committee position and helping the club, we'd love to hear from you. We can only run with your ideas and input, why not help us with events or other tasks?

Sunday 12 March is the annual Wheels carshow, more details to come on this one. For April we are working on a Drive-In night, May is a busy month with the Blast From The Past carshow in Berry (NSW), and the VW Nationals in Sydney later in the month. I'm working on a night event for June.

Contact us if you are after details of these events, we will email you with them so please make sure the club has your correct email address.

Happy Dubbing all.

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.**

February.

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

Sunday 19th: Jeff's VW Cruise to the Gosford Classic Car Museum. Join us for a run to the largest car museum in Australia! Meet at McDonalds at Mt Colah (513 Pacific Hwy, cnr Lady St) at 8:00am for breakfast/coffee. Cruise together to the Gosford car Museum - special reserved parking area for VWs. Discounted entry (normally \$20 adults kids \$14). Stop at the Pie In the Sky cafe on the way home! Contact Jeff on 0402 280242 for more info.

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

March.

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

Saturday 4th:- VW Pizza and Pasta Night at Mancini's, 1026A Forest Rd., Lugarno, from 7pm. Note the new venue this year! Sydney's leading wood-fired pizza restaurant. 3-course banquet, unlimited soft drinks. BYO alcohol. Don't forget to wear your best Hawaiian shirt or dress! You must book your places with David Birchall (02) 9534 4824. Numbers strictly limited to 30 maximum.

Sunday 5th:- Thirlmere Festival of Steam 2017 at Thirlmere. After several years of bad parking locations, the classic cars are again front and centre in Westbourne Pde! Street festival and parade, steam train rides, Trainworks Museum, food, drink and trader stalls, model railways and family entertainment. **Club VW Convoy meets at Uncle Leo's Caltex at Liverpool Crossroads at 7:15am for a 7:30am departure.** We have to arrive by 9:30am.

Thursday 9th:- Committee Meeting at the Greyhound Social Club, 140 Rookwood Rd. Yagoona (next to Potts Park).

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

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

April.

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).

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

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

Sunday 30th:- VW Family Picnic Day 2017, at 'Andemar', 10 South Esk Drive, Seaham NSW (turn off at Raymond Terrace). Come one, come all to celebrate all things Volkswagen, whether old or new. Lots of activities and awards for everyone. Who will be this year's hubcap toss champion? Contact Andy on 0407 016903 or email vwamba57@gmail.com

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May.

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

Sunday 7th:- 13th Annual Old Car Club Show and Shine.

Formerly at Flower Power Moorebank, now at Bankstown City Paceway. Entrance off Milperra Rd. We invite you to bring your classic VW to the show! Gates open 7:30am, cars in position by 9:00am. Trophies presented at 2pm. Display cars \$10 (includes driver and passenger), spectators \$2, family \$5. Enquiries phone Neil on 0418 943518. Club VW Convoy meets at McDonalds Revesby (cnr River Rd and Milperra Rd) at 7:15am for 7:30am departure – so we can arrive and park together.

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

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

Saturday 27th:- VW Nationals Go-Karting Challenge at Luddenham. Unfortunately all NSW race tracks are unavailable this year, so instead we are going go-karting at Luddenham Raceway <https://luddenhamraceway.com> More details soon.

Sunday 28th:- VW Nationals 2016 at Fairfield Showgrounds, Sydney. Australia's biggest Volkswagen show! 45 show categories, concours class, trade stands, swap meet, new VW display, kids rides, Club shop, German dancing, musical entertainment, great food and drink, VW fun for the family all day.

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

June.

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. 8:00pm start.

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

Marktplatz.

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

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

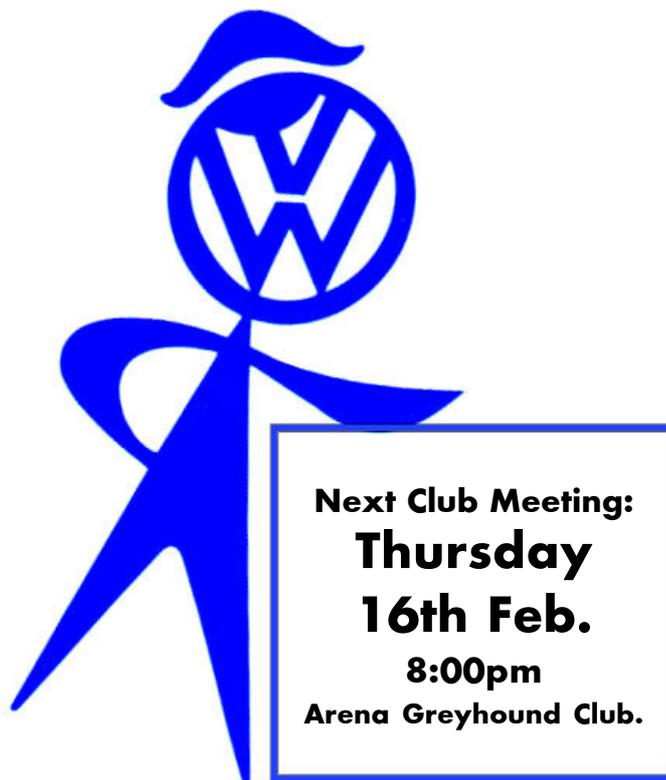
Photos can be included on the website but not in Zeitschrift. All ads will appear in Zeitschrift first so our members have first chance to see them. They will then be transferred to the club website on the third Thursday of the month.

New Ads.

For Sale:- Hi I have a **1965 VW Beetle** for sale. It originally came from ACT. It is out of rego was due Nov 4. Needs some bodywork otherwise going good for person wanting to do it up happy to negotiate. Contact Ms Janey Kelf on 0400 833073 or email wcloon8@gmail.com

For Sale:- I have numerous **VW project components**, found during my garage clean-up, for sale. These include:

- * **Wolfsburg Crest** front bonnet emblem: \$50
- * Collection of German-made **VDO gauges**: tachos, clocks, oil temp, vacuum, boost pressure, ammeter, voltmeter: \$150 the lot
- * Collection of **stainless steel mandrel bends** plus 25 mild-steel exhaust flanges for air-cooled engines: \$50
- * **Bilstein shocks**: 1 pair front for Type 3, unused; 2 pairs rear Type 1 or 3, used. \$50 for the lot.
- * Set of 5 genuine VW Beetle **sport wheels**, 5J x 15, as fitted to "La Grande Bug", "Jeans Beetle", "1303 Big" special



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277 CONDAMINE ST., MANLY VALE

models, never sold on Australian-delivered cars: \$500

Contact Rod Young at rod.young@aphs.nsw.edu.au for photos and more info.

For Sale:- 1972 VW Fastback. Body is very clean and has no rust. Body mods include custom bumpers with chin and rear spoilers, & flared guards. Paint is mustard colour that does have some minor flaws & imperfections with the age of the car. The interior is in excellent condition with checked upholstery, including rear headrests and console with radio, temp and oil gauges along with parcel shelf. The automatic transmission has a trans cooler behind the grill in the chin spoiler. The car runs and drives well. Asking price is \$6000. Contact Iven at iaglaufer@iinet.net.au for photos.

For Sale:- 2006 model VW New Beetle, 161,000 kms, excellent condition, fully functioning sunroof, everything electrical works perfectly, rego till 30/06/2017 \$6,500.00 ONO Ph: 0408771361. Located in Panania.

For Sale:- I have a car for sale and wondered if I can tell your VW club members about it. It is a **1970 1600TL Fastback.** If you are interested, please contact Ms Liisa Dawson on 0418 795114 or email liisa@thequilterscorner.com.au

For Sale:- Hi, I have a 1978 Golf that needs to be restored wondering if anyone is interested in it. Thank you. Contact Ms Chris McCarthy on 0450 785119 or email eunos88@hotmail.com

Wanted: T2 Kombi Front Seats '77. Require front seats lower section, specifically springs and/or parts. Will purchase complete seat(s) if selling that way. Contact Gordon - 0411 105 107 or email gordon@greatlocationdevices.com.au

Free to a good home: Kids trampoline. Galvanised metal frame, 3100 x 1900 mm, 850 mm high. Good mat, recently restritched, 2600 x 1450. All springs in place. Great for your kids! Needs a coat of paint. Bring your trailer and rope to Padstow. Phone Phil on 0412 786339 or email editor@clubvw.org.au

2nd month Ads.

For Sale:- Hi I was looking to see one of your might need a parts car. I have a **1974 std beetle** I was restoring have now I have no time to do runs drives just body has rust except wings, bonnet and boot also missing carpets . Any help would be much appreciated Thank you for reading this. Please contact Mr Benjamin Watts on 042 0869354 or email benjaminwatts95@outlook.com

For Sale:- 1966 VW Beetle, 'Basil'. As is. 1600cc twin-port engine, runs OK. Original inside, now painted matt-black. Bright yellow paintwork, late-model fibreglass guards with upright headlights. I have a new project so time to find a new home. Car is in QLD. \$8,000 ono. Contact me (Jeanel) on 0439 631005 or email jaydalgrin@hotmail.com

Wanted:- Interested in doing a Bash in a VW? **I am looking for a co driver** for this year's Royal Flying Doctor's Outback Trek. June 4th -10th 2017. Travelling the outback via Griffith, White Cliffs, Tibooburra, Hungerford, Lightning Ridge, Dirranbandi, Armidale and Port Macquarie. For details contact Barry Parks on 0425 275097 or email bpparks@tpg.com.au



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

vwperformance.com.au

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

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

Fax: (03) 9761-6216

Email: avwpc@vwperformance.com.au



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Typical early model oil and filter service: \$240

(Using mineral oil, German filters, 30 point safety check and VCDS Scan)

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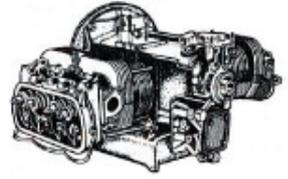


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The 1,000,000th Australian Volkswagen.

After 63 years, Volkswagen has now sold one million vehicles in Australia (not counting Audis, NSUs, SEATs, Skodas or Porsches). The one-millionth Volkswagen vehicle was sold during January.

The first VWs were imported in late 1953, and went on official sale in March 1954. The 100,000th VW was sold in 1961; the 200,000th in 1964 and the 300,000th in 1970. With air-cooled sales in decline, the new Passat and Golf helped the total reach 400,00 in 1976.

The decline continued however, with the Melbourne VW plant sold to Nissan and all models became fully-imported and more expensive. Importer LNC Industries discontinued the Golf and Passat in 1981, and only the Transporter continued on. LNC lost the VW franchise in 1987, and a series of new importers – Ateco, TKM and Inchcape – attempted to restart the VW business in Australia. Today's Volkswagen Group Australia, owned by VW Germany, was established in 2001.

The 500,000th Australian VW was finally sold in 2004, as the VW business grew and the range expanded. Many of us who remember VW's non-years in the 1980s and '90s thought that milestone would never come! The 600,000th VW was sold in 2008, the 700,000th in 2011, the 800,000th in 2013 and the 900,000th in 2015. By the end of December 2016, as reported last month, Australian VW sales had reached a total of 996,609.

VW needed just 3,391 more sales in January to reach 1,000,000. The latest VFACTS figures show VW in fact sold 3,995, making the grand total now 1,000,604.

And on which day was the one-millionth VW sold? Well, 3,391 is 84.9% of the 3,995 sold in January. Therefore, on averages, the one-millionth VW was sold after 84.9% of the 31 days of January had passed. That works out as Friday 27th January.



Congratulations to Volkswagen Australia, and to all of us who have bought a Volkswagen at some point over the last 63 years, on this wonderful milestone.

Amarok accessories.

The arrival of a 3.0-litre turbo diesel V6 under the bonnet of the Volkswagen Amarok may be the headline act, but the launch of the refreshed range is also driving an update to the Genuine Volkswagen Accessories catalogue.

Carlos Santos, Director of Volkswagen Commercial Vehicles in Australia, said "the ute segment is the biggest market for customer individualisation and we have a strong focus on continuing to expand the Amarok accessories portfolio."

Given the fundamental platform hasn't changed since launching in 2011, the majority of new accessories will also fit non-new Amarok models, and are paired with their own two-year warranty.



For example, the new range sees a roll-top bed cover made available on the Amarok for the first time, which will fit any double-cab model dating back to 2011.

The range includes some basics like wheels, side steps and a tow pack, but also offers some updated parts like the bedliner which is now able to still fit a pallet between the arches (the older one was just a bit too thick), and a roof-mounted platform system (safari rack) that ties in with the styling of the existing sports bars.

Buyers of new vehicles will be able to bundle in accessory packs with their purchase, to be covered under the full three year warranty.

The V6 Amarok and updated accessories are working their way into Volkswagen Commercial dealerships now.

Voluntary software recall.

Volkswagen Group Australia (VGA) has announced it will initiate a voluntary recall of a further 61,000 Volkswagen and Skoda models affected by the US emissions test-cheating scandal that came into public view around one year ago.

Confirming Federal Government approval for the recall today, VGA said that a software fix is now available for "more than 35,000" cars, with other model-specific software solutions to become available "shortly".

In each case, the fix will update the software that controls the affected 2.0- and 1.6-litre diesel engines, while some – those fitted with the 1.6-litre engine – will involve a “minor” hardware update.

That additional change will be the installation of a new flow rectifier (also known as a flow transformer) in front of the engine’s air mass sensor, designed to produce smoother airflow for better measurement.

Crucially, VW has promised the update will leave power and performance unaffected.

“Our confidence in this solution is based on the experience of thousands of Amarok owners in Australia and more than 1.7 million customers internationally who have had the update implemented,” Volkswagen Group Australia managing director Michael Bartsch said in a statement.

“The type approval authorities in Europe conducted a review and certified that following the update, the fuel figures and CO2 emissions originally listed by the manufacturer were confirmed. Engine performance, maximum torque and noise emissions were unaffected.” The US diesel scandal was actually about NOx emissions, which are different for Euro/Australian requirements.

The action, which joins the 9000 Amarok utes recalled earlier this year, is expected to be the final Australian-market recall in the so-called Dieselgate scandal for Volkswagen and Skoda models.

Audi, managed separately in Australia, has also initiated its own voluntary recall for nearly 17,000 cars equipped with the same EA189 engine, manufactured “within a specific period”.

Golf 7.5.

The updated Volkswagen Golf 7.5 has been revealed in more detail, accompanied by the bold declaration that it is the “most technically sophisticated affordable car yet seen”.

Due in Australia from the middle of 2017, the popular hatch sees the addition of numerous tech and safety features intended to keep it one or two steps ahead of the small-car pack.

Changes to exterior styling are, as expected, subtle. There’s new bumpers at both ends, lightly revised front and rear lighting internals – including new signature LED daytime running lights – along with new wheel designs and an updated grille.



In the cabin, Volkswagen’s Active Info digital instrument cluster (similar to Audi’s Virtual Cockpit) makes its Golf debut in a big 32-cm form behind the steering wheel, while bigger new infotainment screens ranging up to 23 cm will be offered across the range.

Gesture control will also feature, along with compatibility with Apple CarPlay and Android Auto (again). Automatic accident notification will also be offered (although not confirmed for the Australian market), sending information to emergency services.

Driving aids will include Traffic Jam Assist, Lane Assist with active cruise control, and a system designed to detect if the driver has become incapacitated. In that event, the vehicle will slow and steer itself to the side of the road.

Powertrains include VW’s new 1.5-litre 110 kW/250 Nm TSI ‘Evo’ engine, replacing the entry-level 1.4-litre 92 kW/200 Nm unit of the current range.

A lower-powered BlueMotion version, focused on frugality, will also be offered in some markets – but probably not Australia.

And, although not confirmed, a new full-electric e-Golf is also expected, with a 100 kW motor expected to replace the 85 kW/270 Nm of the current motor. A 300-kilometre driving range is expected to outdo the 190 km of the current e-Golf. Not coming to Australia though.

Interestingly, probably as a result of VW’s ongoing legal woes in the USA, no mention has been made yet of any diesel engines that will be offered with the so-called ‘7.5’ update. USA aside, diesels are still a major part of the VW lineup and will probably be revealed closer to launch.

The Golf GTI receives a small power bump, getting the 169 kW/350 Nm version of the 2.0-litre turbocharged four-cylinder petrol engine that was previously reserved only for the GTI Performance variant. Just one GTI now – the two different versions idea has been dropped.

Local pricing and specifications are yet to be finalised, though the Volkswagen Australia says it is “working hard” on bringing the plug-in hybrid (PHEV) Golf GTE variant to Australia.

However, if introduced, the GTE would be offered later in the Golf 7.5’s lifecycle.

The normal Golf 7.5 range, including the hatch, wagon and Alltrack variants, arrives in Australia mid-2017. The updated GTI and R hot hatches follow in the third quarter.

T-Roc for Geneva.

A production version of the Volkswagen T-Roc SUV concept is set to be revealed at the 2017 Geneva motor show in March, according to a new report out of Europe.

Britain’s Autocar reports that VW is planning to present a small crossover model that will be influenced by the 2014 T-Roc concept that was also shown at Geneva that year. We don’t yet know what name VW will use for a production version.

Riding on the company’s MQB platform, the production version of the T-Roc is expected to have similar dimensions to the Golf, which features a wheelbase of 2640mm – 41mm shorter than the new mid-sized Tiguan which is also based on the Golf.



While the British publication's report claims the new SUV will be based on the Golf, it's also possible it could be the SUV companion to the smaller Polo hatch (due for a redesign on the MQB platform soon) and share the majority of its components with the soon-to-be launched Audi Q2.

Pre-production versions of this baby SUV have already been spied testing, and should be one of the five new SUV models Volkswagen plans to release in Australia by the end of 2018.

While the outside is said to be inspired by the concept car, the interior is expected to borrow heavily from the recently-revealed Golf '7.5' facelift, including the availability of the 32-cm Active Info display and new 23-cm infotainment system with gesture control.

Under the bonnet will likely be a selection of turbocharged petrol and diesel engines, including a 1.0-litre turbocharged three-cylinder petrol and the new 1.5-litre four-cylinder 'Evo' unit from the updated Golf.

Autocar also claims a 2.0-litre turbo petrol will form the basis of a T-Roc GTI variant, though it could also be dubbed 'R-Line' considering the GTI-powered Tiguan uses that name.

Front- and all-wheel drivetrains should be offered, along with the option of a six-speed manual and seven-speed dual-clutch transmissions.

The report also claims plug-in hybrid (PHEV) and all-electric (EV) variants are under development, likely using the Golf GTE and e-Golf as a base respectively.

Following the T-Roc will be an even smaller SUV, based on the T-Cross Breeze concept that was revealed at this year's Geneva motor show, which is reportedly scheduled for production around 2019.

VW to take on Uber.

German automotive giant Volkswagen has announced its new 'Moia' mobility services brand, which aims to be one of the top-three mobility services in 10 years time.

Set to challenge ride-sharing services like Uber, Moia will also at some point offer its own electric passenger vehicle as part of the Volkswagen Group's electric vehicle onslaught.

Speaking to industry journal Automotive News Europe, Moia's CEO, Ole Harms, said: "We are still moving around our cities like we did 20 or 30 years ago. We need to offer new forms of transportation and really improve the traffic situation."

Harms said Moia's focus is to launch a shuttle service operating between scheduled buses and ride-sharing services like Uber, which can be hailed using a smartphone app and shared between users.

In terms of pricing, Harms told the publication he wanted rates to be similar to existing bus services.

The company will initially utilise Volkswagen Group vehicles like the Transporter people mover, though it plans to introduce a new electric vehicle with six to eight seats.

Likely to be built on the group's MEB electric vehicle platform, the Moia EV could be shown in concept form as early as next year – according to Harms – with the project being led by Volkswagen's commercial vehicles division.

Moia's electric people carrier will also be autonomous-capable, with driverless vehicles to be a big part of the company's services as the technology becomes available.



Harms said the company wants to have autonomous prototypes on trial in Moia fleets by 2019.

"By 2021 definitely see a couple of cities worldwide operating autonomous fleets," he added.

Moia will leverage Volkswagen's investment in ride-sharing app Gett from earlier this year, likely to assist in the development in its smartphone app and related services.

The name 'Moia' was derived from the Sanskrit (the primary sacred language of Hinduism) word 'maya', which means magic.

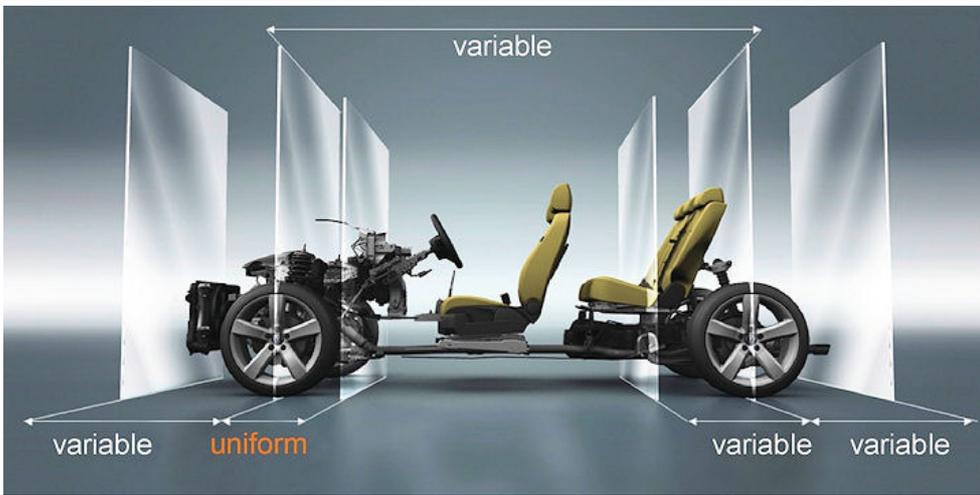
MQB a success.

The Volkswagen Group's widely used high-tech 'MQB' modular architecture was expensive to design, but has been a success. It will reportedly remain for at least another two generations of the VW group's models.

Speaking to German newspaper Boersen-Zeitung, Herbert Diess, the company's brand chief, said the component set can still be used for a long time.

"In the past months we have worked on the cost side of MQB and made significant progress," he said. "The MQB has high technical substance, so we can use it for the next two vehicle generations without further major investments."

Prior to the shared modular architecture strategy, the VW group used a huge number of different chassis and platforms across its different models and brands. This non-standardisation was very complex, inefficient and very expensive. Instead, VW spent over \$60 billion developing the modular MQB platform (Modularer Querbaukasten, or



No VW diesels for USA.

Volkswagen will not offer new diesel models in the US, VW's brand chief has announced this week, ahead of more stringent regulations that will come into effect by the end of the decade.

German newspaper Handelblatt reports that Volkswagen has made the decision to withdraw its diesel offerings, contrary to previous reports that indicated TDI models may come

back to the States for the one or two years leading up to the new, stricter diesel laws.

Herbert Diess, Volkswagen's brand chief, told the German publication: "We are working under the assumption that we will no longer offer diesel vehicles in the United States".

"The reason is the legal framework," he added, referring to the US's far stricter nitrogen oxide emissions compared to Europe.

Earlier this year VW's US chief, Hinrich J. Woebcken said TDI variants could return to the US for the 2017 through 2019 model years, but now Diess's comments indicate this will not be the case.

As a result, Volkswagen will no longer sell TDI variants of the Golf, Jetta, Beetle, Passat and Touareg in the US, though subsidiaries Audi and Porsche are expected to continue selling some diesels for now.

This latest report comes in the wake of the company's well-documented Diesel emissions scandal that first broke in 2015.

Volkswagen is still expected to fix thousands of 2.0-litre TDI models in the US, which owners have elected to keep after the recall was issued. The company is yet to resolve the most recent allegations against the group's 3.0-litre V6 turbo-diesel, which is said to also contain cheat code.

According to Autoweek, Volkswagen is set to repair around 60,000 Audi and Porsche models and has bought back an additional amount of these vehicles from customers.

Meanwhile, luxury marque Mercedes-Benz is also



considering dropping its diesel-powered models in the US, citing dwindling demand.

Matthias Luehrs, vice president of sales and product management for Mercedes-Benz, told the publication dropping diesels in the US “is a theoretical option. We have to look at that and see whether it makes sense to offer diesels in the future,” he said.

Last month Mercedes-Benz announced it would no longer offer the diesel C-Class in the US, while it is still seeking certification for the diesel-powered GLS, GLC and GLE SUVs.



Transform 2025+.

Volkswagen has announced its Transform 2025+ strategy, detailing the Group's plans for the decade ahead.

At the forefront of Volkswagen's goals is to clearly position itself at the top of volume segments globally, and becoming a leader in electric vehicles.

The company has outlined three key phases of its plan, the first being a restructure of its core business and “completing a transformation across the entire value stream” from now until 2020.

During this stage, Volkswagen will roll out its SUV offensive, which has already started with the new Tiguan, along with positioning itself at the top of the volume segments across more markets. The company says it has already achieved this objective in China and Europe.

A key market for growth in this area is the US, where Volkswagen says it plans to “evolve” from a niche supplier into a profitable volume producer. VW has not been a major seller in the USA since the days of the air-cooled models; Americans have never embraced the new generation VWs, and the recent US diesel scandal had made things worse. To do this, VW will focus on large SUVs and limousines – two key segments in the country.

From 2021, VW will commence production of its MEB-based electric vehicles in the US, for the US market. Phase two of the strategy will start in 2020 and continue through 2025, which will see a wide spread of electric models.

Volkswagen says it wants to play a key role in the “breakthrough of the electric car” by not focusing on niche products and rolling out models that will appeal to the

majority of the automotive market.

By 2025, Volkswagen wants to have a yearly sales volume of a million electric vehicles and be a world market leader in automotive e-mobility.

In order to fund this electric offensive, the company will discontinue low-volume, low-earning conventional models and model variants, which should free up 2.5 million euros (\$3.58 million) for this phase.

Alongside next-generation electric vehicles, Volkswagen plans to develop its own digital platform. By 2025 VW expects to have 80 million active users globally across its range of upcoming connectivity solutions, which is likely to also involve connected cars and infrastructure.

Through this venture, Volkswagen projects it will generate around one billion euros (\$1.4 billion) in revenue by 2025.

Finally, phase three will take place between 2025 and 2030, a time VW says will see a major transformation for the automotive industry. While details of this phase and what the forecast major transformation actually is, are largely unexplained, Volkswagen says it wants to achieve a leading role in the new world of mobility by 2030.

It's likely the company is referring to the widespread adoption of autonomous vehicle technology, which has been predicted to occur around the 2025-2030 period.

Luxury subsidiary Audi has already confirmed the next-generation A8 limousine, due here in 2018, will feature Level 3 autonomous systems, capable of hands-free commuting at speeds of up to 65km/h.

Then, in 2020, Audi will release the A9 flagship limousine, which will be all-electric and feature Level Four autonomous technology, which Ricky Hudi, Audi's head of electric development, says “will be able to drive itself in many situations – not just on the motorway”.

Audi has also announced it will release an electrified version of each model it offers in the near-future, along with the e-tron all-electric SUV due before 2020, while Porsche is working on the production version of its Mission E concept.

Other objectives outlined by the Volkswagen Group include a transformation of its corporate culture and organisation as a whole, while increasing sales and reducing costs.



The Christmas Beetle.

For many years I've transported Santa Claus to children's parties in my VW ute, converted from a 1971 Superbug. Santa sits in the front area with the bonnet removed, complete with gifts for the children.

The children and adults alike love to see Santa arrive in what has become known as the 'Christmas Beetle.'



I trust this is suitable to include in the next magazine (yes! - Ed). There's no doubt about the versatility of the Volkswagen.

Kind regards,

Doug Rosolen

The Toy Department.

Some pre-Christmas releases saw Schuco release two very nice 1/18 scale VW Models.

The first was a re-run of the earlier T2a Dormobile camper that was realised about three years ago in two tone green and two tone red. This time in a nice two tone white over yellow, not exactly the official merino yellow we all know but very close.

The detail as you would expect of Schuco is of an excellent standard and comes with opening doors. And hatches are operational Dormobile camper roof, and steering.

Also the pre-Christmas release of the T3 Microbus in two tone green which has been a long time coming since we saw the prototype clay model some 4 years ago.



The detail again is very superior – made as a air cooled deluxe Microbus, with seats that are operational, and every door and hatch that opens including the internal hatch to the engine can be lifted to exam the heart and soul of VW T3.

You know when it is of the highest quality and superior attention to detail when you see that even the cargo bay is carpeted to match the original T3.

Further detail is seen with the under carriage which has cables, spare wheel and detailed gearbox and engine block.

In this edition the image displayed is of a 1/18 scale Schuco T3 Microbus and Premium Classixx T3 Joker camper – from the outside the detail and finish of the Joker Camper is very good but disappointing that there are no opening doors or under carriage detail in this resin model.

Currently value for money and attention to detail must go to the Schuco model.

Finally and just realised last week is the two tone Blue





T2a Microbus with is also a variation of the white casting released in 2011.

Happy collecting

Tony Bezzina

VW Summer Cruise.

Sunday the 22nd January dawned clear and hot, a typical beautiful summer day in Sydney. Perfect for the 11th annual VW Summer Cruise.

I arrived at Uncle Leo's nice and early at 8:30am, about an hour before the VWs were scheduled to gather, in order to fill up and have a coffee before it got busy. However the parking spots were full of Ford Falcons and Mustangs – the Ford club were gathering for a run of their own. There were hardly any parking spots left.

The Ford mob were still standing around yakking an hour later as the VWs started to arrive, so we had to assemble together in the middle of the forecourt, hoping the Fords would rak off before all the VWs arrived. In the meantime the VW drivers enjoyed a coffee and a chat in the morning sunshine.

Eventually the Fords started up and departed, but it was traffic chaos for a few minutes as they maneuvered their dinosaurs around and past us, and out onto the highway. Now there were enough spots for us, as the last of the VWs were arriving and the departure time of 10am approached. We had to leave on time as the BBQ at Stanwell Park was already being fired up.



Most of the VWs at Uncle Leos were new club members or forum people, which was great to see but many had not done the trip before. I handed out maps of our route, and I elected to lead the way in our Passat TDI. "Ok, everyone ready? Let's go – follow me, no need to speed, just take it easy."

We headed out of Uncle Leo's, and I kept in the left lane with headlights on and the cruise control on 80 km/h to let everyone catch up. Once we had a nice long line behind, I bumped it up to 90 and settled into the cruise. Cars zoomed by on our right at 110 and more, but the VWs stayed together. We peeled off at the first Campbelltown exit, and had to get through a few sets of traffic lights before we were clear of the town and on our way along the single lane highway to Appin.



At Appin there were more VWs waiting at the park, so we slowed and turned off into the parking area. It was a ten-minute stop only, a chance for a quick leg stretch and toilet stop for the kids, and a few photos before starting up again. Once again I led the way through Appin, and the left turn towards Wollongong. It was enjoyable cruise along Appin Rd, with the VWs staying in a nice line behind me. Matt zoomed past in his Scirocco, taking photos, then pulled up to photograph the convoy passing by.

At the Princes Hwy junction you have to merge left across two lanes to turn left down Bulli Pass, so I made sure I slowed and signalled in plenty of time, and the line of VWs followed me down the hill. Once at the bottom, it's a single lane road all the way to Stanwell Park so there was nothing more I could do to keep the VWs together – except travel nice and slowly.

The traffic was heavy through Thirroul and Austinmer, but we moved steadily along, the families on holidays at the

beachside townships stopping to watch as the line of VWs drove past. The seacliff bridge is a nice highlight, and soon we were approaching the end. I was worrying and sweating about the exact spot to turn right – was it before or after the little footbridge? I didn't want to take 40 VWs down the wrong street! I elected to turn right AFTER the footbridge, at Railway St, then left on Station St and down to the beach at the end. Got it right – yay!



The VWs soon filled the shady parking spaces under the trees, and everyone made their way to the club tent and BBQ. Thank you to Craig and Martha, Steve and all the other members who helped out with the trailer, the tent, on the BBQ and drink eskies.

We spent a pleasant lunchtime and afternoon in the shade, talking VWs. It was beautiful sunny day and the kids enjoyed running around the park and watching the hang



gliders. It was fantastic turnout, good mix of water- and air-cooled VWs, and a great first run for 2017 – hope everyone enjoyed the day.

Australia Day CARnivale.

Carnivale is the historic car display as part of the Australia day celebrations at Parramatta Park. It used to be run by the NRMA around Hyde Park and down Macquarie St in the city (until Clover Moore's City Council closed it down – Ed.)

Parramatta Park is a great central location, much roomier and family-friendly than the city was. The venue



vintage race cars.

The public were admitted at 10 am, and there was a constant stream of spectators right through til 5.00 pm.

There were only 4 Beetles and one Type 3 wagon there from our club. No one Kombi!

There was lots of people passing through all day, many happy to share their stories about their family's history with VW.

Some asked questions about the cars, the club, the Nationals show, where to buy parts and/or get good mechanical work done.

Some also asked about what to look for when buying a classic VW, and 2 people asked me to send details on how to join the club. As I have a supply of old magazines I will post them a copy, so they can follow up in the future.



Interesting to see how many people stopped to take pictures, especially the younger folks with cameras.

I think there is a strong interest in VW classics in the future.

I recommend the venue for next year but you have to book. The link is www.australiaday.com.au/events/whats-on/carnivale/registration/#Carnivale

Hope to see more VW Club Cars there next year.

Carl Moll



attracts thousands of spectators on the day with lots of amusements, displays, music and other points of interest including market stalls, kids rides and activities, the hot air balloons and after-dark fireworks.

We assembled at 8.15am for a convoy into the park after 9 am. Breakfast and coffee were laid on and was free. The cars were marshalled onto the large round lawn in front of Old Parliament House.

The weather was perfect (a little overcast and no rain) and in the end probably 500 to 600 vehicles were on show including classic cars, vintage motorbikes, fire engines, and





Driving the Multivan Generation Six.

The much-loved Volkswagen Kombi is alive and well-kind of. That's because the 2016 Volkswagen Multivan Generation Six is here in all of its two-toned, retro-relishing glory.

A far cry from the original split-window and later Microbus Kombi models of old, the Multivan Generation Six is a modern, luxurious, powerful, capable, practical and downright attractive seven-seat people-mover.

Along with a lot of standard equipment comes a big price tag. The Generation Six model starts off at \$74,990 plus on-road costs, a full \$21,000 more than the Multivan Comfortline long-wheelbase model that opens the range. But it is \$1500 cheaper than the Highline SWB version.

That pricing puts it well above some appreciated but much smaller seven-seaters in the SUV space such as the Kia Sorento, Hyundai Santa Fe and even entry-level versions of the Toyota Prado. And yet this particular Volkswagen van comes in front-wheel-drive only, so there's no potential for off-road adventure here (you need to move up to the more expensive Highline model for the choice of 4Motion AWD).

But unlike all of its SUV competitors - and to a greater extent than its luxury people-mover rivals - the Volkswy offers unbeatable levels of space in the cabin.

Seven fully-grown adults will easily be able to ride along for hours without any complaints, and they won't have to leave their luggage behind, either - the boot of the Multivan



adjusts in size depending on where you slide the rear seats, but if you're a Tetris master you'll be able to stack plenty of suitcases in there even with the rear seat all the way back.

And while it may appear pricey on paper, it doesn't want for much. The standard equipment list includes LED headlights with LED daytime running lights, LED tail-lights, front fog lights with static cornering, auto headlights, auto wipers, adaptive cruise control, 18-inch alloy wheels (no spare - tyre repair kit), and a 16-cm media screen with Apple CarPlay and Android Auto connectivity - and on test the CarPlay was a bit glitchy, requiring the phone to be unplugged to get the audio going again after using the voice functionality.

Bluetooth phone and audio streaming is standard, too, and the VW has eight speakers fitted, but you miss out on built-in navigation - that can be had with the option of the upgraded Discover media system that also adds voice control.

The Multivan misses out on push-button start and smart key entry. It also lacks an electric opening/closing boot, which could be a big issue for some smaller people. The tailgate will electronically latch itself when you swing it closed, though, and the double side doors both offer electric operation, too (including buttons on the key).



The two sliding doors both feature small opening sections, and all the rear windows (including those on the sliders) have sunblinds to keep your passengers comfortable.

There is lighting above both rows for readers or if you need to see what's happening in the dark, as well as ventilation for all three rows of seats, too.

Safety is well accounted for, with fatigue detection, a rear-view camera and front/rear parking sensors, blind-spot monitoring, forward collision warning with city emergency braking and the full complement of airbag coverage - dual front, front side and full-length curtain 'bags (note: in the long-wheelbase Multivan models you miss out on curtain airbag protection).

For those with little ones, the Multivan offers ISOFIX child seat anchor-points in both the second row captain's chairs, and in the outboard third-row seats, too. Top tether points are available for all five rear seats.

The amount of space in the rear depends on how you position the seats. The rear bench can be slid fore and aft to allow better boot room, while the two captain's chairs can be forward or rearward facing, and they slide fore and aft, too. They can also be removed completely if need be.

And, in true VW Kombi style, you can flip down the bench seat to make a bed. It's not luxury hotel comfort, but as a last resort it would be fine.

Storage in the cabin is plentiful - there are enormous lower pockets on the front doors and smaller upper door pockets as well. Further, there is a pair of compact twin gloveboxes and a shallow dashtop bin, and there is a cup holder drawer and a drop-down bottle cubby between the front seats.

The second-row seats feature sliding storage drawers underneath, too, but those in that row may need to get the people in front or behind them to store their drinks, as they don't get cup or bottle holders.

As for the drive experience, we found this tester to be vastly different to the previous model T5 Multivan Highline we drove last year.

The 2.0-litre turbo diesel four-cylinder engine in this test car has the same grunt numbers as the model we tested previously - 150 kW of power at 4000rpm and 450 Nm of torque from 1400-2400rpm - and it also has a seven-speed dual-clutch transmission channelling the drive to the road via the front wheels.

The drivetrain was so much better in this test car than it was in the previous one. Admittedly, there was still some lag from a standstill as the drivetrain attempted to figure out what needed to happen after the stop-start system fired up, but the hesitation was, in this instance, mostly manageable.

There wasn't as much lurch under hard throttle in this vehicle, either, with the diesel unit offering linear power from low in the rev range. There's easily enough torque to deal with day-to-day duties, whether you've got just one or two on board, or a full load of people.

The engine, though, is a little noisy when cold. Speaking of cold, we had issues with the climate control system in our tester - the heater and A/C both took about half an hour to react to changes. We've raised this with VW.

The ride comfort of the VW is mostly good - the suspension still banged over some big bumps, but even this felt better than the model we had tested previously (not as sharp). And while there is some torque steer in the wet, it wasn't as much of a squealer as our previous tester, either.

It has adaptive dampers, with Normal, Comfort and Sport settings. The Sport mode was a bit rigid over bumps, where Comfort was a bit wallowy and slow to settle. Normal, thankfully, was fine.

The steering of the VW was reasonably responsive, but a little heavy at higher speeds but still accurate on the highway. At lower speeds, it was a cinch to park, and part of that came down to the vision from the driver's seat.

Whether it's looking over your shoulder to reverse



park, or looking over the cars ahead of you due to the height of the van, you get a much better view of the road than you would in, say, an SUV of a similar size. The bonnet isn't stretched out in front of you, and the windscreen is quite upright. This is a truly commanding driving position.

The VW model is covered by a three-year/unlimited kilometre warranty, and it has a decent capped-price program lasting 90,000 km or six years. With intervals every year or 15,000 km, the average service visit cost comes to \$619.

This redesigned super-Kombi was vastly different in the way it behaved around town, enough so to make us reconsider our score compared with the fidgety T5 Multivan we drove earlier.

As such, it jumps up a full point to 8.5 out of 10. We just hope all 2016 Volkswagen Multivan models drive as well as this one did

Matt Campbell



Specifications:

Model: Volkswagen Multivan Generation Six TDI450

Price: \$74,990 RRP

Engine: 4-cylinder turbo diesel (TDI).

Bore and Stroke, 81 x 95.5 mm, 1968cc,

Compression: 15.5 : 1

Power: 150 kW @ 4000 rpm

Torque: 450 Nm @ 1400 rpm

Transmission: 7-speed direct-shift auto, front-wheel drive

Dimensions: 4904 mm (length), 1904 mm (width), 1970 mm (height).

Kerb weight: 2274 kg

Towing: 750 kg unbraked, 2000 kg braked

Fuel Tank Capacity: 80 litres

Fuel Consumption (Combined): 6.5 L/100 km

Rating: 8.5 / 10



WEEKLY



THE PRIZES are two Volkswagen 1500s, each priced at £1125.

Teenage car safety contest.

The Australian Women's Weekly, 9 September 1964

The Australian road fatality toll had increased from 2,480 in 1961, to 2,670 in 1962, and just under 3,000 in 1963. The Women's Weekly ran this competition in late 1964 to try to reduce the road toll – Ed.

You can now have your say about road safety – and, perhaps, win a FREE car in which to practice what you believe!

This week we open a road safety contest offering as prizes two brand-new Volkswagen 1500 sedans – one each (worth £1125) for the winning boy and girl.

Read the rules and, if you are eligible, sit down with a pencil and several sheets of paper. Read the 30 suggestions for improved road safety carefully and then work out in which order of importance you think they should go.

For instance, if you think the compulsory wearing of seat belts would do more than any of the others to cut the road toll, then that is your number one choice. You might think that more road safety instruction in schools is the next most important. That would be your number two. And so on.

No entry limit

When you are sure of your selection, cut out the entry form and number the suggestions in order of importance, from one to thirty, in the squares provided. You must put a number in each square.

You can put in as many entries as you like, as long as each entry is on our entry form.

Before you post your entry (all must be received in Sydney on or before October 6 1964), read the rules again and check that your entry form is correct and that you haven't forgotten to include your name, age, and address. It would be a pity if your otherwise good entry were disqualified for an oversight.

Don't forget, either, to complete the sentence "I resolve . . ." (in no more than 12 words altogether). In case there are two or more winners with otherwise identical

entries, the best personal resolution would provide a winner.

Expert judges

The best order of suggestions submitted by a boy will win him a car, and the best order submitted by a girl will win her a car.

A panel of experts from the Australian Road Safety Council will be the judges. The judges are:

Dr. J.R. Darling, C.M.G., O.B.E., Chairman, Australian Road Safety Council.

Mr. D.R. Coleman, Commissioner of Motor Transport, N.S.W.

Mr. A.G. Brown, Co-ordinator of Transport for Victoria.

Mr. F.A. Manning, Deputy Commissioner, Department of Transport, Queensland.

Inspector R.A. Wilson, Officer-In-Charge, Police Traffic Branch, South Australia.

Mr. H.R. Irvine, Acting Commissioner, Department of Transport, Western Australia.

Mr. C.E. Baird, O.B.E., Commissioner of Transport, Tasmania.

The two Volkswagen 1500s offered as prizes are worth £1125 each, and have many features designed specifically to help owners to be safe drivers.

These features include precise steering, top braking efficiency, good all-round vision, windscreen washers and demisters, seat belt anchor points, front stabiliser bar, and big 15in wheels. The cars also have four-wheel independent suspension and four-speed, all-synchro gearboxes.

How the winners were decided.

The Australian Women's Weekly, 16 December 1964

The selection of winners in our Road Safety Contest was a hard job – 38 of the 25,000 entries were in the running in the last stages. The contest required entrants to work out the order of importance in which they thought 30 suggestions for improved road safety should go.

The closest – by a boy and a girl – to an expert panel's order would win. In the event of exact ties in either selection, the merit of a personal resolution would decide the winner.

At a late elimination stage there were 20 coupons (from girls) each with the first three suggestions in the right order.

There were 18 (from boys) each with the first three right. There were not, however, 38 entrants; both groups had multiple entries included in the total.

With these entries, the numberings from fourth preference onward were assessed mathematically to find the best entries.

The personal resolution tie breaker was not needed, because the 38 entries that fought out the finish involved no exact duplication in the boy and girl divisions.

Here's how a statistician judge worked it out. The scoring system depended on the fact that when ranking the list of suggestions in their correct order, an error in the first position was more important than an error in the last.

Letting the first position be worth 30 points, the second worth 29, and so on, the last position is worth 1 point.

Subtracting one point for each position that the answer was away from the correct position (e.g., if the answer was "fourth" – 27 points – but an entry showed this answer in seventh place, then this was three positions away and the score was 27 minus 3, equalling 24) made the winners clear.

Experts' 'Perfect Score'

Members of the Australian Road Safety Council comprised the panel of experts, and here is their order of preference:

1. Cancel licences for serious offences such as drunken driving, excessive speed, and dangerous driving.
2. Compulsory suspension of licences of drivers repeatedly convicted of moving traffic offences.
3. Probationary licences for new drivers.
4. More traffic police.
5. All new cars to be fitted with seat belts.
6. Compulsory wearing of seat belts by drivers and passengers.
7. Failure to wear seat belts to be deemed contributory negligence in legal action.
8. Stiffer practical tests for drivers licence applicants.
9. Stricter enforcement of traffic laws.
10. Establishment of more training centres for learner drivers.
11. More built-in safety features in new cars, such as padded dashboards, safer door locks, and collapsible steering columns.
12. Stricter control of pedestrians.
13. More divided highways with controlled access from side roads.
14. More road safety instruction in schools.
15. Maximum 60 mph speed limit for the open road.
16. Compulsory chemical tests for drivers and pedestrians suspected of intoxication.
17. Uniform, easy-to-understand traffic laws.
18. More commercial and community support for road safety.
19. Organise road-accident prevention courses for youth organisations.
20. Uniform road signs and markings throughout Australia.
21. Compulsory annual inspection of all motor vehicles at Government testing stations.
22. Compulsory attendance at lectures and films by drivers convicted of traffic offences.
23. Greater use of Press, radio, and TV for road safety education for young people.
24. Better street lighting.
25. Compulsory safety helmets for motor cyclists, scooter riders, and their passengers.
26. Maximum speed limit of 40 mph for newly licenced drivers (for first year).
27. Increase minimum age for driving licences.
28. Ban regrooved motor vehicle tyres.
29. All vehicles to stop before moving on to a level crossing.
30. Greater use of the word "horror" in road-safety education campaign.

Selection of personal resolutions

Most entries had valuable road-safety personal resolutions, and here is a selection of what entrants vowed. These resolved...

- Never to mix driving with drink, speed or temper.
- To never be rash and so never crash.
- To act safely, know and obey road rules, practice courtesy.
- To treat all road users as I want them to treat me.
- To be careful, courteous and alert.
- To treat other motorists' lives as precious as my own.
- To use care, caution, courtesy and LIVE.
- To overcome the greatest temptation of all, speed.
- To keep my car mechanically sound and my mind clear.
- To practice what I have learned through this contest.
- To keep up to date with my knowledge of traffic laws.
- To always clearly signal my intentions to other drivers and pedestrians.
- To drive as well as I keep wishing others would.
- Never to make the roads more dangerous by my presence.
- To drive with care – I have no other lives to spare.
- To think safely, talk safely, walk safely – and drive safely.
- To be master of my car, a slave to the rules of the road.
- To always take driving seriously, not as a pastime.
- Give way to those in the right, and wrong.
- To be a friend on the road, not an enemy.
- To use the roads for safe driving, not as speedways.
- To influence my friends to drive safely through personal example.

Road Safety Contest – the Winners.

The winners of our road safety contest are:
Kay Saunders, 17, of Ekibin, Brisbane, and
Stuart Goadsby, 23, of Mt Eliza, Victoria.

"It couldn't have come at a more wonderful time," grinned Stuart as he gazed at his prize. "My old car's a bit worn . . . it's a Volkswagen too.

"And we're saving for a home, which we hope to start building early next year on land we've got at Frankston," he continued excitedly.

This young Englishman is well on the way to becoming an Australian – he has spent 13 years of his life here and married a young Australian lass eight months ago. Stuart is pictured here with his wife.

Stuart is a junior executive with the Frankston, Victoria, branch of an English insulation manufacturing firm.

The fair-haired, blue-eyed Stuart is firmly convinced that Road Safety will not be improved until the "idiots" are





removed from the road . . . “idiots” being his word for drunken and dangerous drivers. Stuart also thinks young drivers should be trained more carefully.

In a small voice he admitted to a conviction for speeding . . . but

added hurriedly, “I was only 18 once.”

And the conviction brought but a £3 fine for driving at 45 mph in a 35 mph limit area on his way to work at 5:30 one morning.

So the Goadby driving record is nearly as white as his smart new Volkswagen. And Stuart’s determined to keep it that way.

Note - attempts to find Stuart Goadsby today were unsuccessful, with no listing in either the White Pages or the electoral roll. A Goadsby family in Western Australia today is not related. We suspect Stuart and his wife probably moved back to the UK at some stage - Ed.

Kay Saunders danced like a jack-in-the-box when she heard she had won.

“I’ll feel like Cinderella in her coach,” said Kay, in her Yeronga High School uniform and ‘flattie’ shoes, as she jumped for joy.

“Look at my clothes,” she said. “All worn out and end-of-school. Now, I can have everything new.”

Kay, an only child, had never won anything before. “Dad once won a smoker’s stand, and mother won 25/- in a lottery,” she said excitedly.

Kay’s parents are Mr and Mrs Eric Saunders. Her

father is chief salary clerk at Victoria Barracks and a qualified accountant. Kay poses here with her prize, a VW 1500 sedan in Ruby Red.

When she entered the competition, she had a learner driver’s permit, and had taken ONE driving lesson – on August 19, her 17th birthday. Licences are issued in Queensland at the age of 17.

“That one lesson showed me how much there is to learn and how careful one must be on the road,” said Kay.

“I got out of the car in which I had my lesson, feeling ten years older and very deeply affected by the experience of handling a car for the first time. I seized upon every road safety pamphlet I could find, and devoured them.

“Then, at the height of my enthusiasm, I saw the contest in the Australian Women’s Weekly and decided I must enter. I did not use guesswork. I guess I take things seriously and like to do them well all the time.”

Kay will complete her driving lessons during the Christmas holidays, and then if she passes her licence test and her matriculation, she will be parking her smart red prize in the university grounds while she studies for an Arts degree.

Kay’s parents have no car, and do not drive, and their garage is waiting eagerly for Kay’s Volkswagen to enter.

Editor’s note – the reason Kay’s father Eric did not drive was that he had suffered debilitating injuries at El Alamein during WW2, and was partially disabled. Kay’s mother Elizabeth had bipolar disorder, at that time undiagnosed.

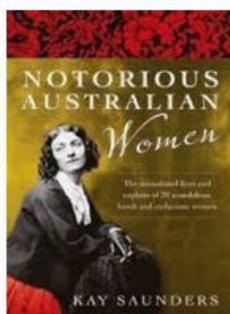
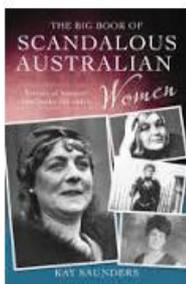
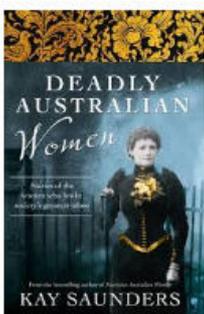
Kay went on to an extremely successful academic life. After leaving school she studied at the University of Queensland and graduated with a BA (Hons) in Anthropology and Sociology in 1970. She was awarded her PhD in 1975 for her thesis ‘Uncertain bondage: an analysis of indentured labour in Queensland to 1907: with particular reference to the Melanesian servants.’

Following her graduation, Saunders was employed by the University of Queensland as a Tutor (1975-1979), Senior Tutor (1980-1985), Senior Lecturer (1976-1989) and Reader (1990-2001). She was Professor of History at the University of Queensland from 2002 until 2005. Saunders was appointed Professor Emerita following her retirement.

Prof Saunders has written numerous books and published widely in the fields of race relations, the political economy of the sugar industry, Sir Samuel Griffith and the making of the Australian Constitution. Her publications include: Exclusion, exploitation and extermination: race relations in colonial Queensland, with Raymond Evans and



Kathryn Cronin (1975); Race relations in colonial Queensland: a history of exclusion, exploitation and extermination, with Raymond Evans and Kathryn Cronin (1988, 1993); Workers in bondage: the origins and bases of unfree labour in Queensland, 1824-1916 (1982); War on the homefront: state intervention in Queensland 1938-1948 (1993); 1901: Our Future's Past Documenting Australia's Federation, with Raymond Evans, Clive Moore and Bryan Jamison (1997); Paul Hasluck in Australian history: civic personality and public life, with Tom Stannage and Richard Nile (1998); A Crowning Affair: A Study of Beauty, Business and Philanthropy, with Julie Ustinoff (2005); TC Beirne School of Law: 70th anniversary, with Michael White and Ryan Gawrych (2006); Between the Covers: Treasures of the State Library of Queensland (2006); Wild heart, bountiful land: an historical overview of the Mary River Valley, with Murray Johnson (2007); Working the land: an historical overview of Boonah and its northern district, with Murray Johnson (2007); 150 Years of Queensland Achievement (2009); Notorious Australian Women (2011); Deadly Australian Women (2013). Her edited works include: Indentured labour in the British Empire, 1834-1920 (1984); Gender relations in Australia: domination and negotiation, with Raymond Evans (1992); Aboriginal workers, with Ann McGrath and Jackie Huggins (1995); Australian masculinities: men and their histories, with Clive Moore (1998); Alien justice: wartime internment in Australia and North America, with Roger Daniels (2000); and The world's first Labor government, with Joanne Scott (2001). She is also working on a History of Bond University.



Saunders is a Fellow Royal Historical Society (London), a Fellow Royal Society for Arts, Fellow Royal Institute of Anthropology (London), a Fellow Australian Academy of the Social Sciences (2001), Fellow of the Royal Society of Australian Historical Societies (2011) and a Member Royal Australian Historical Society of Queensland. She is the recipient of the Royal Historical Society of Queensland John Kerry Medal (2006) and the National Museum of Australia Medal (2007) and was appointed a Member of the Order of Australia for service to Australian history as a scholar, author and commentator on social issues in 1999. She received the Centenary Medal in 2003 in recognition of her service to the Centenary of Federation celebrations.)

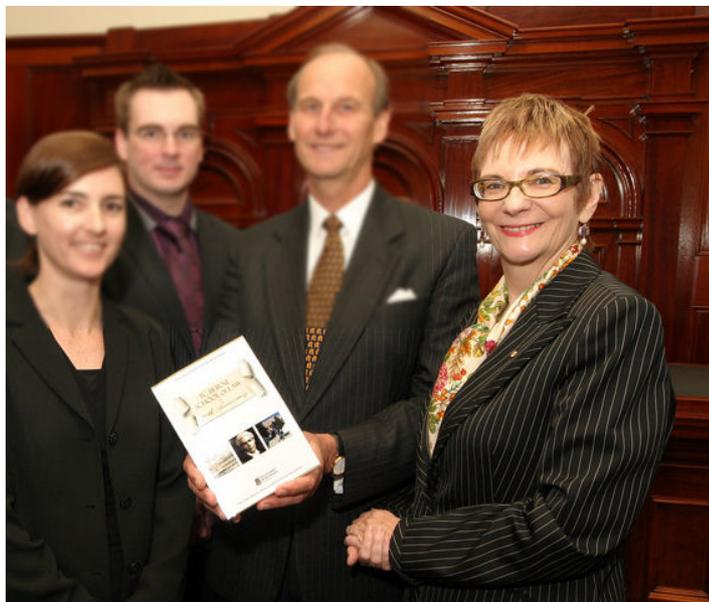
Kay was interviewed by Steve Price on 2GB on Friday 3 May 2013, on the release of her most recent book, *Deadly Australian Women* (2013). More recently, she received a personal invitation to attend the address by then US President Obama during the Brisbane G20 summit.

"I have been introduced to Her Majesty the Queen and

I have been to a BBQ that Prince Charles went to, [but] this is the most exciting moment of my life," Ms Saunders said to the Brisbane Times newspaper.

Ms Saunders said her grandchildren are elated that their Grandmother would be hearing President Obama's historic address.

"My grandchildren all want to take this to school because they told their teachers their grandmother was coming to this," Ms Saunders said.



I wrote to Prof Saunders (pictured here at a function at the University of QLD) and asked her about the VW and its subsequent fate.

"Yes, it does bring back memories," Prof Saunders replied. "I have no photos; lost in floods I fear. It was a flood when my garage under the unit was flooded. My husband, who recently died, never recovered from losing his parents and grandparents collections being destroyed.

"Actually it's interesting to see what I said at 17. Shows the research ability at a young age was there. Surprisingly mature and complex replies to what I was asked.

"I was a very lucky young lady, just left school when I won the VW. I had a gap year then went to study at university of Queensland in 1966. I was very popular with my red car and mini skirts! It gave me freedom that girls then didn't have. I drove to Sydney on various occasions, and could get to the Gold Coast without relying on a young man. In those days girls neither drove nor owned cars. All very liberating!

"No, I never had another VW. I was not keen on where battery was. I kept the car for 12 years. I now am unable to drive as I have serious eye diseases so its the bus for me! And yes I'm a nerd but a charming one!

"I think that's about it. Cheers, Kay."

Many thanks to Professor Kay Saunders AM for replying to my correspondence. It will be a pleasure to post her a copy of this issue as a souvenir.

Phil Matthews



T5 Trakkadu.

Caravan and Motorhome, August 2005

Trakka seems to have been converting Volkswagens since the Stone Age. The company, which began humbly in the '70s converting Kombis, has grown into a premium conversion specialist, though still specialising in Volkswagens.

The latest incarnation of VW's venerable delivery van has certainly raised the bar. A clean-sheet design, and the first change to what Volkswagen calls its Transporter range in about a decade, the T5 inspired the team at Trakka to do the same. The result is the rather cleverly named 'Trakkadu.'

Following European trends, the new design is stylish and compact, with an inordinate amount of room and a raft of innovations that sets the standard by which others will be judged by.

Only the interior colour scheme of the test vehicle lets it down, with a yawnful grey-on-grey finish even the brightly striped upholstery couldn't quite lift.

I would have thought such an important new model would have the latest finishes, such as highly lacquered wood, brushed metal or brightly coloured laminates. And some stylish leather upholstery would go down a treat, too. Hopefully there are other finishes in the pipeline.

The Vehicle

Voted European Van of the Year in 2004, the T5 is a new vehicle from the wheels up. It's grown in length and width and, most importantly, was designed from the outset to passenger-car standards.

This means it has crumple zones, dual airbags (driver-only on the base model), ABS, seat-belt pretensioners and a driving position car drivers will find instantly familiar.

Like the previous VW Kombi (the T4), the wheels are set in each corner, so you ride behind the front axle line, not over it (a la Hi-Ace). This means hitting bumps at speed doesn't launch you through the roof, while it increases overall ride comfort, too.

Although the T5 has grown longer, to about 5.5 m (and

a little bit wider), height hasn't increased. Even with Trakka's all-new fibreglass roof (and optional solar panels), it's a garage-friendly 2050 mm tall, so most shopping-centre car parks and home garages won't be no-go areas.

The vehicle looks good and is quite long and sleek. Bonded glass on the side windows adds to the appearance, while the window-within-a-window design of the opening side windows is very high-tech.

Trakka decided to offer only turbo-diesel engines in its T5 range, with the entry level a 1.9-litre four-cylinder unit paired with a five-speed manual gearbox. Producing 77 kW and 250 Nm it has the same output as the T4's turbo-diesel engine, and it's both economical and surprisingly sprightly.

Most interest, though, lies in the new 2.5-litre engine coupled with either a six-speed manual or six-speed tiptronic auto

(tested here). It's a five-cylinder design and the same engine Volkswagen uses in its Touareg R5 4WD.

There's also the option of the 4Motion all-wheel-drive system with this engine. Sadly though, this is only offered with a manual transmission.

All T5s have fully independent suspension utilising MacPherson struts, sway-bars front and rear, and ventilated discs on each wheel.

Standard equipment on the 2.5L versions (apart from the safety items listed earlier) includes power steering, remote central locking, one-touch electric windows on both front doors, electric mirrors, cab air-conditioning, cruise control, an AM/FM/CD/MP3 four-speaker stereo and 17" steel wheels with 55-series low-profile tyres.

Both front seats have two fold-down armrests each and swivel bases, while I'm pleased to report one of the best cup-holder arrangements I've seen.

On The Road

Cab access is good thanks to large, wide-opening doors, and finding a comfortable driving position is made easier with a tilt-and-telescopically-adjustable steering column.

The sporty four-spoke steering wheel allows full view of the large instruments, while the dash-mounted transmission selector sits just beside your left knee and is perfectly positioned to make the most of its tiptronic facility.

Fully computer-controlled, the engine starts instantly and settles down to a clickety mechanical idle, which sounds more like a noisy sewing machine than your typical diesel engine.



The 'liddle' 2.5L engine propels the Trakkadu off the line like a greyhound that's just spied a particularly delicious rabbit. Aided by the super-smooth six-speed auto, acceleration is strong and linear - right up into loss-of-license territory.

The tiptronic mode is particularly useful for holding your speed for long or steep inclines and would be handy if you were making the most of the T5's 2500 kg towing capacity.

Handling, for a van, is a revelation, with minimal body roll and go-kart-like steering. Impressively, there isn't a hint of torque steer despite the considerable power being directed through the front wheels.

You can hook this thing into a corner at normal car speeds and it simply sits flat and powers through. I'm sure in Europe you could sit on 200 km/h all day, such is its stability (aided by a 3.4m wheelbase) and power reserves. Locally, it could make for a very entertaining dash, say, from Alice Springs to Darwin.

On The Outside

The Trakkadu looks the business, and the test vehicle sported optional alloy wheels and colour-coded bumpers. Steel wheels and grey plastic bumpers are standard, and while these don't look as good, they're probably more durable and definitely help keep the price down.

Trakka has done a great job of fully integrating its new roof without compromising appearance. The flush-fitting glass and understated, tasteful graphics look terrific.

Hinging from the rear in typical Trakka fashion, the new lift-up roof is stylish and practical, and it can be raised or lowered in a matter of seconds. It has a low-profile design featuring composite construction and full insulation, and it's assisted by a pair of gas struts positioned outside the side walls.

A single pushbutton releases the substantial locking mechanism and, once raised, there's almost a full 2m of headroom. A circular indent, moulded into the roof lining towards the rear, is where the optional omnidirectional TV aerial mounts are.

A solar pack, comprising of two 80W panels in their own special housing, can be ordered (and easily retrofitted).

This would greatly supplement the already considerable 130A/hr combined capacity of the two deep-cycle, maintenance-free house batteries that live beneath the front seats.

External modifications are limited to, on the passenger's side, a 2.5m Fiamma wind-out awning and a track on the sliding door - that the removable dining table attaches to.

On the driver's side, there's only the mains power connection, grey-water tap access panel and a locker housing a single 3.3kg gas bottle to detract from the otherwise clean lines.

The Trakkadu is a genuine four-seater. The rear bed-seat is an engineering masterpiece complete with built-in lap-sash seatbelts, adjustable backrest and a storage drawer below.

Cleverly, this new seat slides on floor tracks and can be run as far forward as you like when travelling and then set right back for maximum living space. It's a brilliant arrangement, which allows a cosy travel environment without sacrificing camping practicality.

There are no tanks or plumbing beneath the vehicle, as its belly, I'm told, is particularly aerodynamically efficient. All Trakkadus come with 50-litre freshwater and 38-litre grey-water tanks - the latter being something of a first in a small campervan.

A pressurised cold-water system is standard, but this vehicle was fitted with the hot-water option, which incorporates a 15-litre tank, warmed by either 240V power or an engine heat exchanger, and a rear-mounted shower.



In The Kitchen

Unlike most campervans, which have a swing-out cooker positioned just inside the sliding door, the Trakkadu has its kitchen integrated neatly into the cupboards that run full-length down the driver's side.

This not only looks good, but it maximises available floor space and provides an open, uncluttered living area unrivalled in other small campers.

The full-length cupboards are made of strong, Euro-plywood and curve slightly along their length. The unit is made as one piece in the factory - complete with water tanks, pump and hot-water system - before being installed.

Apart from two conventional slide-out drawers, one of which has a cutlery insert, all other cupboards feature the latest European-style sliding doors. This allows them to be opened without fouling the rear seat/bed, while the doors are held shut by magnetic latches.

The kitchen centrepiece is a combined three-burner gas cooker and sink unit flush-mounted into the benchtop, complete with a fold-down flick-mixer tap and two-piece smoked-glass lid.

Spirit stoves have been the go in previous Trakka campervans (due to regulatory problems with the installation of a gas system), but the extra length of the T5's body now allows for a full gas system.

An 85-litre 12/240V compressor fridge is the only other kitchen appliance, but a microwave can be fitted (in a small hutch) at the aft end of the kitchen benchtop. This would be worthwhile considering the lack of a grill and oven.

There's space for a Porta Potty in the bottom of the cupboard just to the right of the fridge, though this would work better if it could be individually housed rather than being on display whenever you go hunting for your crockery or tins of beans.

At The Dinette

You have a choice of dining arrangements in the Trakkadu both in and outside the vehicle. A removable dining table (which stores behind the driver's seat) clips at one end to a railing on the cupboards' fascia and can be slid fore and aft.

You can also use it outside, attached to the railing on the sliding door, where its single chrome leg adjusts for uneven ground.

Both front seats swivel (although the driver's doesn't turn completely), while the bed-seat can be run forward, and you can position the table to suit.

There's a remarkable amount of space inside this vehicle, with excellent headroom with the roof up and true seating flexibility.

There's also plenty of natural light thanks to the long side windows, with ventilation handled by opening side windows (unscreened) and/or the large, zippered side panels in the roof.



In The Bedroom

To make the bed, you slide the seat to the rear, release a latch at the top of the backrest and push down until it locks flat. This butts up to a cushioned rear shelf, which can also be removed and provides a cavernous carrying capacity, especially with the seat run forward.

During the day, to make the seat more comfortable, the base angles down slightly at the back. But when converted to a bed, the rear section lifts to become completely flat, thus providing you with a perfectly flat bed.

A full 1.95m long, the bed could even be left made up during the day as you travel, and it's the only campervan bed I've tried that doesn't leave my feet dangling over the end.

There's still plenty of room inside the Trakkadu while



the bed is made up, and good clothes storage, including a substantial hanging wardrobe. A pair of swivel reading lights above the bedhead will be included on full production vehicles.

As mentioned, with the hot-water system you get a pull-out shower that is mounted down at the back in the driver-side rear corner. This would make the optional tailgate tent worth thinking about too, along with flyscreens for the side door and tailgate.

Worth Buying?

Volkswagen's T5 Transporter is a quantum leap in commercial vans, while Trakka's clean-sheet conversion delivers a high level of comfort and practicality in an

innovative and stylish package.

There's nothing to touch it in the campervan market at present, but other manufacturers are hot on Trakka's heels with their own T5 conversions.

The Trakkadu is a true multi-purpose vehicle. It has the comfort, safety and convenience features of an upmarket European car and the performance and driving pleasure to match.

It should also fit in a suburban garage, and although not cheap, it's practical enough to be your daily driver and weekend tourer.

FACT FILE

Manufacturer: Trakka Ply Ltd

Vehicle: Volkswagen T5

Engine: 2.5L five-cylinder inter-cooled turbo-diesel with common-rail fuel injection

Length: 5.29 m

Height: 2.05 m

Width: 1.9 m

GVM: 3000 kg

Base Price: \$78,695 + ORC

As Tested: \$83,905 + ORC, including hot-water system (\$1800), colour-coded bumpers (\$660) and 17in VW 'Suez' alloy wheels (\$2750)

CONTACT

Trakka

Tel: (02) 9472 9000

Email: info@Trakka.com.au

Website: www.Trakka.com.au



VW Microbus.

A great little bus for all your family.

The Sun-Herald, 4 December 1977

Back 30 or 40 years ago, VW's Microbus would have been a real boon.

Those were the times when big families were the rule rather than the exception - with the consequent problem of how to move them around.

I know of one family of sizable proportions who had to go everywhere in relays.

The big family days are no longer with us, but the Microbus is no less desirable. More than one million of them have been sold world-wide since they were first produced in 1950 (and sold in Australia from 1954).

Versatility has been the key to its success.

The Microbus is neither a car nor a bus - but has the advantages of both.

It seats eight adults in comfort, a handy attribute, particularly if you want to take a group of friends for a drive, cart around a football team or take the neighbourhood children for a day at the beach.

With just one seat removed, the Microbus has 18.8 sq ft (1.75 m²) of luggage space. Remove two seats and the carrying space becomes even more capacious.

Two versions

The little bus comes in two versions — the Micro L manual, selling for \$8,996, and the Micro L automatic, costing \$9,696.

The two-litre engine has loads of pulling power, and gives the vehicle a top speed of 130 km/h.

The driver needs to make judicious use of the gears to



The VW Microbus . . . seats eight adults in comfort. Remove one seat and there's 18.8 sq ft of luggage space. Remove two seats and there's much more.

keep the bus rolling on the road, but once it's wound up it can be cruised at the maximum speed without fear of breaking the motor.

The shift positions of the four-speed manual gearbox are slightly offset, making changes a little strange until you get the hang of things.

The driving position is good.

The instrument layout is functional without being cluttered.

All-round vision is excellent because of the big areas of glass.

The front bucket seats are separated by a walkway, giving access to the rear of the bus.

Rear passengers are accommodated on two wide bench seats, with access via a big sliding door on the side.

Safety zone

The Microbus has full headlining and carpet over the rear engine compartment to reduce road and engine noise.

Passengers have individual ventilation and heating controls.

The bus has a safety crumple zone front and rear for driver and passenger protection.

Steel belted radial tyres and front disc brakes are standard.

Fuel consumption unladen is around 12.5 litres per 100 km (22.6 mpg) for the manual, and 13.3 litres per 100 km (21.2 mpg) for the automatic.

Peter Allen

**MOTORWAYS for
VOLKSWAGEN**

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and Spares** 51 8991

110 PRINCES HIGHWAY
ST. PETERS



So when we pulled up at the railway station in Adelaide to drop the Kombi off, my heart was well and truly in my mouth when the station master pulled out his measuring stick (set to 1.94m) and methodically went over the Kombi.

I could see daylight between the roof and his device, but for some reason he couldn't. To say I started worrying was an understatement as I knew the only solution would be to get back in the Kombi and drive to Perth! Fortunately, he called a colleague over and he thankfully could see the daylight. We passed the test and she was loaded onto the Indian Pacific. Job done; huge relief. One fact kept playing on my mind the whole of the next day: Thank goodness I'd had the Kombi's suspension lowered a couple of years ago!!

And so our WA adventure was underway and the girls arrived at Perth airport just 10 minutes

after we'd touched down. We couldn't have planned it any better. The next afternoon the Kombi turned up all smiles on the back of the Indian Pacific.

The first part of our trip was to take in Fremantle and the famous Americas Cup winning Australia II, Busselton and four days in Margaret River. I have to say that whilst this was right at the very start of our trip, Margaret River was the absolute highlight of the whole holiday. Beaches, wineries, rolling hills, magnificent caves - it had it all, but here was something we'd never seen before: the Indian Ocean!!

From Margaret River we dropped further south to where the Indian Ocean blends into the Southern Ocean and headed on to three days in Walpole. No trip to WA would be complete without seeing the huge Tingle trees in the Valley Of the Giants near Walpole, with what is claimed to be the oldest Eucalypt in the world at a staggering 450 years old. It was here in the 1960s you could park your car in the hollow under the tree for a photo opportunity, before thankfully we all became more environmentally aware.

From Walpole we headed north via Albany for a 484 km drive to Hyden and Wave Rock where we had two nights. Wave Rock itself is a 14-metre high natural granite formation and is quite simply staggering. The orange and black stripes in the rock give it a tiger-like appearance and this had to be another highlight of our trip. The two kiddies were simply dwarfed by the enormity of the wave.

We could not do WA without calling into the Kalgoorlie Super Pit and it was on our way there that we

From Perth to Cronulla.

The missus and I had been quite lucky over the last 20 years or so, in travelling to every State in Australia. From the rugged south-west of Tasmania to Cape Tribulation, from Kangaroo Island to Uluru. Yet one State eluded us: Western Australia. So when we decided our next holiday was to be to WA, the next question was how to get there? Sure, we could fly there in five hours, pick up a hire car and drive around, then fly home. But with our very trusty T3 Kombi sitting in the driveway with 366,000 kilometres on the clock, there really was only going to be one means of getting to Perth. . . driving!! In the ten years I've had the T3, she's taken us down the Great Ocean Road and up to the Gold Coast and never missed a beat, but a trip to Perth and back would really be putting her to the test.

We opted for June and July to avoid the summer heat and obviously taking into account a vehicle without air-con. Yet the thought of our two young children being subjected to the back of a Kombi to WA and back, didn't quite sit right with us, so we looked into putting the Kombi on the Indian Pacific train the one way, from Sydney to Perth, and driving all the way home.

Here we met our first problem: the Indian Pacific no longer takes vehicles from Sydney, but will from Adelaide to Perth. So the plan was amended - my son and I would drive the Kombi to Adelaide where we would put her on the Indian Pacific, and we would then fly from Adelaide to Perth and meet the wife and daughter, who would fly simultaneously from Sydney to Perth, as they weren't up for the drive to Adelaide. It was an awesome drive, just the son and I, taking two days from Sydney to Adelaide via Wagga Wagga and Mildura. It was pretty much clear skies and clear roads all the way apart from the last leg dropping down into Adelaide, where we were met with huge winds and torrential rain.

The next problem we encountered: there is a height restriction when putting your vehicle on the Indian Pacific; the maximum height being 1.94 m. Now, I did know about this when making the booking, so I had very carefully measured the Kombi at home on the flat, and found it to be somewhere around 1.92 m. A phone call to Great Southern Rail confirmed that even if it was just 1 cm under it would be ok, as long as it was under 1.94 m.





passed 3,000 km of road-driving since leaving Sydney (not counting the Indian Pacific). The organised tour of the pit was well worth it and left you speechless at some of the statistics. Until last year, it was the largest open cut gold mine in Australia measuring 3½ km x 1½ km. Dump trucks that weigh 250 tonnes a piece even without their payload and over 400 tonnes when loaded. Tyres that take a whole day to change. But most amazingly whilst the pit operates 24 hours a day, they only retrieve one golf ball sized nugget of gold per day - enough value however to keep the mine in operation.

There was one statistic however that did not impress the wife... after a huge day on the road, we pulled into the petrol station just outside Kalgoorlie where I'd managed to get 59 litres of fuel into the tank - which only holds 60 litres! 'Nuff said.

With Kalgoorlie and Norseman behind us and 17 days done, we started our run Eastwards and home - kind of. We stayed at Balladonia, famous of course for the Skylab space station falling nearby in 1979, took in Australia's longest straight road - the 90 mile (146 km) straight, followed by Eucla and over the border into South Australia once more and round the Great Australian Bight.

Day 20 saw us staying in Ceduna and remarkably the first day of the whole trip where we didn't drive! How nice it was to get out for a walk and feel the breeze coming in off the Southern Ocean. Passing through the 5,000 km mark we motored on in the direction of Port Augusta, passing through the quaint town of Kimba. It was here in Kimba that you realise just how big Australia is. With Perth over 2,200 km behind us, the sign in the middle of the town summed it up accurately:



Do you mean we've got to do all that again to get home?

Two hundred kilometres out of Port Augusta and we came across the picturesque village of Burra where suddenly the temperature dropped, just as we were planning a lunch stop. To our astonishment, on pulling out of Burra something happened that totally blew us away: it snowed!! The last time I drove in snow was 25 years ago when living in Manchester!!

Mildura and the NSW border beckoned and we spent a lovely two nights here, including a cruise down the Murray where we learnt another interesting fact: the NSW / Victoria border is actually on the Victorian bank of the river, meaning that all of the river technically belongs to NSW.

As we headed back through NSW it was sad to see road signs reminding us how close Sydney was getting and passing through the 6,000 km mark with Wagga Wagga looming, we knew this was our last night on the road. The evening was spent with Thai takeaway in our motel room watching TV as all the restaurants in town for some unknown reason were fully booked. Wagga Wagga in winter - fully booked?

After a quick visit to Wagga Wagga Zoo (yes, they have one!) we were back on the road one final time to our home in South West Sydney. We stopped for the obligatory photo with the Dog on the Tuckerbox at Gundagai and not far from home pushed through the 7,000 km mark. Before we knew it, we were turning into our street after completing 7,025 km in our T3 Kombi, which quite simply put, did not miss a beat the whole trip.



We had filled up about 17 times and averaged 11.8 litres/ 100 km, with the best consumption being 10.48 L between Port Augusta and Mildura. Not bad for a 25-year old mobile besser block! More to the point, whilst I added around 4 litres of oil, I did not add one drop of coolant on the whole trip, with the water level not even moving in over 7,000 km.

Epilogue:

"You can't call it a coast to coast trip if you ain't gone coast to coast."

So on that note we rose early the next morning, climbed back into the Kombi, and headed out to Cronulla for lunch. Perth to Cronulla. West to East. It was done.

Martin Fox & Family - June / July 2016

Manly-Warringah VW dealers.

Some suburbs or towns were lucky to have one long-lasting VW dealer. For example, we recently had a tribute to Kinsley Pty Ltd at Drummoyne, the only VW dealer to ever service that part of Sydney. Likewise, Hurstville only ever had one VW dealer, Dick Swanton Pty Ltd. Auburn only ever had Denlo Motors; Mosman only ever had Mosman Service Centre; St Peters only ever had Motorways Pty Ltd. Today, Castle Hill Volkswagen is the only VW dealer to have ever been in that area.

However, these were the exception rather than the rule. Most regions had not one but a whole series of VW dealers as businesses came and went and were replaced by others. Liverpool has had four different VW dealers; Bankstown has had five (and none now); Penrith has had six, Parramatta has had seven, and Blacktown – no less than eight different VW dealers over the years.

The Manly-Brookvale area is in this category – lots of different dealers over the years, and we don't even need to include other VW suburbs close by like Collaroy, Narrabeen and Mona Vale. So why are we looking at Manly? Well, it has an interesting VW history. It's a nice place to visit with the ocean close by – and our secretary, Norm Elias, is a keen Manly Sea Eagles supporter, even if he lives in St George territory (I can't talk – I'm a Souths supporter living in Bulldog territory).

Anyway, the first VW dealer to open in Sydney's northern beaches was a famous long-time VW dealer, Youngs of Collaroy. They opened in 1955 as Young's Collaroy Garage at 1021 Pittwater Rd, on the left just after you passed Long Reef. They were a large and successful VW dealer until 1979, when they changed to Chrysler, and shortly after, to Mitsubishi. Remarkably, after a long gap, that site became a VW dealer again in 1994, Collaroy European Cars. They only lasted until 1999 and today the site is the Alfresco Emporium, a home-maker and lifestyle products store. It still looks like a car dealership as the buildings and parking lot are the same as they were.

But as for Manly itself, the first VW dealer there was Darley Motors, which opened in 1957 on Wentworth Street (which runs parallel with The Corso), at the Darley Street corner. This is right in the middle of Manly's central business and shopping area today, but in 1957 it was a busy Ampol service station. This was in the days when petrol stations actually were 'service stations', doing all manner of motor repairs and maintenance, not just selling petrol.

It was a good spot for a VW service station. I suspect they may have been subcontracted by Youngs at Collaroy as a

Darley Rd. Service Station

97 1764  97 1764

**EXPERT MECHANICAL REPAIRS &
WHEEL ALIGNMENT (Beam Aligner)
ELECTRONIC WHEEL BALANCING
BRAKE RELINING SPECIALISTS
FAST DRIVEWAY SERVICE
2-HOIST LUBRITORIUM**

Only 50 yds. from Ferry and Bus.

**Book in for service, leave your car, and
pick up on return from City.**

6 Darley Road, Manly

'branch' VW repair shop – being an Ampol service station, they couldn't have had a new car showroom there. But the deal for Darley Service Station to service Volkswagens didn't last long. They were no longer listed as a VW agent after 1958. I don't how long the Ampol station lasted after that, but the real estate would have become very valuable. This whole area has been greatly redeveloped since, and today the site is a modern apartment block with street-front shops and cafes.



For two more years Youngs at Collaroy had the Manly VW business to itself, but then in August 1959 a brand new VW sales and service agency, Freshwater Motors, opened at

£197 DEPOSIT



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- Fully Equipped Workshops, Trained Personnel.

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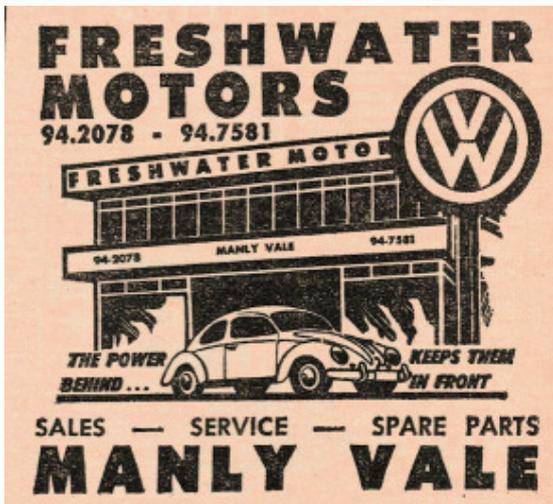
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SALES SPARES

SERVICE

FRESHWATER MOTORS

204, 254 CONDOMINE ST., MANLY VALE. XJ 5108.

AND HERE'S A LIST OF TRADE-INS
ALL GUARANTEED

1956 V.W. SEDAN. Perfect	£600	1947 ANGLIA, 4-DOOR	£125
1957 V.W. SEDAN. Immaculate	£700	1957 AUSTIN UTILITY	£550
1954 RENAULT	£250	1956 MORRIS OXFORD P.V.	£450

204 Condamine Street in Manly Vale.

Three New Guinea businessmen were instrumental in organising Freshwater Motors. They were Doug Elphinstone, Bob Gibbes and Bob Wilson.

Doug Elphinstone was from Koroka, where his business interests were coffee growing. Previously he had been chief pilot and managed Mandated Airlines, operating from Lae. Doug was also a captain with Qantas Airways.

Bob Gibbes, war time flying ace and old Manly High boy, had extensive interests in coffee plantations throughout New Guinea, as well as owning Gibbes Sepik Airways, operating throughout the entire territory.

Bob Wilson was involved in gold dredging, and had timber interests in Bulolo.

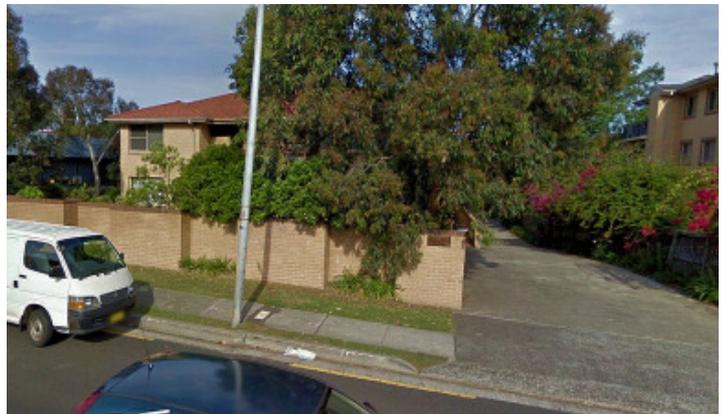
In August 1959, the three men formed Freshwater Motors and were granted the Volkswagen authorised agency for Manly. The site at 204 Condamine Street was originally a single storey cottage purchased by Doug Elphinstone, but was transformed into what was then a most modern showroom and offices. A driveway down the side led to the service bays and parking at the rear. Featured throughout the premises were New Guinea native spears, clubs, carvings and native decorations.

Their business a great success, and with sales and service business increasing, their site soon became too small. In 1961 Freshwater Motors opened a second premises further up the road, at 254-258 Condamine Street. This new lot was used to sell Freshwater Motors' used cars, and so free up space at the original new sales/service dealership. Even so, it was getting very cramped.

Doug Elphinstone soon decided he would have to keep up with the expanding programme and look for larger

premises. In 1963 he successfully obtained a familiar local landmark, the Old Manly Bus Depot, and Freshwater Motors took out a 50-year lease on the site. After the rebuilding works were complete, Freshwater Motors closed their premises at 205 and 254 Condamine St, and moved both into their big new site at 243-259 Pittwater Rd (corner of Balgowlah Rd) in April 1964.

That first Freshwater Motors site at 205 Condomine St still exists, in the same buildings as they used from 1959-64. Today it's an outdoor furniture showroom. The used car lot at 254-258 Condomine St is long gone. It was demolished several decades ago and a block of apartments was built on the site. It's next to what was once a Hartees Hamburgers fast food outlet – that building is still there.



Freshwater Motors officially opened their new premises at the old Manly Bus Depot on Pittwater Road on Thursday 23 April 1964. The Managing Director, Mr. Doug Elphinstone, invited the public to come along and inspect the new premises. Arrangements were made for VW films to be shown and there were also other interesting attractions such as a local band. Supper was provided for customers.

The bus depot had originally been built way back in 1903 as the depot and terminus for the tram line, which ran from Manly Wharf to North Manly. Horse trams were used until 1907, when they were replaced by steam trams and the line extended to Brookvale. Electric trams took over in 1911 when the line was extended further to Narrabeen, plus a new branch south to The Spit. Another branch, a single-track line to Harbord Beach, opened in 1925.

Buses replaced trams on The Spit branch in 1938, and the whole Manly system was closed in 1939. The remaining O-class trams were sent to the North Sydney system via the



tramway punt at the Spit. The tram depot was converted to a bus depot, which was used until replaced by the much bigger Brookvale bus depot in 1961.

Freshwater Motors partially demolished and reconstructed the old bus depot into the most modern design showroom, surpassing any other motor franchise house at the time. The reconstruction of the premises took just twelve months to complete. The modern workshop was equipped with hoists and could service any type of vehicle.

A time keeper was employed for the express purpose of seeing that customers' cars were delivered on time, and there was a separate unit room where engines were overhauled on benches. A panel-beating department was also opened up. All Volkswagen-trained mechanics were employed.

The bus depot workshop had a floor space of 12,500 sq. ft. (1,160 m²) with a modern Volkswagen service division, with an output of fifty cars per day.

Lanock Motors, the NSW state distributor for Volkswagen, published this welcome for Freshwater Motors and their new premises:

Message from Lanock Motors

Freshwater Motors were appointed as a Volkswagen Sales and Service Agent on the 20th August, 1959. At that time Doug Elphinstone had just arrived in Sydney from New Guinea and started the business very humbly in a caravan. Since then Freshwater Motors have gone from strength to strength and through Doug's enthusiasm and drive he has created the company as it stands to-day, with the magnificent new premises in Pittwater Road.

Every year Freshwater Motors have maintained their selling target and within the course of the next few weeks will be delivering their 1,000th new vehicle. Their reputation for service has grown over the years, and today they are well known for the good, reliable service they give to Volkswagen owners.

Freshwater Motors is also well known to people in New Guinea through contacts Doug Elphinstone made whilst he was in the Islands, and many people in Sydney on leave go straight to Manly when they want to purchase a motor car.

Doug Elphinstone, who has become a well-known personality in Manly during the past few years, is an ardent enthusiast for the product he sells, and his enthusiasm spreads itself right through his organisation.

FRESHWATER MOTORS OPEN HOUSE Thursday, 23rd April, 1964



GUESSING COMPETITION
Win A National 8 Transistor Radio
 FILL IN THIS COUPON & PRESENT IT AT THE OPEN HOUSE

F · E · H · A · E · M · T · R · S

Fill in the missing Letters

NAME
 ADDRESS
 PRESENT CAR

ARE YOU SATISFIED? [] YES [] NO

All entrants must be over 18 years of age. A limit of one entry per person. The winning ticket to be drawn by a well-known identity of Manly at 10 p.m. 23/4/64.

You are cordially invited
TO INSPECT OUR NEW PREMISES
 BOTH SALES AND SERVICE
Corner Pittwater and Balgowlah Roads, Manly
 COMMENCING 8 A.M., WE WILL REMAIN OPEN TILL 9 P.M. FROM MONDAY, APRIL 20, UNTIL FRIDAY 24, FOR YOUR CONVENIENCE.

★ **"THERE WILL BE NO BEETLES HERE"**
 BUT ON DISPLAY YOU CAN OBSERVE THE WORLD'S BEST SELLING SMALL CAR.
VOLKSWAGEN 1200 and 1500
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OUR POLICY: To sell only the finest quality used motor vehicles. Full warranty applicable to every unit. See Mr. Frank McGuire now for a free valuation.
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FOR YOUR ENTERTAINMENT: Commencing at 7.30 p.m., The Brookvale Transport Institute Boys' Brass Band will play your favourite selections.
 SPECIAL ATTRACTIONS: "Overseas Films" presented by the courtesy of V.W. Australia, a First Release Special. — Refreshments will be served.

On behalf of Lanock Motors I congratulate Doug and all his staff on the progress they have made over the past five years and on the opening of their new premises. May this progress and success continue for them all.

D.I. Donaldson,
 Managing Director, Lanock Motors Ltd.

The big new site was an instant success, and Freshwater Motors became one of the largest and well-regarded Volkswagen dealers in Sydney. They expanded their business even further in 1966, when Doug Elphinstone went into partnership with Hamiltons of Melbourne and became the NSW distributor for Porsche vehicles.

Freshwater Motors traded through the peak of Australian Volkswagen sales in the mid-1960s, but with aggressive new Japanese competition and an almost unchanging Australian-made VW model range, sales dropped



Ald. W. Nicholas, Mayor of Manly, congratulates Mr. Doug Elphinstone, Managing Director of Freshwater Motors, on the opening of their new premises at 243-259 Pittwater Rd., Manly.

V A L I A N T **FRESHWATER MOTORS** **H I L L M A N**

- Panel Beating Service.
- Chrysler Service.
- Insurance Work.
- VW Specialists.
- Respraying.

243 PITTWATER ROAD MANLY

97 0287

by more than half in the late 1960s. Freshwater Motors saw the writing on the wall and dropped Volkswagen in 1968, and instead became a Chrysler/Hillman dealer. After Doug Elphinstone retired and new owners took over the business in the mid-'70s, it was named Kinsella-Nicholson Mitsubishi.

After the Mitsubishi dealer moved out in the 1980s (today's Mitsubishi dealer is at Brookvale), the old bus depot site was used as a builder's hardware store for a number of years. It still exists today, on its prime corner location with its historic brick tram shed frontage. These days it's a Harris Farm Market, and it's still impressive inside.



Meanwhile, after the loss of Freshwater Motors, a replacement Manly Volkswagen dealer was now required. In May 1968 a new authorised sales and service centre and workshop for Volkswagens in the Manly area was opened. This was named the Manly Repair Centre, located at 259 Condamine Street, Manly Vale – close to where the original Freshwater Motors' two lots had been, but on the other side of the road.

The Manly Repair Centre's single-storeyed building had originally been occupied by a panel-beating firm. The existing layout gave ample parking on the roof, and plans were soon announced for it to be extended to two storeys.

The ground floor would be used as the Repair and Service Departments, while the first floor will consist of a first-class panel beating and repair section.

Mr Don Levine, Service Manager of Manly Repair

Centre, said at the opening that he predicted a bright future for his company.

"More and more people are becoming aware of the many advantages the small car can offer and, of course, the Volkswagen is surging to the lead in the small car market," Mr Levine said.

"The number of outstanding features of the Volkswagen makes it an ideal family man's car, for its economy and trouble-free motoring suits the family budget so well."

Mr Levine said that he was proud of the very experienced staff his company employed.

With more than 40 years' VW experience between them, the staff comprised fully qualified and factory-trained Volkswagen personnel.

"To do a job is to do it properly," said Mr Levine, "and Manly Service Centre supplies a free delivery service of any of its full and comprehensive range of genuine VW spare parts to any Volkswagen owner or driver who desires it."

"Finally," said Mr Levine, "we boast of the very latest VW equipment, and we invite the general public to view our premises at any time."

The Manly Repair Centre proved to be another popular and successful Volkswagen dealer, with their prime location in the multi-storey building. They were one of the many VW dealers that also sold the Audi 80 and Super 90 when they were released, and they were happy to be involved in VW club motorsport at the time – sponsoring VW rally drivers and, later, some of the VWs that competed at the Catalina Park Rallycross series.

Nonetheless VW sales of the

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early 1970s were still at a much lower level than the highs of the 1960s, and in 1971 the Manly Repair Centre elected to move their business 100 metres up the road, to 277 Condamine St.

The big double-storey building at 259 Condamine St is still there, looking a little old and run-down now. It's now being used by several businesses, including an antiques warehouse and fitness centre, and a smash repairer.



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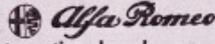
Manly Repair Centre remained at their new address at 277 Condamine St for the rest of the 1970s. Like many other VW dealers at the time, they became a joint-Subaru dealer in 1973 when VW Australia's owners, LNC Industries, took on the Subaru franchise. Subaru signs and posters went up, gradually replacing the VW ones. The Passat came along in 1974 and the Golf in 1976, but gradually the VW business faded away.

In 1979 Manly Repair Centre decided to drop VW and concentrate solely on Subaru, and the business was renamed the Manly Subaru Centre. I don't know how long they lasted after that, but their site no longer exists. It was bulldozed years ago and today is the site of a large modern Dan Murphys Liquor store.



Another agency picked up VW in 1979, Murphy Johnson Imported Cars located at 620a Pittwater Rd at Brookvale. They were a dealership who already sold Rambler, Fiat, Alfa Romeo, Lancia and Jeep. These were all motor franchises owned by LNC Industries, so it was logical they they also now sell LNC's original franchise – Volkswagen – although by 1979 it was one of the smallest of LNC's brands as sales dried up.



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Murphy Johnson Imported Cars
 620A Pittwater Road Brookvale 938 2255

Both the Golf and Passat were discontinued in 1980, and from 1982 the T3 Transporter was the only new model sold. Murphy Johnson had LNC's other makes to sell, so they survived the 1980s even though they only sold the occasional VW Transporter. When Ateco took over the Australian VW franchise in 1987, Murphy Johnson continued on as an authorised VW sales outlet, until they were bought out by new interests in 1989.

The owner of Beetle Wreckers at Brookvale, Graham Lees, and business partner yachtsman Iain Murray, bought out the Murphy Johnson business and relaunched it as Northshore European Cars in 1989, at the same address.

They were a significant dealership in the 'Volkswagen



Is Back' era of the late '80s and early '90s under new VW importers Ateco, TKM and Inchcape. They soon advertised as 'Australia's No.1 Volkswagen dealer' and were '1990 VW Dealer of the Year.' They moved to new premises at 70 Garden St in Narrabeen in 1991.

The former Murphy Johnson and Northshore Euro Cars dealership premises in Brookvale is still there; today it's a Barbeques Galore store.

Northshore European Cars sold Volkswagen and Audi, but when VW sales dropped again in the early 1990s they also took on Saab and Peugeot. In 1994 the business moved again, this time to the former site of VW dealer Youngs, and traded as Collaroy European Cars until the business closed in 1999.



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VW had a new head office in 2001, with the creation of today's Volkswagen Group Australia, but there was no VW dealer at all on the northern beaches at that time. It took until 2004 before a new one was contracted – long-time auto dealer Bill Buckle.

Buckle Motors Pty Ltd had been first established in 1927 by William G. Buckle, with a showroom on William Street in Sydney selling Triumph and Talbot. Soon they were also selling Armstrong-Siddeley and De Soto (Chrysler Corp.) vehicles. In 1949 Citroen was added to the group.

In 1954, William F. Buckle (Bill Buckle Snr.) began

design and construction of a fibreglass-bodied sports car using Ford Zephyr components, and named the Buckle 2.5 Coupe. These cars held every hill climb and lap record for G.T. class at circuits on the East coast. Twenty four were produced.

In 1958, Bill Buckle Snr. obtained the Australian rights for Goggomobiles. About 5,000 cars were locally assembled from the German mechanical parts, with various style bodies, including the Dart, a light sports car designed by Bill Buckle Snr. Buckles were also selling Borgward, Goliath, Lloyd-Hartnett, Hillman and Humber vehicles at this stage.

In 1961, Bill Buckle Snr. formed Bill Buckle Autos Pty Ltd., trading in used cars on Parramatta Road. In 1963, the Company purchased a L.H.D. Chevrolet Corvette and converted it to R.H.D., which led to the formation of Bill Buckle Auto Conversions with premises in Orchard Road, Brookvale. This Company flourished, converting Buicks, Cadillacs, Lincolns, Fords Mustangs and Thunderbirds, Corvettes, Firebirds, and Camaros.

In 1963 Buckles opened a new showroom at 764 Pittwater Rd in Brookvale, selling used sports cars and US imports which had been converted. In 1964 they gained a Toyota franchise and converted this showroom to one of the first Toyota dealerships in Sydney, selling the Tiara, 700 and Crown. This showroom sold Toyotas until 1992 when a giant new Bill Buckle Toyota dealership was built a short distance away on the Harbord Rd corner. The old Toyota showroom became a Buckles Subaru showroom, until Buckles gained the VW franchise in 2004. A new Subaru showroom was built on the Pittwater Rd-Federal Pde corner, right across the road from the Manly-Warringah Leagues Club. Buckles set up the old Toyota/Subaru showroom as a Volkswagen showroom.

In 2006 Buckles had finished expanding the new Subaru premises, and moved the Volkswagen showroom to the modern showroom there, with Subaru right next door, at 569 Pittwater Rd. This is one of the thankfully few remaining joint VW-Subaru dealerships. The older showroom at 764 Pittwater Rd is now a Workout World.

Bill Buckle Volkswagen trades today at 569 Pittwater Rd Brookvale, servicing the entire northern beaches region. They were awarded VW Dealer of the Year in 2008.



It's been a long and convoluted VW history in this part of Sydney (and we didn't even mention G Brothers at Mona Vale!) At least Bill Buckle seems to be a large and successful franchise, so VW's future in Manly will hopefully be more stable and longer-lasting than all the previous efforts!

And Go Manly! Unless they are playing the Rabbitohs.

Phil Matthews

Larry's Column.

Australian VW Power #7, March 1990

In the last issue, I talked about the excellent handling qualities of the Volkswagen. Now, obviously, not everyone is going to agree with me and, to clarify, I didn't mean handling in the league of the Ferrari F40 or other such exotica. I'm talking about handling on dirt predominantly, which is a different kettle of fish altogether.

There's no car ever built that has as much traction and as little horsepower and yet is capable of going as quickly over winding sections of dirt roads. This is why the Volkswagen, over so many years, has proven to be so good in rallies. It's the very reason I was happy to enter my VW in the Wynn's Safari a few years ago.

If you have speeds under 100 km/h on winding, forest tracks, where it's all left-right-left, then nothing touches the VW. The reason, assuming you possess the happy knack of knowing how to drive one, is that there is basically no understeer. Therefore, the vehicle's progress is really marked by a series of continuous fish-tailing manoeuvres. The transition from tail-out left to tail-out right continually lines you up perfectly for the next corner. It really is an excellent feeling to have put in ten hours of controlled "lack-of-control" driving in a car that is so predictable. This is what I mean when I'm referring to the excellent handling of the VW.

The VW has correctly designed pedals which hinge at the base. Most drivers have ankles or hinges and Volkswagen, unlike most manufacturers, registered this fact and hinged their pedals accordingly (Larry always built his race V8 Commodores with VW-style floor-hinged pedals – Ed.) A small consideration for some, but a really significant issue for a rally driver. It's certainly not a very sophisticated car, which invariably means that you'll quickly develop an intense liking or dislike for the vehicle. I've never lost my intense liking for the VW.

Even today, if you're going to go rallying, you have to consider the VW for a number of reasons. Firstly, there's the cost factor and, secondly, there's the distinct possibility of winning the rally in a VW. When I built my last Wynn's car, I used a minimum of cutting and shutting. I chose to fit Kombi torsion bars in the rear and pre-'60 36 hp trailing arms that are 6 mm thick, as compared with the 5 mm arms available on later models. Mind you, any real VW enthusiast can tell you all about these details.

I ended up with a car that was all-VW, extremely solid and, for six days, able to keep ahead of the factory Mitsubishi Pajero. I also only had 75 hp available. My engine capacity was 2-litres, with all the normal hot-up gear aboard, including a stroked Okrasa crank and aluminium Mahle barrels and pistons. I paid a lot of attention to the cooling aspects, choosing the right fan that pumped the most air. A good job of sealing the shrouding onto the engine was vital and I ran all the thermostats.

I constantly come across VW people who have removed the thermostats from beneath the cylinder barrels. It's a mistake. VW went to an awful lot of trouble to get the right results. It's a fine piece of German engineering to make



Larry was advised not to even attempt this section, since two-wheel drives would not make it through.

it all work, but it does work. I ran it and would strongly advise everyone else to run it.

The original oil cooler was replaced with a new front-mounted design, the oil piped back to the engine. Don't make the mistake of using small lines. I used 19 mm (3/4-inch) internal diameter lines. A simple approach means that you spend very few dollars and have the potential to be a winner. Outright. Simple as that.

Volkswagen sodium-cooled exhaust valves were purchased off the shelf and fitted to the motor. I wasn't up on horsepower, but I was up on torque and down on overall machine weight. It was definitely an underpowered vehicle, make no mistake about that but, at the same time, no power was ever wasted on wheel-spinning. I never averaged less than 22 mpg (12.8 L/100 km) and, as I only carried 22 gallons (100 litres) of fuel, the VW was capable of going at least 500 miles (800 km) per tank.

Maximum revs was only a low 3800 rpm and I ran a standard single carburettor with a 32 mm venturi. We had a very torquey engine, producing 125 foot-pounds (170 Nm) of torque. It was certainly a tractor engine, as we had a tractor's job to do. We had to keep plugging on and not worry about the peak speeds others were achieving from time to time. Our average speed was the deciding factor and was rather embarrassing to the others, as we were always there.

The front suspension had all the half-sheaths removed and replaced with full-sheath torsion bars, the front being jacked-up in the process. Don't make the mistake of not running either rebound or bump stops. The car sat hard against the rebound stops, but never wore the bump stops at all. The same occurred at the rear. I then attached standard VW strengthening rods onto the lower corners of the floorpan and front suspension and that was all there was to it, apart from shockers.

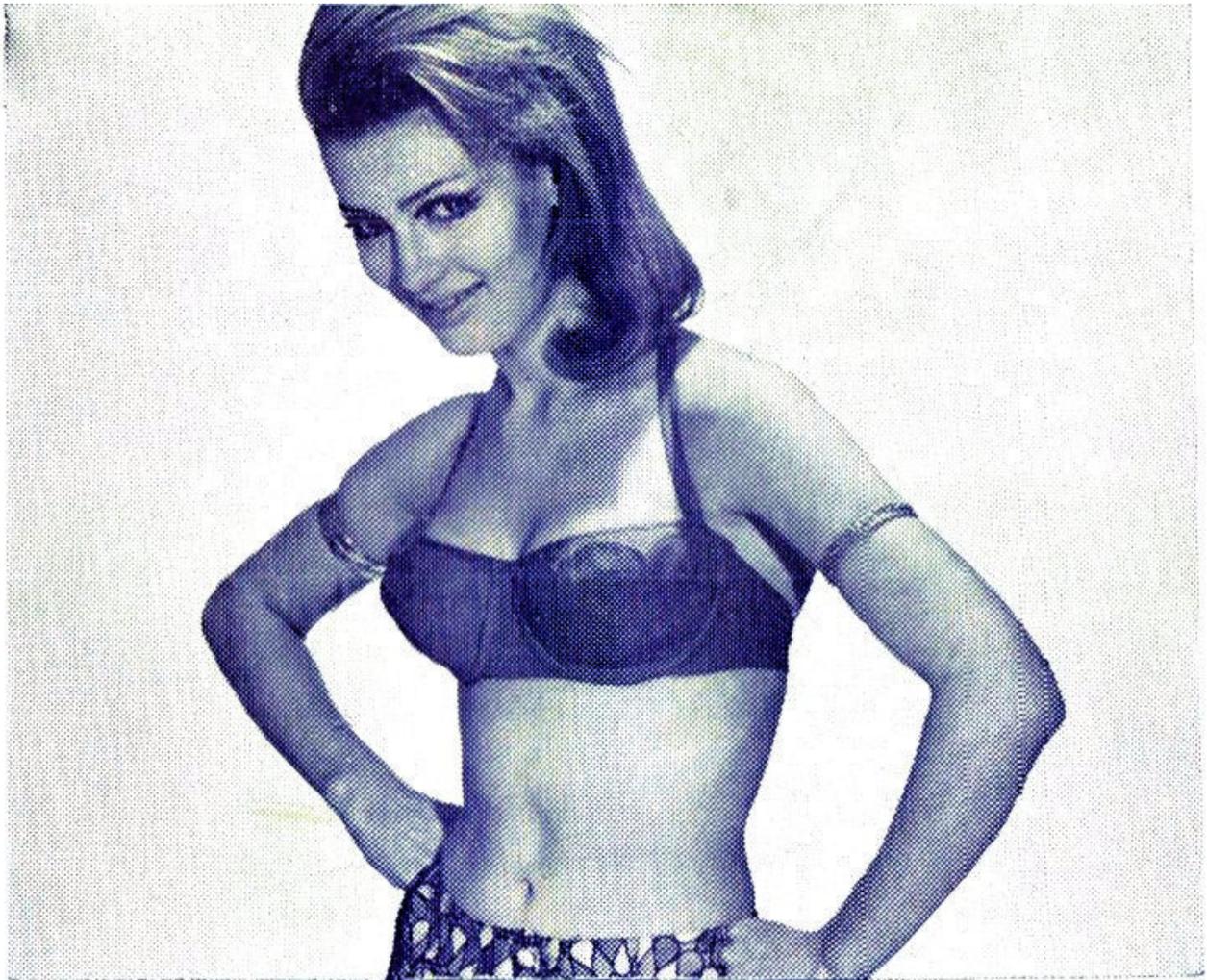
My brother Gary and myself worked for two months building the machine, which has two rallies to its credit so far. For the Wynn's, I used dual shocks each side at the rear and the standard setup at the front, the rates being fairly straightforward. Wheels were large-diameter, in order to gain the maximum ground clearance and help us to stay out of trouble.

The only mistake with the car involved the brakes. I ran discs at the front and drums at the rear, the rears thus requiring adjustment every day and that became a pain.

Otherwise, it was a trouble-free rally car. The gearbox had a decent strap on it and a ZF limited-slip differential, which cost an arm and a leg. But it was fool-proof. In sand or anything rough, we never looked like being beaten.

In terms of tinkering with the handling, I didn't. I drove down the bitumen street and it felt awful. Up at the farm and on the dirt test-track road, it was absolutely superb. At any time at all, you could plant the rear out of line to position yourself well in advance of the corner. That's what's handy about a Volkswagen. Everything's fine and you can just press on.

Larry Perkins



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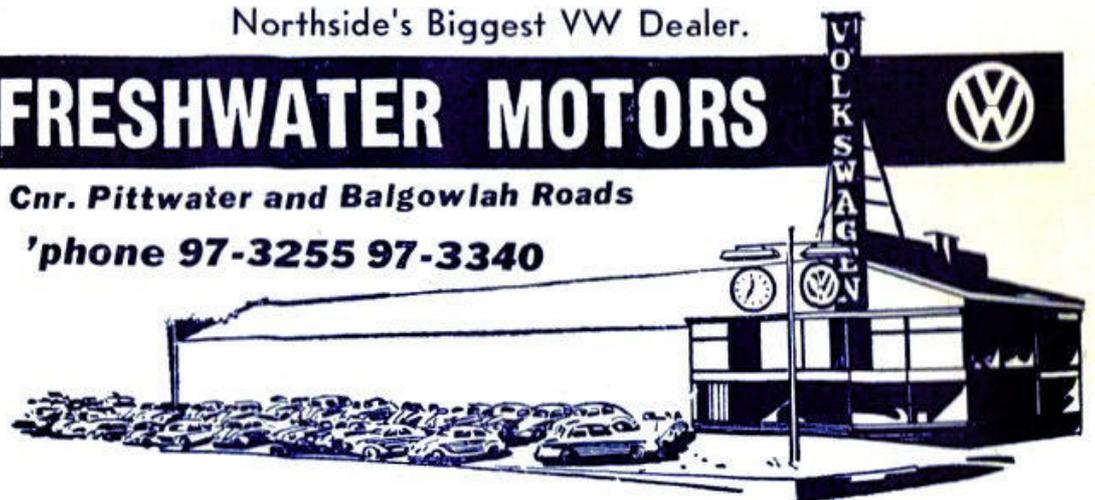
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