

Zeitschrift



The story of 1951 Volkswagen AEY-104.

April 2017

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Plus lots more...**



The Legend Never Dies

Club VeeDub Sydney.
www.clubvw.org.au

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



Club VeeDub Sydney Committee 2016-17.

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VW Motorsport Committee:

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

General Committee:

Shirley Pleydon	Charlie Attard
Zelco Jurkovic	Sue Monaghan
Conie Heliotis	

Canberra Committee.

Chair:	RJ 'Willie' Nelson chair@canberra.clubvw.org.au
Vice-Chair:	Bruce Walker vwevents@dodo.com.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:

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



2017

**ANDY ROBERT'S
4TH ANNUAL VW FAMILY PICNIC DAY
SUNDAY 30TH APRIL
AT VW HQ: 10 SOUTH ESK DRIVE SEAHAM
FROM 10AM**

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

**Proudly Sponsored by: Hunter Volkswagen, Shannons Insurance,
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Volkswagen



For Further Info Contact Andy 0407 016 903

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Old Car Social Club Inc.

EST. 1996

13th Annual Show & Shine

In Aid of Diabetic Awareness

Sunday 7th May 2017

At Bankstown City Paceway, Bankstown

(Formally held at Flower Power, Moorebank)

Car Show entry off Milperra Road

(Follow Car Show signs)

Show Car Gate opens 7.00am, close 10.00am

Cars in position by 9.00am

Trophies will be presented at 2.00pm

We invite you to bring your classic beauty

(Car, Hot Rod and Commercial) to show

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Spectators \$2.00, Family \$5.00

For further enquiries contact: Neil - 0418 943 518, Ray - 0411 251 120

www.adgraphix.com.au

Berry Blast From The Past

Shoalhaven Volkswagen Club will be holding their annual Blast From The Past on Sunday 7 May 2017 at the Berry Showground (in conjunction with the Berry Fair).

Car entry is \$20 with a gold coin donation for the public to view the display. Gates open at 9am with the Car of The Day award and raffle drawn at 1pm.

All proceeds of the show donated to Can Assist - Cancer Assistance Network

For more information please contact Dave Becker on 0402 003 965

Camping is available at the Showground.

Please phone the caretaker direct on 0427 605 200



Proudly supported by Rod Penrose Racing



AUSTRALIA'S BIGGEST VW EVENT IS COMING



VW NATIONALS 2017

27TH MAY

**SATURDAY
GO KARTING
EASTERN CREEK
INTERNATIONAL KARTING**

28TH MAY

**SUNDAY
FAMILY SHOW DAY
FAIRFIELD CITY SHOWGROUNDS**

FIND INFO ON CLUBVW.ORG.AU OR



CALL DAVID BIRCHALL (02) 9534 4825



Von dem Herrn Präsident.

Hi all, well it's been a bit quiet leading up to our major event, the VW Nationals in May, but there are still three great events to attend before the Nationals comes around.

The first one will be near Newcastle, hosted by certified VW nut Andy Roberts at his property 'Andemar', 10 South Esk Drive, Seaham NSW on 30th April. He has quite a nice VW collection. Who will win this year's hubcap toss?

Then two great events (sadly) on the same day in May, Sunday 7th. The 13th-Annual Old Car Club Show and Shine hosted by the Old Car Social Club is on at Bankstown Paceway. And on the same day, the Berry Blast From The Past show at Berry Showgrounds. Hopefully you can make it to one or the other.

Our major event of the year is of course the VW Nationals, held over the weekend of May 27th and 28th. The Supersprint will unfortunately not be held this year because we were unable to secure a venue on the required date, but you can still get an adrenalin rush at the go kart track. See elsewhere in this issue for more details and contact Norm if you'd like to compete. Hopefully we can secure the venue for next year; our application for this year's supersprint was put in well over 12 months in advance but we still missed out.

Sunday is of course the big show n shine at Fairfield Showgrounds on the Sunday. You can pre-pay for the Sunday Show 'n' Shine, and pre-complete your entry form, which will also make your entry faster and easier. There is an entry form for both Air and Water classes at the website at and also printed in this issue for you to cut out and fill in. They are colour-coded – brown for Air and blue for Water – and the number of personal details to fill out has been reduced. This should make it easier and faster to fill out. Choose your show entry class carefully – you can only enter one category. Make sure your year model is correct, and that you know whether your VW is standard or modified. If you have your form already filled out when you arrive, it will help make the entry much faster.

The Concours category is available again; open to the very best original 'stock-standard' VWs over 20 years of age. This category is judged by a panel of VW trade experts. All other categories are peer-judged. This year your judging is easier than ever. You will be given a judging sheet as you enter. You only need to choose your favourite VWs – up to 20 of them – and just write down the cars' entry numbers. Air or Water, old or new, standard or modified, doesn't matter. You

don't need to know what entry category the car is – as the computer will do all the working out. So simply choose whichever VWs you think are best! You'll also get a 'People's Choice' coupon for nominating your overall favourite VW of the whole show.

We will certainly need people to help us out on the day, just doing simple jobs, so if you can lend us a hand to make everything go smoothly, please let me know. Our Vintage Registrar, John Ladamatos, would like to remind all our Historic Plate owners that we would like to see your Historic Plate VW at the VW Nationals. It's our major show of the year, and really that is what your Historic Plates are for.

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

See you soon,

Steve Carter



Kanberra Kapitel report.

Greetings from Canberra,

This is the first report from me since having the honour of being voted in as Chairman of the Canberra Chapter of Club VeeDub.

As first point of business I would like to acknowledge, congratulate and thank Bruce Walker for his many years of service at the helm. Bruce did a fantastic job in his service to the Canberra VW enthusiast community and I only hope I can live up to the standards he has set over those years. Obviously Bruce was well assisted over the years by other committee members and none more so than his family; wife Sue and daughters Shari and Rhiannon. With their support, Club VeeDub (Canberra Chapter) went from strength to strength during his tenure.

For those who know Bruce and feel they will miss his beaming smile and presence at club events, don't despair - he has agreed to stay on as Vice Chair to assist me ease my way into the role and to ensure continuity in club business.

I would also like to welcome and congratulate the other new committee members for 2017. Some familiar faces and some new people make up this year's committee, who are committed to providing a club to support our members. Thanks to everyone who put their hand up for a position. Clubs like ours only survive by the hard work put in by these volunteers.

In club news, the Shannon's Wheels Car Show was run at the Treasury car park on the 12th of March. This is one of local shows conducted by the Council of ACT Motor Clubs each year, where all car clubs in the ACT and neighbouring regions are invited to participate. Held on a long weekend, numbers were slightly down this year, but the quality of cars was top-notch. There was some initial panic on the organiser's behalf when the car park was full of cars belonging to spectators watching the launch of balloons as part of the National Balloon Festival when they arrived. But all was good as they all dispersed as soon as the balloons were up, freeing

up the car park for the show.

We attempt to have at least one organised club event per month, whether it is something we organise or something we join in with other clubs. April 8th has a drive-in movie night in the planning stages and May will see the Berry Blast from the Past car show and the VW Nationals as our planned events.

Historic or Concessional registration is always a hot topic within our club. I plan to work with our registrar, the Council of ACT Motor Clubs and ACT Government to make it more streamlined and easier for enthusiast to gain this rego. Talks are already underway between the council and the government department to develop a three tier concessional registration scheme that will (hopefully) see historic, limited use and modified cars over 30 years old qualify for the scheme in one form or another. Please remember though - nothing ever happens quickly at this level of bureaucracy.

For those not in Canberra, please remember our biggest event in our calendar for VW enthusiast is the annual German Auto Display Day, held in September each year. We are pushing to make this show bigger and better each year and invite all VeeDubs (new, old, water and air) to join us. With Floriade on at the same time just over the Lake, Questacon, National Library, Old Parliament House and the High Court just a stones throw away, there is plenty for the whole family to enjoy. Not to mention the large number of beautiful machinery on display.

To the Canberra members, please remember our monthly meeting at the German Harmonie Club on Jerrabomberra Ave, Narrabundah held on the last Monday of the month from 7.30pm. We would love to see you there and it's your chance to assist with the direction of the club and future events.

Cheers,

Willie.



Klub Kalender.

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

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.

VW Nationals Go-Karting!

Due to not being able to secure our traditional Super Sprint venues at Eastern Creek or Wakefield this year, we have instead organised a racing day of a different kind. We will be having a Go-Kart Day at Eastern Creek Karts, on Saturday 27 May 2017.

Expressions of interest are being sought from interested club members to attend this fun day, which not only includes kart racing, but lunch afterwards.

In order to secure your spot for the Go Kart Day, a deposit of \$100 will need to be paid to Club VeeDub. This deposit will be refunded after attending the Go Kart Day (Free kart racing and lunch for members). Non-members cost will be \$80 for the kart racing and lunch (partially subsidised by Club VeeDub).

Below are the Terms and Conditions (Eastern Creek Karts) for attending the day:



- * All drivers must be 17 years or older and hold a Provisional Licence or greater.
- * Alcohol is not to be consumed prior to the event and all drivers must have a ZERO reading to kart.
- * All drivers must obey track rules. Failure to do so will cause the event to be cancelled.
- * All drivers must wear fully enclosed shoes (no thongs, slippers, Crocs or high heels).

For further information, contact the secretary Norm Elias at simshaven@optusnet.com.au

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 vwsamba57@gmail.com for more info.

May.

Thursday 4nd:- 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.

Sunday 7th:- Berry Blast From The Past show at Berry Showgrounds. Gates open at 9:00am. \$20 entry, includes an event plaque. Gold coin donation for non-showers for a look around. Car Of The Day Award and raffle draw at 1pm. All funds to the Shoalhaven Cancer Council. Berry markets to explore. Hosted by the Shoalhaven VW Club. **Join the Club VW Convoy at Uncle Leo's Caltex servo, Liverpool Crossroads, at 7:00am for a 7:30 departure. It's 135 km and 1hr 40min to Berry via Wilton, Mt Ousley, Wollongong and Kiama.**

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.

Sunday 18th:- Jeff's Navigation Run to the Penrith Museum of Fire. Meet at Gloria Jeans Coffee, corner Lexington Drive and Meridan Place at Bella Vista, from 9:30am for coffees and VW chat. Follow the navigation run instruction sheet and fill in the answers – bring a co-driver! Finish at the Museum of Fire for a guided tour. \$12 adult entry, \$9 concession, \$6 kids. Trophies for the most correct and best air and water-cooled VWs. Lunch destination to be decided – Panthers? Give us your suggestions. Phone Jeff on 0402 280 242 for more info.

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

July.

Sunday 2nd:- Bugs and Buses By The Bay 2017, at Croudace Bay Park, Belmont, on the sunny shores of Lake Macquarie. All Volkswagens are welcome – Bugs, Buses, Buggies and all other old and new VWs that don't start with 'B'. BBQs and shelters for cooking, or bring your own picnic for a day out with your VW friends. Nearby kids playground and skate



park, and it's pet-friendly too. Contact Rose and Ian on 0427 550203 for more info on this great VW family day.

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.

Sunday 23rd:- Family Day and massive Car Show at Sydney Motorsport Park. This years event is going to be even bigger and better with more entertainment, bigger displays, lots of activities for the whole family, plus even more prizes for those who enter the car show.....and best of all it is FREE to enter! Classic cars, Sports cars, Muscle cars. Race cars, Drag cars all welcome. Organised by the Life Choices Foundation and Jesus Racing Team.

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

August.

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

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

Sunday 13th:- Shannons Sydney Classic 2017 at Sydney Motorsport Park, Eastern Creek. Organised by the CMC, it's the largest classic car show in Australia. Double-decker bus rides, trade stands, historic race cars, Concours, parade lap of the track. Club VW will again have a Volkswagen display, 20 cars maximum. We have requested the same location near the pit garages. You must book with David Birchall at the monthly meeting, or on (02) 9534 4825 to gain an entry/display ticket.

Thursday 17th:- CLUB VW MONTHLY MEETING at the Greyhound Social Club, 140 Rookwood Rd. Yagoona (right next to



How two nurses found adventure round Australia



with a VW Kombi Van fitted out like a home on wheels.

Read how Althea Sandow and Barbara Wickfeldt, of Mildura, Vic., drove a Volkswagen Kombi Van 14,000 miles in search of adventure — and found plenty!

"1st March, 1957, was our D (for departure) day. We waved our farewells and set out on the first leg of our journey.

"**Mildura-Broken Hill:** The fun soon began! We struck flooded roads, and had to detour. But what a detour! We opened and shut 30 gates, and negotiated miles of road with a surface like a wash-board. We were very glad of the Kombi's high clearance underneath.

"**Broken Hill to Cairns:** We discovered what a pleasure it is to drive the Kombi on the open highway. Light as a feather to steer, rides smoothly over potholes, and you can keep up fast cruising speeds without straining either yourself or the car.

"**Cairns to Mt. Isa:** Oh what roads! Washaways, ruts, creek crossings, and steep, winding climbs — the whole 'works'. We were so glad to have our car and caravan *all in one*. No one did it let us down.

"**At Alexandria** we saw the world's largest cattle station.

"**On to the Barclay Steel Route,** we followed the trail of the drovers. Camped out a night, and sang ballads with the drovers by starlight.

"**To visit Ayer's Rock** we had to go 200 miles off the main roads. Came across three men stranded because of suspension trouble with their car. Bless our Kombi's sturdy torsion bar suspension!

"Seven months of discovery — and wonderful fun.

"The Kombi gave us comfort 30 m.p.g. economy, absolute reliability — in fact, we didn't get a single puncture in 14,000 miles!"

SEQUEL: This year, Althea and Barbara are going to tackle the west coast of Australia, exploring it from top to bottom. That's how confident they feel of their "home on wheels" — the VW Kombi Van!

For free literature, send this coupon to Volkswagen Distributors Pty. Ltd., 67 Queens Road, Melbourne, S.C.2.

- VW Sedan
- VW Transporter (includes Kombi Van)
- Literature for school project (Tick where applicable)

NAME

ADDRESS

STATE

VW-16/77

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 28th:- 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:- I have a '65 convertible Beetle for sale. Runs and drives, little rust. Please call if anyone in your club is interested. Phone Steve on 0417 614501 or email donnaleedean243@bigpond.com

For Sale:- 1968 VW 1500 Beetle. Mostly original; fitted with later four-block slotted engine cover and air scoop. Steel and wood roof rack. Good overall condition. Light beige paintwork and black interior. Original black-rim VW wheels. Engine rebuilt and upgraded. Car comes from Victoria, currently on NSW historical plates. Price \$9,500.00 Inquiries to Hans on 0412 111693 or email hasprang@tpg.com.au

Wanted:- Hi there, This might be a long shot...I used to own a 1963 Karmann Ghia Coupe that I sold in 2005. It was sold in Melbourne and I believe it went to NSW? Last known reg TUL-362 (VIC) Manila Yellow with a Black roof. It was very original and had about (1)22,900 miles on it. Chassis number- 5100154 Engine number- 9716731 I'd love to know where it ended up.. I should never have sold it! If anyone at the club has any info that would be great. Please contact Mr Alex Britten on 0479 060380 or email abfinschi@gmail.com

Wanted:- Does anyone have a spare copy of the September 1989 issue of Zeitschrift I could buy? It was edited by the late Rocky Marov, who was my boyfriend at the time. Sadly he was killed in an auto accident in 1990, and the club had a 'Rocky Marov Trophy' for a number of years afterwards. Do you know where this is now? I am making a scrapbook about Rocky and any help you could give me would be appreciated. Contact Maddie More on 0410552694 or email mmore68@yahoo.com.au

For Sale:- 1963 Type 3 VW Squareback in original condition. Genuine mileage 44,203. Unregistered and unused for past 20+ years. Always garaged. Original logbook and service history. Rust and damage free. Rare opportunity to acquire a classic in easily restorable condition. Located in Southern Highlands NSW. Inspection and offers invited. Phone Kevin on 02 4862 3011

Free to good home:- 1100 motor and other bits. Free to take away. At Freshwater. Contact Graham guignon@hotmail.com

For Sale:- We currently reproduce the 1960s-70s **Balm/Dulux paint code decals** for old AMI Toyota, Rambler and Triumph vehicles. The art work is almost identical to the Balm paints decal used on the early 1970s Australian-made VWs. We could reproduce the paint code decal for Aussie VWs. Is there any interest within the Vee Dub Club? I am happy to receive expressions of interest by email and indicating which colour(s) are required by VW owners (from the full list of paint colours on your webpage). If their is enough interest I would be willing to make a job lot across all colours and sell under a single transaction. Retail is \$6.50, job lot price would be determined by end volume. Contact Gary Hunt at Toyota Heritage on 0416 645334 or email sales@toyotaheritage.com



2nd month Ads.

For Sale:- Hi guys, i have a **3 way fridge** from a 1973 Kombi camper if any of your members are looking for one. The fridge is a 3 way (gas/12v/240v) and i have tested it recently on 12 & 240 volt and it works well. I cannot test it on gas as it needs new fittings. I am asking \$200 for it and I am in

Camper Country

FOR SALE AND WANTED

Australia's largest and best selection Kombi Vans, Campmobiles, Micro Buses, Motor Homes, Slide-in Campers, VW, Bedford, Toyota, GM-H, Ford, Commer, Chev., etc.

Agents for "Freeway" Campers and Motor Homes. High trade; from no deposit on P/loan. Huge discount for cash.

5000 km. or 3-month warranty

JOHN TERRY – KOMBI KING

MOTOR HOME CENTRE
Cnr. Hillcrest St. & Parramatta Rd.
HOMEBUSH

OPEN 7 DAYS—WEEKDAYS TILL 9.00 P.M.
76 8329 764 1212

Canberra. If you are interested, contact Grahame on 0417 668729 or email grahamemarriott@optusnet.com.au

For Sale:- We were members of the Club in 2002-3 after we purchased the **2.0L 1982 air-cooled Kombi/Minibus** which we now have up for sale on Gumtree. Is it of interest to members? If you are interested please contact Gerry Miechels on (02) 9764 1884 or email gerryhmiechels@gmail.com

For Sale:- Dear Club VW, since 1969 we produce official car **interior parts** and one of the biggest manufacturer of Classic car interior parts in Europe for VW - PORSCHE and other European makes. Door panels, floor mats, headliners, sin visors, dashboard, interior trim. For air-cooled Beetles, Bus, Karmann Ghia, Golf, Jetta. Visit our website to see the product ranges:
<http://www.partrim.com/index.asp?p=2&Marka=VW>

For Sale:- VW parts:

- * 3x wide wheels to fit VW. 8½" wide rims, two with tyres \$300
 - * 5x tyres, made in New Zealand, 185x60x14" on 5½" genuine VW wheels \$300
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- Phone Ted Bishop on 0412 856162**

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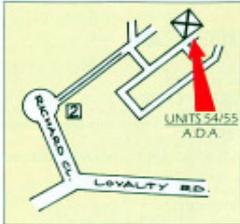
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2017 Amarok range.

The updated Australian 2017 Volkswagen Amarok range is now complete, with revised four-cylinder models joining the recently launched Amarok V6 in Australia.

Revealed alongside the V6 model in May last year, the update brings some subtle exterior tweaks, a new-look cabin and upgraded technology.

But, along with upgrades, the 2017 Amarok brings a more streamlined range, with the entry-level TDI340 powertrain gone from the line-up.

Volkswagen Australia communications manager Kurt McGuinness said the bulk of buyers are shopping in the mid- and high-spec models.

"We have streamlined our range to meet customer needs. The TDI340 was a niche model that was predominantly sold to small fleets, like local councils. Because most customers in this space buy automatic models, we have decided not to offer the TDI340 engine currently," he said.

McGuinness said the local arm has not completely written off the 340 models, however, which means we could see them return if demand is sufficient.

Without the TDI340 models, the price of entry into the Amarok range climbs by around \$7000, adding further weight to Volkswagen's view that its pick-up is now a premium player in the ute market.

Premium or not, the Amarok continues into the 2017 model year without rear passenger side airbags.

On the outside, there's the same new front bumper design that debuted with the Amarok V6, and new underbody protection is also featured on 4x4 models for off-roading and unsealed roads. The guard also increases ground clearance by 34mm on equipped models.

Moving into the cabin, the restyled dash that debuted locally with the V6 in November has rolled out across the range, bringing the Amarok's interior in line with the wider Volkswagen range.

The previous model's round vents have been replaced by rectangular and trapezoidal units, while in the centre of the dashboard there is the company's latest Composition Media and Discover Media infotainment systems.

That revised media centre adds App-Connect, which brings Apple CarPlay and Android Auto, along with the now-standard rear-view camera and rear parking sensors - although these enhanced safety features aren't available on cab-chassis models.

Standard on all models, however, is a Multi-Collision Braking system, designed to prevent or mitigate a secondary impact when the vehicle has been involved in a collision.

The Core Plus 4x4 model is the top-spec variant in this updated range, essentially replacing the Highline badge now exclusive to the V6.

To that end, the Core Plus adds carpet floor covering, higher-quality cloth seat trim, more 12-

volt sockets, body-coloured mirrors and door handles, rear grab handles and interior lights.

On the safety front, the Core Plus also gets front parking sensors and post-collision braking system.

The TDI400 and TDI420 powertrains continue unchanged, offering 132 kW/400 Nm and 132 kW/420 Nm respectively - the 420 being available with an eight-speed auto only.

At the top of the range, the previously detailed V6 turbo diesel offers 165 kW and 580 Nm of torque.

Inspect the 2017 Amarok range at your Volkswagen dealer now.

VW Amarok Pricing (excluding on-road costs)

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Passat Alltrack Wolfsburg.

The 2017 Volkswagen Passat Alltrack Wolfsburg Edition is now on sale in Australia, bringing some extra equipment and style to Volkswagen's high-riding family wagon.





The newly added Wolfsburg Edition version of the Volkswagen Passat Alltrack sees the addition of new 19-inch Albertville alloy wheels (an inch larger than the standard rims), while the newly added LED headlights are said to offer a "unique light signature".

Further visual separation is gifted by Wolfsburg badges on the outside of the car.

Other new kit fitted to the Wolfsburg includes black Nappa leather seat upholstery, as well as VW's 31-cm Active Info Display dashboard. It's a standard fit item, and there's also an automatic boot-lid.

The Passat Alltrack Wolfsburg Edition remains powered by the same 2.0-litre turbo diesel four-cylinder engine producing 140 kW of power and 400 Nm of torque, and it has a six-speed dual-clutch automatic gearbox and all-wheel drive. Fuel use is claimed at 5.4 litres per 100 kilometres.

The 2017 Volkswagen Passat Alltrack Wolfsburg Edition is priced at \$54,990 plus on-road costs. The standard Passat Alltrack model remains, and for 2017 it's priced at \$50,790.

Recommended Retail Price (excluding on-road costs)
Passat Alltrack Wolfsburg Edition From \$54,990

VW Australia keen on EVs.

Volkswagen is embarking on a massive global push into electrification, but the company's Australian subsidiary is still weighing up what its EV range will look like here by 2020.

What we do know is that the production versions of the Golf-sized I.D hatch and I.D. Buzz retro people-mover concept cars are as good as locked-in for Australia within a few years time, shortly after their worldwide launches.

Globally, Europe's biggest auto maker is spending billions of Euros on a new all-electric platform architecture called MEB (Modularer Elektrobaukasten), to be the basis of a new range of different body styles with 500-600 km ranges.

The MEB gives good cabin space and flexibility, on account of its flat floor containing battery cells, and the small electric motors on the axles. It will underpin the majority of the 30 fully electric vehicles the Volkswagen Group plans to launch within a decade.

The huge electric push comes as Volkswagen

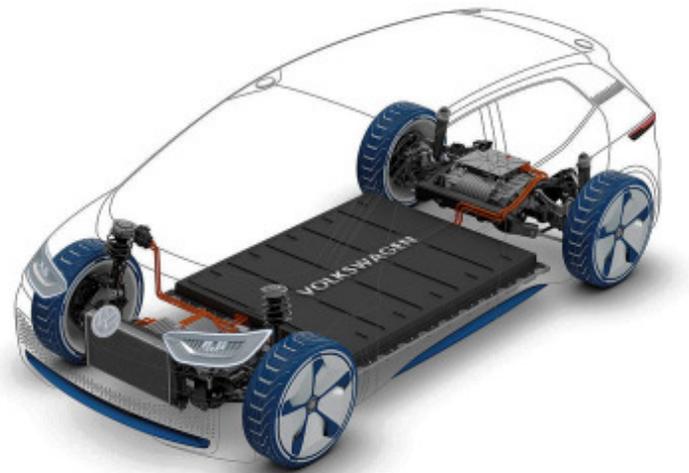
repositions itself in the wake of the US diesel scandal, and sets itself on a course to be a strong electric car player by 2025, by which time it wants to be selling one million EVs per year.

Naturally this far out, VW's Australian arm is a little cagier about jumping straight into the EV market, which puts it broadly in line with most rivals, who often cite Australia's huge distances, comparative lack of incentives and almost non-existent charging infrastructure.

However, some clarity was received from Volkswagen Australia this week on its mid-term electrification plans from their product planning boss Jeff Shafer.

First, a number of MEB-based electric cars (all of which have ranges at or around 500 km between recharges) will certainly come to Australia, and shortly after they enter production in Europe around 2020 as well.

Secondly, VW also sees a potential to offer plug-in hybrids (long seen as a sort of 'bridging' technology) simultaneously with its MEB EVs, on account of our vast road network and poor charging infrastructure.



For example, the Golf GTE (which is reviewed in this issue - see page XX), which has long been under consideration for our market, is unlikely to come here until 2018 at the earliest (or perhaps in next-generation guise later still), which is a delay over what was expected.

"It's something we're really wrestling with," Shafer admitted. "The history of hybrids in Australia hasn't been strong."

This point is clear from a sales perspective, with the Holden Volt, Audi A3 e-tron and BMW i3 REX not exactly selling by the thousands, though they're all image-builders. Only the fleet-focused Toyota Camry (a conventional non plug-in hybrid) has sold in big volumes here.

"On the other hand the hybrid [meaning PHEV] makes sense where you're driving long distances, and Australia is that type of market, and people who don't have off-street parking or access to a charging point [are also affected].

"There's probably going to be a place for both in the future," he speculated.

Schafer reiterated VW's very favourable position on the coming MEB range of pure electric cars, saying multiple models would come here shortly after their respective global

launches. Auto companies will have to jump in or risk falling behind, he said.

"We're really keen on that product, it's very very flexible. Effectively you can start with that skateboard (platform) and add the body," he said, just as VW currently does with the very successful MQB platform for VW's transverse FWD vehicles.

We can only speculate on how VW Australia's dealer network would handle the sales and service aspects of a new range of electric vehicles. However, you'll see numerous VW models with electric motors and battery packs, as well as charging points, at your nearest major metro VW Australia dealers within five years - likely sooner.

Atlas looking more unlikely.

Last month's Chicago motor show played host to an accessorised Weekend Edition of the new US-built Volkswagen Atlas, adding unique wheels, a clever new expanding roof pod and other holidaying goodies to the new large VW SUV.

But, kitted up or not, the new SUV's Australian potential is looking increasingly slim.

Volkswagen Australia has previously signalled its interest in the Atlas, and in 2014 the then- senior spokesperson Karl Gehling said that the company was "very keen" on securing a local launch for the new model - previewed at the time by the CrossBlue concept.

Today, however, Volkswagen Australia communications manager Paul Pottinger said the Atlas was now looking to be an "increasingly unlikely" prospect.

As with the American version of the Passat, introduced in 2011, the Atlas does not boast the Euro-spec mechanicals and interior fit and finish that, while almost par for the course in Europe, has allowed the Australian arm to market its range as a semi-premium offering.

Like the relatively crude US Passat, the Atlas built for the American market, which does not see Volkswagen as a premium brand. And, while it has its detractors, VW has had success positioning itself here as a halfway point between the likes of Mazda and Ford, and the more established premium offerings like BMW and Mercedes-Benz.

Although the Atlas will offer some level of off-road capability with Volkswagen's 4Motion all-wheel drive

system, it is unlikely the company's Australian arm could price it competitively against obvious rivals like the Ford Everest - particularly if it cannot guarantee a more premium feel in the cabin. Even the availability of right-hand-drive production versions have not yet been confirmed. VW's Mexican plant is tooled for RHD vehicles for the world market, but the US plant at Chattanooga, where the Atlas is built, is not.

A no-go for Atlas in Australia would seem to leave Volkswagen without a seven-seat SUV here, although the upcoming long-wheelbase Tiguan Allspace will offer some relief on the three-row front.

Volkswagen will also reveal a new-generation Touareg in the year ahead, although VW has yet to confirm if its top SUV will expand from the current model's five-seat-only configuration to include a seven-seat option.

Nonetheless, VW's local SUV range will grow even further with the debut of a new Polo or Up-based sub-Tiguan model that would rival offerings like the Mazda CX-3 and Honda HR-V, both hugely popular in that segment.

Caddy Edition 35 not for Australia.

The 2017 Volkswagen Caddy Edition 35 has been unveiled in Germany, with the new-generation stylised model offered as a panel van and MPV in Europe.



The new Edition 35 model bears a few notable differences to the standard Volkswagen Caddy short-wheelbase van and five-seater models upon which it's based.

There are fully colour coded bumpers as well as Edition 35 decals on the doors, as well dark 17-inch alloy wheels.

On top there are black roof rails and a high-gloss black roof, while the body of the car can be had in the choice of five exterior colours - Candy White, Cherry Red, Indium Grey, Reflex Silver or Acapulco Blue.

While VW Commercial Vehicles hasn't revealed any interior images, the Caddy Edition 35 is said to have carbon-look seat trim with leather outers and contrast seams, and a leather-wrapped steering wheel with paddle-shifters for the automatic



version.

The Caddy Edition 35 is on sale in Europe now, but unlike the Edition 30 that was sold in Australia in the last generation of the Caddy, the new version is unlikely to be sold here, according to Volkswagen Australia.

GTI version of electric I.D.?

The production version of the Volkswagen I.D. Electric Vehicle is likely to spawn a GTI (or GTE) hot hatch variant when it lands around 2020, according to a new report out of the UK.

Britain's Auto Express quotes Jurgen Stackmann, Volkswagen's sales and marketing boss, telling the publication at this year's Detroit motor show: "I think the formula of GTI will change - it will not be the same formula that took us here.

"But to have an exhilarating, fun to own, fun to drive car, with electric cars it is possible to deliver that," he said, further fuelling rumours of a GTI-badged EV.

The basic I.D. concept vehicle develops 125 kW from its electric motor, with a claimed driving range of between 400 and 600 km.



Volkswagen claims the I.D. can accelerate from 0-100 km/h in "under eight seconds", so with an uprated electric motor a sporty GTI version could definitely get close to the current Golf GTI's 6.5-second claim.

Whether it will actually be badged a 'GTI' remains to be seen. Volkswagen has traditionally used the GTI badge for its performance FWD petrol Golfs and Polos - the name meaning Grand Touring Injection. The performance diesel versions are badged 'GTD', with 'D' for 'diesel' of course. The existing Golf plug-in hybrid electric models are 'GTE', with 'E' for Elektrisch. The 'GTE' badge would be more logical for a hot VW I.D. electric car.

Meanwhile, at the Consumer Electronics Show (CES) earlier this year, Volkswagen's vice president for 'Product Line G4', Christian Senger, further hinted at electric performance models.

"Today we are really successful in having a range of performance, especially at Volkswagen, we need to recreate this with e-mobility," he told Auto Express.

"We can start with a rational approach, the car

performing quite well every day. But then we can scale up. More range, more acceleration, more charging points for the money and maybe also four-wheel-drive."

VW Sedric. The self-driving car.

Volkswagen's new Sedric concept car is a serious attempt to come up with a fully automated driverless vehicle for the world's urban streets in the next decade.

The Sedric - not to be confused with the old 1960s Nissan Cedric - was developed jointly by VW's Future Centre Europe in Potsdam and Volkswagen Group Research in Wolfsburg.

VW says the four-seat all-electric Sedric – standing for **Self-Driving Car** – was developed from scratch to provide a concrete insight into autonomous driving at the highest level.

While most autonomous prototypes developed to date still have steering wheels and pedals for emergencies, the Sedric has neither, meaning it is designed as a Level 5 autonomous vehicle, capable of shuttling passengers to their destination without any human input at all, and under all driving conditions.

It could operate as a ride-sharing vehicle or as personal transport capable of taking the kids to school or running errands such as collecting shopping from the store.

The Sedric can head off to find its own parking and then be summoned by a push or a button or smartphone, arriving at a destination for passenger pick up at a predetermined time.

Described as a lounge on wheels, the 2+2 Sedric has wide-opening swing doors similar to those on a subway train or tram for easy access, as well as ample cabin space between the facing seats for luggage, like a London black cab.

Revealed by VW CEO Matthias Mueller at the annual Geneva motor show, the car is a cross-brands platform, meaning it could be applied across the Volkswagen Group's 12 marques that, apart from VW, are likely to include Skoda, Seat, Audi and maybe even Porsche and Lamborghini.

VW describes the Sedric as an "ideas platform" and "the father" of a proposed family of self-driving vehicles across these brands.

"Soon Sedric will also get 'children' and 'grandchildren' with the group's various brands," VW said in its press release.

"They will be created in typical designs for the brands



and will feature tailor-made and customer-specific characteristics for equipment.”

Mr Mueller said VW was convinced that fully-automated vehicles would make life in cities better, more eco-friendly and safer.

“The future of mobility is vibrant, colourful and fascinating,” he said. “With Sedric we are looking far ahead: the study demonstrates how a new, integrated mobility system of the future could function.”

The design group said a key to Sedric’s design was simplicity of operation that was required to be “completely intuitive”, and almost human-like in its interaction with passengers.

“When a passenger gets into the car, they can talk to Sedric,” VW says. “Passengers can talk to Sedric about the destination, how to get there, the driving time, the current traffic situation, perhaps even a short break on the way.

“Users can talk to Sedric like they would with a personal assistant. While you are on the road, you can choose exactly what you want to do.

“The windscreen is a big OLED screen with augmented reality serves as a communication and entertainment centre – but passengers can also close their eyes, sit back and relax.”

When collecting passengers, Sedric can recognise its owner as he or she approaches and open the doors automatically.

VW says it has 37 “competence centres and digital labs” around the world working on future technologies under its Together – Strategy 2025 plan for e-mobility. VW promises 30 different battery powered production vehicles by 2025.

Volkswagen is No. 1.

Volkswagen finished 2016 as the world's number one automotive company, edging out Toyota, which has just reported its global sales numbers for last year. Both companies are expected to finish well ahead of General Motors, which should take out the final podium spot.

Last month the Volkswagen Group announced that it had sold a total 10,312,400 cars and trucks throughout the 2016 calendar year, a 3.8 per cent increase from 2015's figure of 9,930,500.

All of the company's brands posted year-on-year sales increases, except for MAN Trucks. The core Volkswagen car brand was up 2.8 per cent to 5,987,800, while the group's mainstream luxury marque, Audi, increased its sales 3.8 per cent to 1,871,300.

Skoda posted an increase of 6.8 per cent to 1,127,700, while Spanish car maker Seat was up 2.6 per cent to 410,200. Porsche also improved on the previous year, with sales up by 5.6 per cent to 237,800.

Volkswagen's commercial vehicle arm posted the largest percentage increase, up 11.4 points, to 480,100 units. MAN was down slightly (0.2 per cent) to 102,200, while Scania is expected to come in 5.5 per cent better off with 80,800 trucks sold.

On-going reporting about the US diesel scandal hasn't hurt Volkswagen's global sales, although the unending negative news coming out from the States, not to mention an



ageing and distinctly non-Euro American VW range, saw sales in the USA slip by 7.6 per cent to 322,900.

Volkswagen managed to grow its sales sale in Europe by 4.0 per cent, although German sales were flat. The economic troubles in South America saw sales in the region drop by 24.6 per cent, with Brazil down an alarming 33.9 per cent to just 257,800 vehicles.

Poor results in those regions, and Russia, were more than offset by big gains (12.2 per cent) in China, which accounted for 3,982,200 sales.

Volkswagen's Australian sales were down by 6.1% on 2015, to 56,571 vehicles. This was not due to the US emissions scandal (Australia does have the same emissions laws or testing requirements as the USA). Rather, it was due to the previous Tiguan being discontinued, VW's second-best selling model in Australia after the Golf. The new Tiguan was not released until October.

The Toyota Group, meanwhile, managed to sell 10,175,000 cars and trucks worldwide last year, a slight increase of 0.2 per cent. 9,224,000 of those were Toyota and Lexus-badged vehicles, an overall increase of 0.4 per cent.

Toyota managed its first sales increase in its homeland in four years, with 1,580,851 Toyota and Lexus vehicles sold there, an upswing of 5.5 per cent.

The core Toyota brand was up 0.9 per cent in the key US market, with 2,118,402 sales. Lexus sales in the USA, though, were off by almost four per cent to 331,228.

General Motors has yet to announce its complete global numbers for 2016, but the American company isn't expected to be able to overhaul Toyota to claim second spot.

In its homeland, GM finished 2016 down 1.3 per cent with 3,042,775 sales. That slight drop was more than offset by the General's continuing strong performance in China, where sales jumped up 7.1 per cent to 3,870,587.

Cadillac was up an impressive 46 per cent in China to 116,406 vehicles. The luxury brand's Chinese numbers are in stark contrast to its performance back home, where it was down slightly to 175,267.

Once again, Buick continues to be GM's volume brand in China with sales up 19 per cent to 1,180,372 units. The company also managed to move 525,273 Chevrolet vehicles in China.

In Australia, Holden slid down 8.4 per cent to 94,308 sales, and dropped out of the top three for the first time since the first Holden in 1948.



The Toy Department.

It's been a while since we saw some VW models on the pegs down at our local stores, but in the coming weeks we will see two new models from Matchbox and Hot Wheels.

First is the second series of the Matchbox VW T3 double-cab pickup. After some feedback and disappointment about the 2016 version and release, Matchbox has stepped up the mark with a release this time in a more stock original look and VW green colour.



Other subtle enhancements include a prominent black air intake grill, VW badge, license plate, and more genuine looking wheels. This series will also be released in two variations with and without cargo in the tray.

The model will sit nicely with the Hot Wheels VW 'Sunagon' camper released back in the 1980s. There are plenty of these on Ebay if you missed it first time around.



Next up is the pending release of the Hot Wheels VW Pick hot-rod single cab, looking very hot being slammed and riding on some cool red rims.



Together the Matchbox and Hotwheels complement each other and both are being released in 2017.

Still in prototype stage is also the VW Golf Country which as seen here is still in final design phase, but likely to be released during 2017, hopefully.



Photos courtesy of the Lamley Group web site www.lamleygroup.com

Happy Collecting
Tony Bezzina

That's how the fight started.

One year, I decided to buy my mother-in-law a cemetery plot as a Christmas gift.

The next year, I didn't buy her a gift.

When she asked me why, I replied, "Well, you still haven't used the gift I bought you last year!"

And that's how the fight started....

My wife and I were watching "Who Wants To Be A Millionaire" while we were sitting up in bed.

I turned to her and said, 'Do you want to have sex?'
'No,' she answered.

I then said, 'Is that your final answer?'

She didn't even look over at me this time, simply saying, 'Yes.'

So I said, "Then I'd like to phone a friend."

And that's when the fight started...

I took my wife to a restaurant.
The waiter, for some reason, took my order first.
"I'll have the rump steak, very rare, please."
He said, "Aren't you worried about the mad cow?"
"Nah, she can order for herself."

And that's when the fight started.....

My wife and I were sitting at a table at her high school reunion, and she kept staring at a drunken man swigging his drink as he sat alone at a nearby table.

I asked her, "Do you know him?"

"Oh yes," she said. "He's my old boyfriend. I understand he took to drinking right after we split up those many years ago, and I hear he hasn't been sober since."

"My God!" I said, "Who would think a person could go on celebrating that long?"

And then the fight started...

When our lawn mower broke and wouldn't run, my wife kept hinting to me that I should get it fixed.

But, somehow I always had something else to take care of first; fixing the shed, cleaning the boat, making beer. Always something more important to me. Finally, she thought of a clever way to make her point.

When I arrived home one day, I found her seated in the tall grass, busily snipping away with a tiny pair of sewing scissors. I watched silently for a short time and then went into the house. I was gone only a minute, and when I came out again I handed her a toothbrush.

I said, "When you finish cutting the grass, you might as well sweep the driveway."

The doctors say I will walk again, but I will always have a limp...

My wife sat down next to me as I was flipping channels.

She asked, "What's on the TV?"

I said, "Dust."

And then the fight started...

My wife was hinting about what she wanted for our forthcoming anniversary.

She said, "I want something shiny that goes from 0 to 120 in about 2 seconds."

I bought her some bathroom scales.

And then the fight started.....

After retiring, I went to the Centrelink office to apply for the old-age pension.

The woman behind the counter asked me for my driver's licence to verify my age.

I looked in my pockets and realised I had left my wallet at home. I told the woman that I was very sorry, but I would have to go home and come back later.

The woman said, "Unbutton your shirt".

So I opened my shirt revealing my curly silver chest hair.

She said, "That silver hair on your chest is proof enough for me," and she processed my pension application with any dramas.

When I got home, I excitedly told my wife about my experience at the Centrelink office.

She said, "You should have dropped your pants. You might have got disability too."

And then the fight started...

My wife was standing nude, looking in the bedroom mirror.

She was not happy with what she saw and said to me, "I feel horrible; I look old, fat and ugly. I really need you to pay me a compliment."

I replied, "Well, your eyesight's perfect."

And then the fight started.....

I tried to talk my wife into buying a case of Reschs Pilsener for \$44.95.

Instead, she bought a jar of cold cream for \$7.95.

I told her the beer would make her look better than the cold cream would.

And then the fight started....

My wife asked me if a certain dress she had just put on, made her bum look big.

I told her, "Not as much as that dress that you were wearing yesterday."

And then the fight started.....

I rear-ended a VW this morning ... the start of a REALLY bad day!

The driver got out of the little VW, and he was a dwarf.

He looked up at me and said "I am not happy!"

So I said, "Well, which one ARE you then?"

That's how the fight started.

Peter Horstman

Volkswagen AEY-104. A story that should be told.

During a recent discussion with Steve Muller at Volksmuller in Annangrove I posed the question - did he still know of any split window VWs? His reply was yes, there may be a few but most would be rusting in paddocks. I then mentioned that my father actually brought one of the first VWs to Australia in 1952, and it saw much of its time here in Annangrove. His eyes sparkled and said, I think I know where that car is, so I was compelled to write this story of the early years of Vee Dub AEY-104.

During the start of the War my folks spent much of their time in Japan, and after the bombing of Pearl Harbour all Germans were repatriated back to a bombed out Germany. Both my Mum and Dad spent much of their time around Stuttgart area in southern Germany, where my folks had a camera repair business and photo processing shop. They struggled and the times were tough. In Germany after the war, "Everything was broke" and the family, like so many others, decided to emigrate.

Australia was the preferred destination and my father planned his employment with contacts of a former employer and steps were put in place for the family with three boys to pack up everything and leave for Australia.

To this day I cannot understand why my father decided to purchase and export a special order RHD 1951 Volkswagen 1100 beetle. Possibly being in Stuttgart he knew some people at VW. So the car was registered, W24-4760, in Germany and driven for a few months prior to it being crated and sent off after them to Sydney. Photos below are just prior to departure from Germany.



On 3rd April 1952 the family arrived in Sydney on the SS Strathnaver. The car came on a freighter a few weeks later. From then on the Volkswagen became an integral part of our family. Cars in those days were the means for family picnics and outing, with friends, work horses, and great centres for discussion at get-togethers, as TV and other forms of entertainment wasn't available.

The VW was registered as AEY-104 and remained with that number as long as it was with us. Its first trips were to transport my father from a rented house in Barrenjoey Rd, Newport, to the CSIRO at the University of Sydney, where my father was an instrument maker. A trip he never got used to, as coming from Europe he never had to travel that far to work.



Blue Mountains.



Bobbin Head with neighbours

After 6-9 months in Australia a block of land was purchased in Ryde, near the Ryde Bridge and a regular commute began from Newport to Ryde on the weekend to build a garage that housed the family while the new weather board home was being built. I remember clearly how bags of cement were loaded into the boot and timber was cut to a length at Primroses Timber Yard at Gladesville (next door to the sawdust hotel) to be able to go through the side window for the short journey to where the house was being built. AEY-104 was a work horse and seldom missed a beat.



We had many funny experiences with the VW that eventuated due to the fact that not many Australians had ever seen a small bubble shaped car that didn't have an engine where it was supposed to be. I remember coming out of a shop with my parents in Top Ryde to find a guy lying under the front bumper bar looking for the engine. He had difficulty accepting that it was in the back.

We often stressed to passers-by that asked, "how's she go mate" - very reliable, the old man would say. See here we've got a spare engine in the back, can't go wrong!" As there were no dealers or distribution of VW in Australia until the mid 50's spares and service was non-existent. As my father was very handy with the lathe many washers and spacers were made on his lathe in our garage. Brake shoes were initially re-riveted with linings while held in a vice until we learnt that Howard's service station corner of Victoria Rd and Devlin Street, Top Ryde, was able to re-bond them on the original shoe.

The drive way at our home was very steep and lent itself very well to the removal of the engine. We would drive it up the drive into the garage and then roll it back out onto two wooden planks (8X2) about 2-3 meters long. Here general service would take place, oil change; clutch cable adjustments and even the engine would come out on a regular basis. By stacking two piles of house bricks at the end of the ramps and a plank across the under the engine it made for a perfect jack which allowed the 4 engine bolts and other stuff to be removed and the engine lowered gradually brick by brick. The record for the removal of the old engine stands at 20 minutes.

Three boys learnt a lot about cars, engines and gearboxes from the old Vee Dub. I well remember an experience on a Saturday afternoon when we had to replace a

bearing in the gearbox. We were all put in a considerable rush as my older brother had a date with a girl for the evening. It needed to be back together so that he could present himself at her place with the car at about 7.00 pm. Gearbox was back in, axles and rear brakes secured, up and in went the engine. The engine was kicked over and I proceeded to drive slowly off the ramps. First gear moved the car backwards, second, third and fourth did the same. Reverse was great it moved the car forward. Four reverse gears, one forward! One cog had been put in round the wrong way. The whole lot had to come out again. Needless to say my brother missed his date.

Life became easier for the Vee Dub when in the late 1950s the House of David at Eden Park in North Ryde took on a VW agency and workshop. Parts were easier to come by and Volkswagen became synonymous to Australia. However, even then the split window was an attraction as all Australian-sold Vee Dubs, whether imported whole or later assembled here from German kits, had the oval rear window.

HOUSE OF DAVID

NORTH RYDE


WW0273 FOR WW0273

VOLKSWAGEN

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The Vee Dub continued to play an integral part in our family. All three boys learnt to drive on it with its synco-less 4 speed gear box. Many of our families German friends acquired Volkswagens in later years and on many a Saturday the street would have three or four standing around getting some tender care or repairs from people in the know.

It took us and our blue cattle dog Nelly, on family Holidays to Wamberal, a 4 hour trip from Ryde in those days. Trips to the Rotolactor in Camden were a favourite destination for my dad. He had always an affiliation with the farming life.

In 1964 my parents purchased a 17-acre bush property in a place call Annangrove. For those around the suburbs of Sydney it was so far out it didn't matter. This property totally



consumed every free moment of my father's time. Saturdays and Sundays were spent out there and I well remember 4 am starts in Ryde where we would hook up a small trailer he had built for the Vee Dub, loaded it with tools, picnic lunch and water.

The Vee Dub could just about drive itself there. We grew tomatoes, passionfruits, unsuccessfully and pumpkins that we would bring home to Ryde in the trailer and my mum would sell them to fruit and veg shop in Church Street, Ryde. The VW became the farm tractor in Annangrove.

We built a packing shed on the property in Annangrove and again the Vee Dub was the truck that pulled the trailer with 4x2 timbers and corrugated cement roof sheets for its construction.

By this time AEY-104 started to look a bit tired. It was central to the building of two homes and a packing shed as well as the vehicle which was instrumental in the teaching of three teenage boys to drive and for me, the bases of a technical future and the ability to refurbish a 1971 Karmann Ghia in later years.

In about 1965 my father had been badgered for some time by a German chap by the name of Dieter Thiele, who ran the Ampol automotive workshop on the corner of Annangrove Rd and Kenthurst Rd. He desperately wanted the vehicle and offered my father a

then, near new, Volkswagen dual cab transporter, as a swap. With the farm in mind and further thoughts to moving to Annangrove my dad parted with the vehicle.

It was a sad day; I still remember it well.

The VW transporter didn't last long in the family, possibly only 4- 6 months. My mum never liked it. The Ampol service station workshop in Kenthurst changed hands and no more was heard of the Vee Dub AEY-104 or Mr Thiele. I had heard that it ventured to Canberra though.

Therewith ended the relationship of our family with what I can describe only as... Vee Dub AEY-104.

Dieter Regel

Epilogue - I have just returned as a member of Club Vee Dub after a number of years having just acquired a 1963 Ghia.

Having just looked at the History page on the Club Vee Dub website I thought I may have a contribution to make about the early VWs brought to Australia.

The above story outlines how my father brought a VW to Australia over 60 years ago. I was recently reacquainted with our old VW.

The car was later owned by Rodney Farrell, and completely rebuilt by Ian Breeze. Now owned by Andrew Roberts of Seaham, who entered it into the 2016 VW Nationals. You might remember seeing it there.

Congratulations on a great site and the work you doing keeping the dream alive.

Best regards

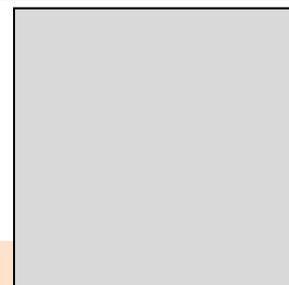
Dieter





VW Nationals 2017

Air-cooled Show Entry Form



Name:

Entrant No:

Official use only.

Contact Number (on the day):

E-mail:

Rego No:

Model:

Year:

Vehicle Description:

Category Entered:
(please choose from listing below)

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

* Vehicles may only be entered in ONE category *

All car show entries are automatically entered into People's Choice and Volkswagen Group Australia Car of the Day.

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

Air-cooled Car Show Categories:

#: Categories

- 1 Beetle - up to 1957 - Standard
- 2 Beetle - up to 1957 - Modified
- 3 Beetle - 1958 to 1967 - Standard
- 4 Beetle - 1958 to 1967 - Modified
- 5 Beetle - 1968 onwards - Standard
- 6 Beetle - 1968 onwards - Modified
- 7 Kombi T1 - up to 1967 - Standard
- 8 Kombi T1 - up to 1967 - Modified
- 9 Kombi T2 - 1968 to 1979 - Standard
- 10 Kombi T2 - 1968 to 1979 - Modified
- 11 Transporter T3 - 1981 to 1992 - All

#: Categories

- 12 Type 3 and Type 4 - Standard
- 13 Type 3 and Type 4 - Modified
- 14 Karmann Ghia - All Years - Standard
- 15 Karmann Ghia - All Years - Modified
- 16 Factory Karmann Cabriolet - All Years - All
- 17 Factory Off-Road - Aircooled - All
- 18 Non-factory Off-road Buggies Trikes - All
- 19 Aussie Convertibles and Kit Cars - All
- 20 Best engineered/race - Aircooled - All
- 21 Rat class - All Years - All
- 42 *Concours d'Elegance*

Automatic Entry (do not choose)

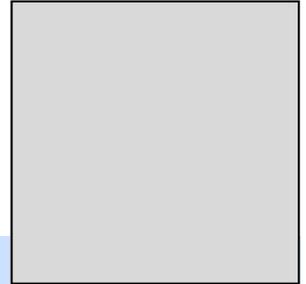
39 People's Choice - Air-cooled

41 Volkswagen Group Australia Car of the Day





VW Nationals 2017 Water-cooled Show Entry



Name: Entrant No:

Contact Number (on the day):

E-mail:

Rego No: Model: Year:

Official use only.

Vehicle Description:

Category Entered:
(please choose from listing below)

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

* Vehicles may only be entered in ONE category *

All car show entries are automatically entered into People's Choice and Volkswagen Group Australia Car of the Day.

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

Water-cooled Car Show Categories:

- | #: | Categories | #: | Categories |
|----|--|----|--|
| 11 | Transporter T3 - 1981 to 1992 - All | 31 | VW Sports (Scirocco Corrado) - All |
| 22 | Polo Up! - All Years | 32 | VW Sedan (Vento Bora Jetta Passat New Beetle) - All |
| 23 | Golf 1 - 1976 to 1983 | 33 | VW SUV (Tiguan/Touareg/Amarok) - All |
| 24 | Golf 2 - 1984 to 1992 | 34 | VW Commercial (Transporter/Multivan Caddy Crafter) - All Years |
| 25 | Golf 3 - 1993 to 1997 | 35 | Audi - All Years |
| 26 | Golf 4 - 1998 to 2003 | 36 | SEAT - All Years |
| 27 | Golf 5 - 2004 to 2008 | 37 | Skoda - All Years |
| 28 | Golf 6 - 2009 to 2012 | 38 | Best Engineered / Race Watercooled Vehicle |
| 29 | Golf 7 - 2013 onwards | 42 | <i>Concours d'Elegance</i> |
| 30 | VW Convertible - (Golf Cabrio Eos) - All | | |

Automatic Entry (do not choose)

40 People's Choice - Water-cooled

41 Volkswagen Group Australia Car of the Day





ACT Shannons Wheels 2017.

On Sunday 12 March the Shannons Wheels car show was held in the ACT. This carshow brings together all marques in the area and gives the public hundreds of cars to view. This year was no different, with the show being held at the Treasury carpark and offering some excellent vehicles on display.

Club VeeDub hosted the Volkswagens and showed some varied examples and conditions. We received a lot of comment from the public and had a great day. Thanks to everyone who came along to display their car, and to David and Willie for organising the setup.

Bruce





Design

We all know and love the stylishly underplayed lines of the five-door Golf GTI range, and VW has deliberately underplayed the GTE's green credentials by keeping the 'look at me' badging to an absolute minimum.

In fact, the best way to tell the GTE apart from the familiar GTI is via the subtle blue highlights around the exterior badging.

Tap on the VW badge on the GTE's nose, and the other big external difference - a socket for a recharging cable - is revealed.

Otherwise, the low-key body kit, standard 18-inch rims and familiar silhouette are pure VW Golf.

Practicality

Again, the GTE stays true to its ethos of a non-confrontational approach to the idea of a partly electric car.

Some in the past - like the Holden Volt, for example - shouted its alternate message via a dash that looked like it was derived from a smartphone, or lashings of sheer white plastic fascia.



The GTE merely, and cleverly, nods to its warmed-over hatch credentials by using a blue version of the GTI's famous red Clark tartan trim on the seats, and there are a couple of extra buttons next to the conventional gear shifter.

That's it. Sliding behind the wheel is exactly like every other car in the Golf range; all the instruments, the controls, even the multimedia system are all exactly the same.

There is room space for six bottles fore and aft, for example, while a USB port up front, along with a second 12v socket in the cargo area, are both welcome additions.

Underfloor batteries, too, don't compromise the luggage space, though there's no room for a spare of any description under the slightly higher boot floor.

The petrol tank loses 10 litres to the GTI, though, at 40 litres in capacity. Doesn't sound like much, but 40 litres was enough for the original Golf in 1974, as well as millions of Beetles in the decades before that.

As a result, luggage capacity drops by 108 litres over more traditional petrol and diesel versions of the Golf to 272 litres. Despite the rearward shift of the fuel tank,

Golf GTE test drive.

If there's one statement that can sum up the state of play in the field of alternative electric vehicle powertrains at the moment, it's that no one has a single idea where it will all end up.

Sure, there are a handful of pure EVs around, along with a growing number of plug-in hybrids - but none of them are especially affordable, practical or attractive, looking like something that escaped from the golf course or from The Jetsons.

Volkswagen has made a bold statement, announcing that it wants to sell a million electric cars a year by 2025 - a figure that currently stands at well less than 100,000 worldwide. The debut of the I.D. electric concept at the recent Paris motor show is a first step towards that lofty goal.

But VW actually has a pretty compelling argument for alternate power in its European catalogue, and has done for a couple of years now.

Five doors? Check. Roomy interior? Yep. Uncompromised cargo area? Tick. Conventional looks? You bet. A little bit of zing? Absolutely...

That's because the Golf GTE is, for all intents and purposes, a regular Golf - except for its battery pack and extra engine.



Volkswagen claims the Golf GTE can absorb a 50mph rear end impact without any serious deformation or safety concerns.

Price and features

Volkswagen Australia is only considering the GTE at the moment; the Golf 7 is mid-way through its life cycle, which makes the sums hard to stack up.

There's internal debate, though, about whether or not it should be brought in on a low-key trial basis. Right-hand-drive GTEs are already sold in the UK, so sourcing isn't an issue - and if the company is serious about establishing itself as a mainstream player in the EV game, it needs to get skin in the game sooner rather than later.

If it were to come to Australia, the GTE would need to sit somewhere near or below the Golf R's \$55 grand price tag, and not too far above the \$49k of the normal Golf GTI.

The German-spec car we tested was thoroughly well sorted with spec, including an underbody battery array that nestles in front of the rear wheels. LED headlights, cloth trim and a full suite of safety aids including automatic emergency braking and radar cruise control.

Engines and transmission

The magic comes from the addition of a small 75 kW electric motor that's hidden within the six-speed DSG gearbox, which supplement's the 110 kW of the car's 1.4-litre four-cylinder turbocharged engine.

It's the same system that's used in Audi's A3 e-tron hatch.

It equates to a total output of 150 kW of power and 350 Nm of torque, 330 Nm of which can be accessed via the electric motor from standstill. This is very close to that of the normal petrol GTI, which is 162 kW / 350 Nm.

An 8.7 kWh lithium battery pack nestles under the floor, and helps to give the GTE a pure EV range of up to 50 km at speeds up to 130 km/h.

The battery can be recharged via the petrol engine, regenerative braking or plugging into a wall socket; it'll take four hours to refill from a home plug or two hours via fast



charger.

A GTE-labelled switch on the centre console brings both motors into perfect performance harmony, while deepening the exhaust note via an actuator.

The combined reserves are channelled to the front wheels via a specially adapted version of Volkswagen's six-speed dual shift (double clutch) gearbox known as the DQ400. It provides the driver with the choice of five modes: E-mode, GTE mode, battery hold, battery charge and hybrid.

Depending on the mode that is chosen, the gearbox is either decoupled from the engine to provide drag free coasting or recuperates kinetic energy on a trailing throttle, thereby ensuring the maximum possible efficiency.

The drivetrain gives a net 100 kg weight gain to the Golf, with the 125 kg battery array offset by the lighter 1.4-litre engine (the normal GTI has a larger and heavier 2.0-litre engine).

In GTI mode it'll do 0-100 km/h in 7.6 seconds, and we can happily confirm it'll reach its claimed top speed of 222 km/h on the unrestricted autobahn. The current petrol GTI is 6.5 seconds and 250 km/h top speed exactly, but the GTE is faster than the Golf GTI of a couple of generations ago.

In E-mode, the Golf GTE hits 130 km/h before a limiter caps your speed, making it suitable for both city and motorway running. The claimed electric range is put at 50 km, although this is dependent upon varying factors including your average speed.

Fuel consumption

In E-mode, economy for the Golf GTE is rated at a stunning 1.5 L/100 km on the combined European cycle, with a carbon dioxide output of just 35 g/km.

A day of high-speed autobahn touring and low-speed city crawling saw us realise a dash-indicated fuel economy figure of 2.4 litres per 100km - and this was with a depleted battery from the start of the day.

With a 40-litre fuel tank, VW claims the 1572 kg Golf GTE has a remarkable range of 939 km.





console to bring about a similar shift in reserves. The integration is excellent. There are no untoward jolts as you switch between power sources.

The GTE only lacks the very last little bit of pace and finesse of a true GTI, but damn... it runs it close. The extra weight of the battery pack is perfectly located along the base of the car, which gives the GTE a more secure, planted road feel and adds a measure of calmness to the ride.

Its low- and mid-range acceleration is one of the GTE's most impressive features, with the electric engine chipping in absolutely invisibly to bolster the petrol engine when required. It's impossible to tell when e-power kicks in.

Its steering is indistinguishable from the regular GTI, and the (admittedly artificial) exhaust noise in GTE mode is perfectly executed. The gearbox

response is a shade softer than that of the GTI, perhaps, but it's an observation, not a complaint.

And to waft silently through traffic in electric mode is an absolute joy and a brilliant side effect of the hybrid drivetrain. We were unable to definitively test the range claims, thanks to the discharged battery.

We gave the GTE a solid high-speed thrashing in rain and dry weather, and it did not miss a single beat, flash a warning symbol or feel like anything but an integral part of the already entertaining Golf GT clan.

Safety

The Golf GTE features all of the safety features that grace a Golf GTI, including seven airbags, rear-view camera and sensors, traction and stability control, and post-collision braking.

The often-optional Driver Assistance Package was fitted to our test car, which includes additional active and passive safety electronics including automatic emergency braking.

Ownership

There is a three-year unlimited kilometre warranty on Australian Golfs, and the GTE would be no different. Service intervals of 15,000 km or 12 months are recommended.

VW's capped price servicing peaks at \$1211 for a

Driving

The expression 'hybrid car' doesn't lend itself to visions of backroad heroics and blazing cross-country jaunts - but it's worth remembering that the world's powerhouse performance car makers - including Porsche, McLaren and Ferrari - all have hybrids in their ranges.

In its own way, the Golf GTE has a similar ability to change the direction of the hybrid car conversation. It proves that being parsimonious and planet-aware doesn't have to come at the cost of real-world performance and driving pleasure.

It is entirely conventional to operate, which is exactly what Volkswagen says its customers demand. The technology behind the Golf GTE may be startlingly complex, but it doesn't demand any significant change in driving style. You simply step in, belt up, press the starter button and set off.

Configured to start in E-mode when there is sufficient charge within the battery, the new Volkswagen moves off in relaxed silence. With 76 kW and 330 Nm of torque the moment you depress the throttle, the electric motor is strong enough to propel the new Volkswagen up to typical city speeds with real conviction.

The driveline is impressively refined with inherently smooth qualities. The unruly shunt we detected in earlier prototype versions of Volkswagen's first ever plug-in hybrid model were no longer evident on this latest model.

Unlike the pure electric e-Golf that uses a single speed gearbox, the Golf GTE relies on a conventional six-speed dual clutch transmission to deliver drive to the front wheels. Thanks to the instantly usable torque qualities of the electric motor the new Volkswagen proves encouragingly nippy while direct steering makes it quite entertaining in urban surroundings.

When the battery charge is depleted the petrol engine is automatically started to provide the main source of propulsion. Alternatively, you can depress a button marked GTE on the centre



60,000km/four-year service on the GTI, and the hybrid parts of the GTE's drivetrain would need little if any special servicing treatment.

Verdict

It's easy to be cynical about VW's reasons for spruiking the Golf GTE, in light of its US diesel emissions scandal and the subsequent need to reinvent its environmental credentials to a skeptical market.

The GTE, though, was released in 2014, a year before the scandal, and the MQB chassis underneath it has been ready for EV tech since its inception earlier in the decade.

On sheer ability alone, it is easy to recommend the Golf GTE. It delivers excellent economy and decent performance along with ease of driveability and outstanding levels of refinement. In fact, you could argue that it is the most complete Golf ever built. About the only downside is its slightly compromised boot capacity.

It will be interesting to see the response if and when it



is released in Australia. It's certainly the most 'conventional' of the new generation electric hybrid vehicles, allowing the transition to new technologies in a car that looks and feels normal.

Tim Robsen

Specifications

Engine: 1395cc 4-cyl + electric, 150 kW/350 Nm
Transmission: 6-spd dual-clutch automatic
Performance: 0-100 km/h 7.6 sec; maximum 222 km/h
Fuel consumption: 1.5L/100km (combined), Tank 40 L, Range 939 km
Dimensions: 4268mm (L), 1799mm (W), 1442mm (H)
Weight: 1572 kg
Turning circle: 10.9m diameter
Seats: 5
Warranty: 3 years/unlimited
Service Interval: 12 months/15,000km
Price: Not yet available in Australia





among Australians, at least, represents a worthy counterpart of Europe's Mont Blanc, Africa's Kilimanjaro - and, maybe, Nepal's Everest.

But Strzelecki, who cut his mountaineering teeth on the Matterhorn, must have been unimpressed. His diary states that he was struck by the similarity of Australia's highest mountain to the man-made earthen cairn at Cracow, back home in Poland, that marked the last resting place of his country's national hero, Tadeusz Kosciuszko.

Having inflicted this tongue-twisting name on our map, the Count would probably be horrified to find we pronounce it Kozzee-ossko. Any Central European (and there are

plenty in the Snowy River area) will tell you it should be Kosh-choosh-ko, with the accent on the second syllable.

Visiting the roof of Australia.

Modern Motor magazine, September 1956

In summer, when the snow has gone, the road to Kosciusko's summit is easy and well worth taking.

You can't quite throw a stone into Victoria from the summit of Mount Kosciusko, but you are inclined to try. It's the mountain air. Or, perhaps, the impulse arises from the mild elation experienced on conquering Australia's loftiest peak.

Another thing that strikes you, after you have examined the various plaques and cairns, is that several nearby peaks seem unmistakably higher. This phenomenon is usually observed when your first flush of triumphant achievement is on the wane.

It happens this way: you are alone on the summit, mindful of the fact that only a combination of skilful driving, courageous enterprise, and a powerful modern vehicle has made possible the accomplishment of this unique climb - then around the bend steam two old ladies in a vintage car of indeterminate make. They leap out, stamp around the parking area examining the view, then, at the shrill remark of, "Not a patch on the Pyrenees, Agatha," they re-embark and disappear down the track in a cloud of dust.

Lots of surrounding peaks seem higher, then. There is no longer anything special about your position on Mount Kosciusko.

Pole Found It

Count Strzelecki, the Polish explorer who gave the mount its name in 1840, was probably less excited about reaching the summit than motorists are today. Compared with Europe's peaks, Kosciusko is insignificant.

However, with an altitude of 7305 feet (2221 m), it is undeniably the highest point on our island continent, and

Road Is No Worry

Today there is an excellent road from Cooma, the 'capital' of NSW's alpine regions, to the summit of Mount Kosciusko. Cooma is a large, pleasant town, offering a variety of hotel, guesthouse, and camping accommodation. The strong New Australian influence thanks to the Snowy Mountains Scheme works has brought some variety into the menus of the dozen or so cafes, and has also made it possible to purchase delicacies that can usually be had only in capital cities.



First thing the motorist notices about Cooma is that all the cars are Land-Rovers. These are mostly yellow in colour, but some are the usual green. They belong to the Snowy River Hydro-Electric Scheme, and they are all driven by New Australians. At least, they seem to be.

Which calls to mind a significant and amusing incident. At Island Bend (part of the S.M.H.E.S.) your servant parked beside a line of dusty Land-Rovers and embarked on a halting conversation with some gentlemen from, I believe, Estonia or Ethiopia.

After some time a swarthy giant who had been standing a few yards away strode

over, peering at me intently. My beard had apparently aroused his curiosity. "Vot contry you vrom?" he inquired. "Here," I replied.

"Vair? Nein! Vot contry?" "Here. Australia. I'm a local boy."

"Oh, an Australian!" Beaming: "Ve got an Australian 'ere vit us ... Hey, Joe. Come over 'ere!"

Joe came over and turned out to be a Victorian, from Ballarat. "You don't see many Australians about these days," I said, jokingly.

"No," Joe replied a little sadly. "These blokes are all right, though."

Wait Till November

The presence of so many four-wheel-drive vehicles in Cooma might cause the fainthearted some misgivings about their proposed drive to the summit of Kosciusko. There is no cause for alarm, however, provided the road has been free of snow for a fortnight or so.

It is possible to get as far as the burnt-out Hotel Kosciusko almost any time of the year, except after very heavy falls of snow, when the road may be blocked for perhaps a day. In fact, it is nearly always possible to get to Smiggin's Holes, five miles (8 km) beyond the hotel.

But unless you are a snow-sport enthusiast or care for staring moodily through the windscreen at snowdrifts, there is no particular point in driving to either of these places when there is snow about. There is better scenery closer to home.

The really interesting part of the Kosciusko road begins at the hotel, so the motorist is wasting his time and money going before November or after May, when the upper section of the road may be closed to him. (We're telling you about it now, so you can tell the boss you'd like your holidays in three months' time.)

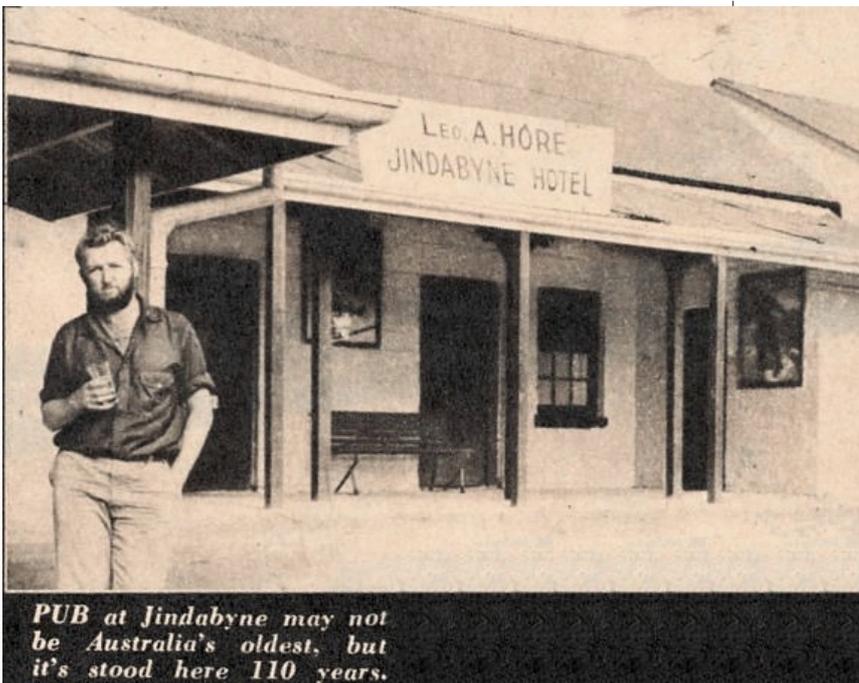
Cooma to Thredbo

The Snowy Mountains Highway is followed out of Cooma for approximately five miles (8 km) to the unmistakably signposted road to Mount Kosciusko. This highway was previously the Monaro Highway and is still shown thus on most road maps.

The road to Jindabyne, 31 miles (50 km) away, is mainly good bitumen to Berridale with a few stretches of excellent gravel surface after that. Jindabyne is a picturesque old town straddling the Snowy River. The first building the motorist encounters is the 110-year-old hotel, a worthy example of early colonial architecture with some modern additions.

The present owners have been there for 50 years and are proud of the fact that they once supplied electricity to the Snowy Mountains Scheme offices in the town.

That was in 1950, when the 'Scheme' had opened offices for their staff in Jindabyne. The hotel had the town's only generating plant then.



PUB at Jindabyne may not be Australia's oldest, but it's stood here 110 years.

"They have their own plant now at Guthega," says the barman with a grin. "A bit bigger than ours. They supply us now."

The Dutch Snack Bar, opposite the hotel, offers a refreshingly varied menu. Nearby is an excellent general store and, directly opposite, a garage. These facilities are repeated on the other side of the river, where bread and milk are available.

(They are talking about the 'old' Jindabine township, which no longer exists. The town was relocated in 1964 and the old township demolished, soon flooded by the waters of Lake Jindabyne when the dam was completed in 1967 - Ed).

Beyond Jindabyne the road is broad, gravel-surfaced and corrugated. The corrugations can be bad at times, but the Snowy Mountains people, who use the road a lot, apparently grade it regularly, so you may find it in better condition than I did.

At the Thredbo River, five miles beyond Jindabyne, is the famous trout-anglers' inn, 'The Creel.' Snuggled in a grove of pines, poplars and elms a few hundred yards from the road and right on the banks of the river, it is an ideal retreat for those who want a genuinely quiet country holiday. You don't have to be a trout fisherman to stay at 'The Creel', but for those who are interested the fishing in the Thredbo and nearby rivers is generally excellent. Meals are available to passing motorists.

High Places

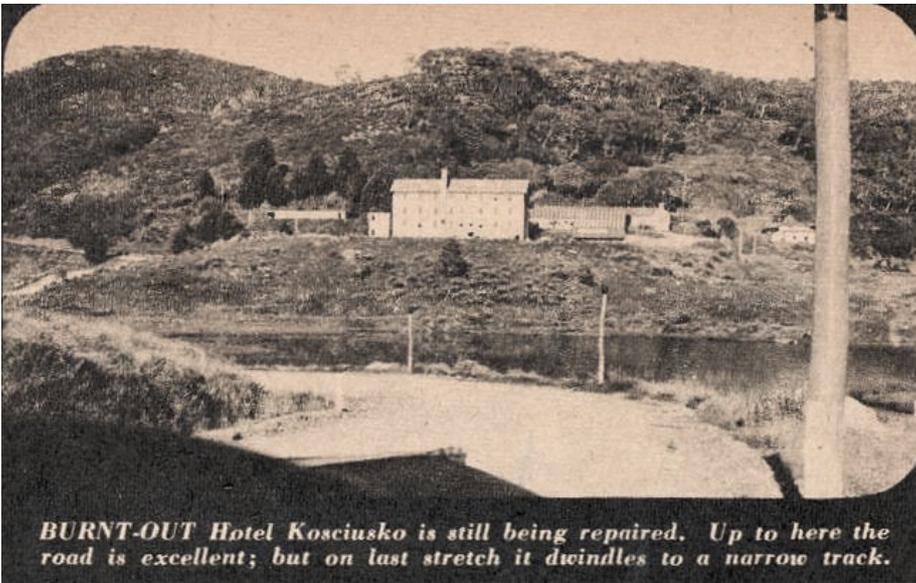
Beyond 'The Creel' are some long stretches of stiff climbing, but there is nothing that would stop any sound vehicle that is not grossly overladen. Within a few miles of the hotel, a large motel is being constructed. Accommodation will be available for 100 guests, and the motel should be in operation by 1957 (*This later became The Ski Rider Hotel - Ed*).

Approximately one mile before the turn-off to the Snowy Mountains Scheme there is an excellent camp-site, easily recognised by the presence of a tin hut. This is a haven for skiers in winter, and the firewood stacked inside should not be used by summer visitors.

The hut stands a few hundred yards from the main road, on a side track that rejoins the Kosciusko road a half-mile farther on. There are dozens of excellent camp-sites along the track, but little firewood. Plenty of water is available from a snow-fed streamlet that crosses the track hind the tin shed.

This area provides the only really satisfactory campsite beyond Jindabyne and is an excellent stopover place for those who cherish an ambition to see the sunrise from the summit of Kosciusko. It is only 20 miles (32 km) or so from 'the top.' The main turn-off to the Snowy Mountains Scheme (Guthega), a mile beyond the tin hut, looks inviting but should be resisted, as it is a more enjoyable road to come down than it is to go up.

After your first taste of grass-tussocked, treeless snow country, your lust for alpine scenery is up - and the Snowy Mountains road plunges you into steep, heavily timbered country reminding you of your last Sunday drive out from your home town. By keeping to the Kosciusko road, the scenery seems to change in the natural progression you



BURNT-OUT Hotel Kosciusko is still being repaired. Up to here the road is excellent; but on last stretch it dwindles to a narrow track.

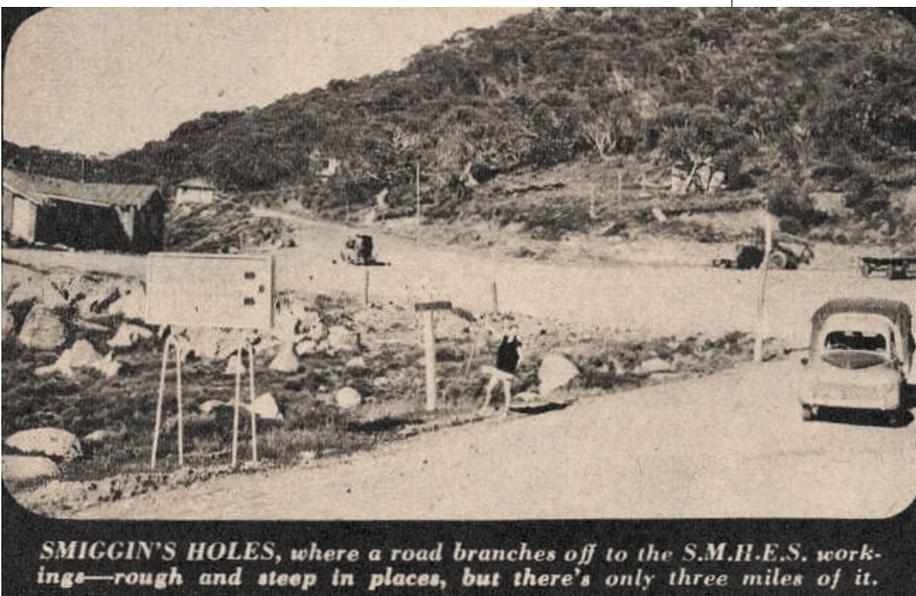
would expect on the way to Australia's highest mountain-top. Each change in topography, vegetation and general scene seems better than the last. You are lured onward and upward, as you expect to be. You feel you are getting your money's worth.

Plenty to See

A little more than a mile beyond the spurned turn-off you are treated to an excellent view of the burnt-out Hotel Kosciusko. Where the broad gravel road swings left, framed between the orange-painted, black-tipped snow poles, you see a snug alpine lake, and above its distant shore the massive architecture of the hotel, adjoined by long, roofless outbuildings.

It is a fetching scene, one the N.S.W. Tourist Bureau has never seen fit to photograph and publish - possibly because it is the back of the hotel you are looking at.

The building is still under repair, and no doubt will some day reopen for business. (*It did, and today it's called Sponars Chalet - Ed.*) Beyond it, the road narrows and makes several attempts to frighten the motorist by rising steeply for a few hundred yards here and there. But mostly it's a top-gear run to the summit. In fact, you frequently find yourself whizzing downhill at a brisk pace.



SMIGGIN'S HOLES, where a road branches off to the S.M.H.E.S. workings—rough and steep in places, but there's only three miles of it.

The landscape is almost treeless, but thickly carpeted with green, rank grass, unlike anything encountered in lower regions. Low shrubs, scarcely higher than the tussocks, form the only other vegetation of any size. Yellow and red wildflowers are thick among the green pasture, and here and there are carpets of white snow daisies. Against the unusually vivid blue of the alpine sky the landscape is arrestingly colourful.

Some ecstatic blurb-writer in a tourist brochure declares that "snow daisies and pincushions carpet our Alpine Tyrol with a brilliant sparkle of white and gold, and native bluebells bring relief in cooler, but nonetheless vivid, hues. The verdant greens of mountain shrubs and purple heath add complementary tones to this ensemble of

beauty." !

It's not quite as bad as that, but well worth seeing.

Here and there along the road before Smiggin's Holes are ski-club lodges, generally painted orange and of unique, pleasing architecture. There is a restaurant at Smiggin's, apparently not open in summer, and parking space for a few hundred cars. There is also a turn-off to the Snowy Mountains Scheme, which should be taken on the way down from the summit. This takes you on to the Guthega road, where you must go to get a really good look at the Scheme. Then you backtrack four miles, proceed down to Island Bend and later strike the Kosciusko road at the turn-off near the tin-shed camp-site mentioned earlier.

The road is narrow but excellent above Smiggin's; there are occasional sharp pinches, but nothing so steep as you encounter in many of Sydney's suburbs. In most places, two cars can pass with six inches or so to spare. There are a few more ski-club lodges near Bett's Camp (*later to be called Perisher Valley - Ed.*), several short bridge crossings over streamlets (including the Snowy River), an interesting burnt-out stone cottage near Charlotte Pass, unpainted snow poles, and then . . . nothing.

(The road from Charlotte Pass up to the summit was closed to private vehicles in 1977. It is no longer possible to drive any further; you must park your car here and walk up, a 16 km return trek that will take you at least 6 hours. It's tiring but lots of fun - Ed.)

The Last Stretch

There are countless millions of white, tumbled boulders on the slopes in every direction, the horizon seems to close in to within a mere stone's throw, and you begin to feel like a space explorer who has just landed on some remote planet. The sky seems unnaturally blue. The brisk slap of the eternal breeze contrasts oddly with the unexpected warmth of the sun. Whenever you stop beside the road and switch the engine off, the sibilant passage of the wind through the shrubs and tussocks makes you feel just a little uneasy. That sound somehow reminds you of a fuse burning.



PLAQUE on summit shows direction and distance to capital cities.
BELOW: The Chalet nestles in a valley half-a-mile off summit road.



You start the motor and press on, and next time you stop to admire a chain of snowdrifts hanging against the dark mass of a nearby mountainside you don't bother to switch off the ignition. In that giant mountain saucer beyond Charlotte Pass the strange, almost eerie atmosphere gets you one way or another. You can't help being impressed; you can't help saying to yourself, "I'm glad I came. This is the most 'different' sort of place I've seen in Australia . . ."

Just below Charlotte Pass a half-mile side-road leads down very steeply to The Chalet. The building, brightly painted in pink, black and orange, is of rather extraordinary architecture, with heavy grey stone turrets and circular outbuildings. The public is frequently exhorted by the N.S.W. Tourist Bureau to take a summer holiday there, but if the giant stinging black flies encountered by this writer are a regular summer attraction, Kalgoorlie would seem a better choice.

Above Smiggin's Holes these flies made it impossible to stay out of the car more than five minutes. A picnic on the roadside was out of the question. The bite of these monsters was a little worse than that of the QLD March fly, and they were many times as persistent.

The road is definitely single-track most of the way beyond Charlotte Pass, but is excellent so far as the surface is concerned, and the grade is surprisingly easy. Top gear is possible most of the way, but it is necessary to slow down and drop a gear on the bends, because of the risk of meeting a car approaching

from the opposite direction.

Bypasses are provided here and there, but they are not clearly marked and therefore hard to find. About half-a-mile below the summit there is a large bypass with parking space for a dozen cars, offering really good views of the surrounding mountains and the Victorian Alps.

An apparently permanent snowdrift (it was there last April) about half-a-mile long hangs along Kosciusko near this parking place, about 300 yards away. Those interested may scramble up and examine it-if they can stand the flies, which are available in thousands. You can't frolic in it, though, as it is ice-coated and impossible to walk on. It is also rather grubby at close quarters and tends to lose its charm.

Good snowballs can be made from it, however, and children can be guaranteed to annihilate each other in quick time.

(In 1971 the final stretch of road from the Rawsons Pass carpark up to the summit was closed to traffic. You had to park the car and walk up 500 m to the summit through the aforementioned snowdrift. In more recent years, this short-cut track has been closed to foot traffic, and you now have to walk up the old access road - Ed.)

The Conquest

At this stage the motorist has little idea how near or far he is from his destination. There are no signposts beyond Charlotte Pass. Only when he is able to see the metal stanchion that marks the summit through the windscreen does he know that he is even on the mountain. Then it is a mere 500-yard dash, and the momentous journey is over. Kosciusko has been conquered!

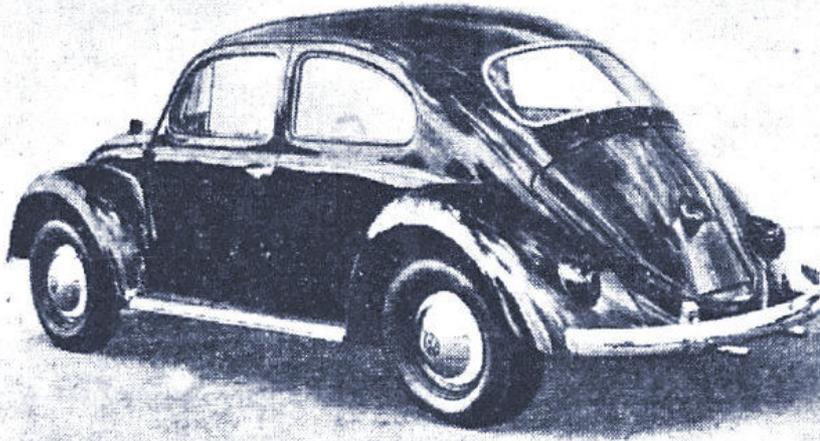
There is parking space for 20 or 30 cars right beside the cairn that marks the summit; nearby are a direction-indicator to various capital cities, a commemorative plaque set in a rock, a trig marker - and the highest mailing box in Australia. There are wide-flung panoramic views of N.S.W. and Victoria - and incessant wind, which at least keeps the flies away. Try as you may to avoid doing it, you will think profoundly to yourself: "I am now standing on the highest point in Australia."

The return journey is made in thoughtful silence.

Bob Conn



Mirror on Motors



The Volkswagen.

The Daily Mirror, Friday 9 January 1959

Despite the fact that it looks basically the same as four years ago, the Volkswagen is increasing in popularity in this country, instead of starting to decline.

With the building of a mammoth factory at Clayton, Melbourne, the number of these vehicles is likely to increase even further.

Everyone knows the amazing second-to-none performance of the Volkswagen in our reliability trials.

One is apt to forget the performance, however, in a road test as would be experienced by the average motorist on a trip to a near country resort.

There are no in-betweens with the Volks.

It has either its admirers or its haters, who both can come up with arguments to support their claims regarding this controversial motor car.

Top Speed

We really gave the Volks the works in a run to Kurrajong Heights and return, driving it at full throttle all the time to keep up our required 40 mph (64 km/h) average, after hold-ups along Parramatta Rd.

Yet fuel consumption was 36.8 miles per gallon (7.7 L/100 km), which is very near to the figures claimed by the NSW distributors, Lanock Motors.

Our vehicle was the demonstrator of salesman Peter Knight and had 1500 miles (2415 km) on the clock.

Top speed on our run alongside Richmond aerodrome was 72 mph (116 km/h), which was estimated at a true 71.

Lower speeds were accurate, with the best in third gear being 64 mph (103 km/h) and 46 (74 km/h) in second.

From 0 to 30 (48 km/h) took 6.4 sec and from 30 to 50 mph (48 to 80 km/h) in top gear 18.5 seconds.

Cornering ability of the Volks is amazing and this terrier can be driven into sharp corners at speeds which would be somewhat nerve-racking in other cars.

In fact, we repeat that the best way to sell a

Volks is to give the prospective customer the wheel in Pitt St traffic, or else over some corrugations.

With small improvements being made in the Volks each month, it is impossible to fault it mechanically - that is after realising that it was never meant to be an orthodox car.

The two doors, with lack of any real space inside, are a hindrance.

Other economy measures are a single sun visor and a single map pocket next to the driver.

The speedometer is easily readable and right in front of the eyes. But surely on a car world-known for its trials winning, it was time it was adapted to show tenths of miles, and had a trip meter.

The Volks has demisting and a quick action heater as standard.

There is no worry on spare parts, and they are most economical to buy due to mass production.

Since the first sale four years ago, 51,000 Volkswagens have been sold here.

The Volks sells here for £971 including tax.

By 'The Rover'

Those Bugs in their millions.

The Manly Daily, Saturday 22 January 1972

After World War II, a British commission headed by Lord Rootes visited Germany to decide whether the Volkswagen car project was worth taking over as war reparation.

The commission returned home totally unimpressed. The official report included these comments:

"The vehicle does not meet the fundamental technical requirement of a modern car.

"In regards performance and design, it is quite unattractive to the average motor car buyer.

"It is too ugly and too small. . . a type of car that would remain popular for two or three years, if that."





Recalled

These words are recalled because in a few weeks the German factory will make a huge announcement.

The Beetle will have topped the sales figure of the Model T Ford. A total output of more than 15 million Beetles will set a new world record that looks to be unassailable.

A 1972 VW Beetle looks similar to the model examined by the British commission. Mechanically it has been improved, but there is no doubt that the car's age is showing.

Passenger room is cramped, the engine is noisy and all-round visibility is poor.

The reason why so many have been sold is still self-evident. It is a highly attractive car to drive, possessing a charisma found in no other car produced today.

But I do not pretend to know why a design - which is virtually an anachronism - should remain so successful, but more than a million a year are still sold around the world. Australian sales have stabilized since the corporate upheavals and change back to local assembly from full manufacture in 1968, but are well short of the highs of the early 1960s.

The snub-nosed Beetle - with all its faults - remains easily the best seller of the wide range of Volkswagens, Audis and NSU models now produced by the German combine. This is also true for Australia, although the faithful Kombi is not far behind.

Books have been written to explain the Beetle's rapid rise to top-seller status, and the manner in which it continues to outsell more sophisticated small cars offered at the same price.

I consider that the VW phenomenon defies explanation or rationalization, except to say that it is a totally honest design, robustly made, well put together, and extremely durable in all respects from paintwork gloss to engine life.

Like last year, for 1972 Australian buyers are offered a choice of two models - the 1300 Beetle at \$2138 and the 1600 Superbug at \$2298. VW enthusiasts are advised to buy the latter, for it has significant performance, handling and luggage advantages.

But those looking for completely reliable motoring in the low price bracket should take a long hard look at the economics of the 1300 model.

Bulbous

Externally, both cars look very similar to the first Beetle to come here, a 1946 model which arrived in 1951 owned by a German migrant (and now owned by Volkswagen Australia).

The 1300 and 1600 sedans look almost identical at first glance, but it is not difficult to tell them apart.

The 1600 has coil spring front suspension which makes necessary front guards of a more bulbous shape, and there is a more rounded bonnet which boosts the capacity of the front luggage compartment by 85 percent. From the front windscreen back, however, the 1300 and 1600 have exactly the same passenger accommodation.

Mechanically, there are some important differences. The 1300 has a 52 bhp engine and drum brakes all round. The 1600 has a larger 60 bhp engine and front disc brakes.

The 1300 retains the original front torsion bar suspension and independent rear with swing axles, while the more expensive car has McPherson coil springs which, with the Porsche-type double-joint rear suspension, provides much better handling for those who push their cars very hard.



For normal motoring, especially city and suburban use, the 1300's handling is entirely adequate and safe. It is also virtually unbreakable, as numerous marathon trial successes prove.

One big advantage of the coil springing on the 1600, however, is that the turning circle is reduced by 6ft (1.8 m) to under 30 feet (9.14 m). Overall, the Superbug is 3.2 inches longer (8.1 cm) than the 1300, the main improvement being in luggage capacity under the bonnet.

Both cars have rear seat squabs which fold flat to augment the otherwise small secondary luggage compartment behind the rear seat.

The Superbug has a slightly larger fuel tank, holding 9.2 gallons (41.8 L).

My personal assessment of the 1300 is that it has become an ideal second car for a family or a first car for a single person who wants maximum reliability with minimum of attention.

By today's standards, the body shape is relatively tall and narrow offering restricted rear seat passenger room. All-round vision is poor, especially in wet weather. On the other

hand, the Beetle enjoys an almost legendary reputation for durability and long-term low running costs.

From a driving point of view, it is a very pleasant and responsive machine. The steering, with less than three turns lock-to-lock, is very light and quick in use.

The gearbox is first class, and the suspension has the ability to soak up bumps and provide the occupants with a uniformly smooth ride.



Adequate

The 1300 engine gives an adequate performance, especially when full use is made of the gearbox.

Though not a fast car, with a maximum speed of 78 mph (126 km/h) it accelerates quickly from rest and can cruise at 70 mph (112 km/h) tirelessly and economically.

The equipment inside is rather basic, with the minimum instruments and no parcel tray, but the standard of finish is first class.

Still assembled in Melbourne, the Beetle is one of the best-built light cars on the market, with paintwork and trim equal to many \$2500 cars.

All controls are easily reached with the seat belt in use, but the foot pedals are placed at a rather awkward angle which is disconcerting until the new driver gets used to it.

The engine is rather noisy when accelerating hard, but it is a busy rather than an obtrusive sound. Once in top gear, the nose level returns to normal standards.

Fairly firm foot pressures are needed, but the drum brakes do a solid job of stopping the car quietly, smoothly and without fade.

The handbrake is very effective, and acts as a true



emergency brake.

Fuel economy depends on traffic conditions and road speeds, but anything from 30 to 40 mpg (7.0 to 9.5 L/100 km) can be expected. For normal touring, with speeds in the 60s (100 km/h), a mileage figure around 35 mpg (8 L/100 km) is normal. The fuel tank of almost nine gallons (40 litres) gives a cruising range of around 300 miles (480 km).

Front bucket seats with high backs are now fitted as standard, the high backs giving excellent support for normal use and serving as head restraints in the event of a rear end collision. As such, they are a valuable safety measure, but is a pity that they restrict the rear view when parking.

The seat belt system is first class. The belts can be snapped in or out of the holders with one hand.

Likeable

SUMMING UP: Driving the VW Beetle is like returning to an old friend. It is the kind of car one enjoys driving, despite its faults and limitations.

It has a strong, likeable character, excellent road manners and a lively performance aided by a gear change that slips from one ratio to the next with a flick of the hand.

Add to these advantage the low running costs and the unchallenged reputation for durability and one begins to understand why the legendary Beetle continue to outsell almost every single model made in the world.

Pedr Davis

PRAISEWORTHY

- o Low running costs and good fuel economy.
- o Enjoyable to drive.
- o Quality assembly and well finished.
- o Under-stressed, reliable engine.
- o Excellent gearbox.
- o Legendary reputation for durability.

BLAMEWORTHY

- o Limited ventilation from flow-through system.
- o Large turning circle.
- o Rear side windows do not open.
- o Not quiet by 1972 standards.
- o High brake and clutch pedals.
- o Cramped passenger accommodation.
- o Restricted vision in rain.
- o Sensitive to side winds.



VW taking a big share in our future.

The Daily Mirror, Friday 11 November 1960

This year will see the fulfilment of a vast Australian Volkswagen expansion programme, stimulated by continuing demand for VW sedans and commercials. More than 92,000 Volkswagen vehicles are now in use here.



● **Blinking lights on the front mudguards are a feature of recent Volkswagens.**

Volkswagen (Australasia) Pty Ltd has invested £12,000,000 in an expansion programme which has as its objective the manufacture of vehicles with a maximum Australian content.

The new factory – on a 55-acre site at Clayton, Victoria – will provide greatly increased production capacity to meet the growing demand for vehicles in Australia and the South Pacific export markets.

From a production capacity of 10 cars a day in 1954, the daily rate in the new plant has risen to more than 120, with an associated increase in employment which by the end of 1960, will total 1,300.

Recently Volkswagen (Australasia) Pty Ltd acquired an additional 33-acre property adjoining the Clayton factory, with facilities for administration and spare parts.

All this has been achieved in six short years, for it was not until December 1953 that Australia saw its first VW.

Imported fully built up, it was radically different mechanically and in appearance from any car previously seen here and quickly aroused widespread interest.

It didn't take long to discover that the VW was well suited to our environment, as it was equally at home in the desert and winter mud as in the cities.

The Round-Australia trials reinforced the Volkswagen's reputation as a car of exceptional reliability and suitability under all Australian conditions.

Five successive Trials victories – in 1955 (Redex), 1956 (Mobilgas), 1957 (Ampol and Mobilgas), and 1958

(Mobilgas) – demonstrated the high calibre of VW design. VWs finished 1-2 in 1955; in the 1957 Mobilgas VWs finished 1-2-3-4-5-6.

VW service efficiency was another feature which to Australians was unique.

A VW owner was assured of low-cost preventative maintenance for the life of his car, at set mileages and fixed charges, all specified in advance by the VW Service Booklet issued to each owner.

The first Volkswagens were sold in March 1954, by Regent Motors (Holdings) Pty Ltd in Melbourne, and Lanock Motors Pty Ltd in Sydney. In June 1954 the VW ceased to be imported as a complete car, when local assembly began.

Local assembly of German-made CKD kits was undertaken at Clayton, in a railway carriage workshop owned by Clyde Industries and their subsidiary, Martin and King Pty Ltd. From the outset the intention was to source as many Australian-made components as possible.

Volkswagen (Australia) Pty Ltd was formed in 1955. In 1957 Volkswagen (Australasia) Pty Ltd was formed, with 51% ownership by the Volkswagenwerk in Germany. The former Martin and King works were purchased outright, and the vast expansion program was begun to fully manufacture the Volkswagen in Australia.

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If it's VOLKSWAGEN you re wantin'— come to Swanton

Larry's Column.

Australian VW Power, #10, September 1990

Formula Vee was established in Australia in 1965, thanks to my uncle George Reynolds and Canberra VW dealer/racer Greg Cusack who brought cars here from the USA. The basis for the formula is obviously very sound and enables a race car to be manufactured very cheaply. The regulations also encourage this low-cost approach, as engines have to be standard and so on.

I went into Formula Vee in 1970 and was only a normal wage-earner. I managed to save enough money to buy an Elfin Formula Vee. I'd been to a few races at Mallala before and we'd been down at night to watch Garrie Cooper through his Elfin factory windows, working on his cars.

To me, they looked right. There was no really technical assessment of the cars. I knew he'd made a lot of Elfins and they looked a good thing. So I decided to buy one of them. I found one, second-hand and cheap and only \$1500. Then we went racing. It did 33 races.

I looked after the motor, gearbox, wheel bearings, fibreglass, painting, sign-writing, towing and wheel changing. I floundered initially and was about ten seconds off the pace. I remember that very clearly and it went through my mind that everybody else must be cheating, because ten seconds per lap seemed to be a very large amount. But, I did get to grips with it and, out of the 33 races, I ended up winning 13, coming second in 10 and third in about 8. The rest were my learning curve.

It was a formula strongly supported by numerous people from a great variety of walks of life. You didn't have to be a pauper to own a Formula Vee. There were very many people who just wanted to go motor racing. You would find guys there who could afford to buy Formula One cars. But they wanted to go motor racing and Formula Vee was an excellent way to go racing.

It's a non-pretentious formula. The thing that's good about it is that everyone is equal in machinery. If you have some skills, you'll know straight away, because it's very cut-throat racing. Unless you're on the limit, you won't remotely look like getting to the front of the grid. It's achieved what the designers of the formula thought should happen. And then it's gone on, year after year.

1971 was the last time I drove a Vee. I had the car only one year - well, not quite one calendar year before I sold it and went into Formula Ford, via a sponsored drive. The



sponsored drive eventuated purely because I displayed an ability in Vees. That was noted by the Bib Stillwells of the world and enabled me to get into Formula Ford, which was the whole point of the exercise.

I might add that there were numerous practical reasons to become involved in Formula Vee. I had an oval window Beetle as a tow-car. There was only the driver's seat in it and it was an excellent tow-car. My spare race tyres were on this car and so were the other spares. It was an absolutely efficient way of going racing. A one-man band in racing.

Nothing's altered. I say to people today that aren't sure whether they're Niki Lauda or not, buy yourself a Vee - you should be able to, if you're careful with your money - and put yourself out there. You'll know soon enough whether or not you've got any ability.

There have been various breakthroughs in Formula Vee chassis design. One was the infamous Z-bar, which people used to fit. It was, in effect, a tensioned anti-roll bar that was thought to be good for five-seconds a lap improvement. I don't think that it made much difference. Elfins then became very radical with their rear suspension and made it without bump-steer. That was considered an excellent design move, achieved by repositioning the front trailing link on the rear suspension and placing it in the spot that produced no bump-steer. It wasn't an enormously innovative thing, but a lot of years had gone by before they made it happen. Whether that made the Vee quicker or not, I don't know.

Formula Vee wasn't supposed to be a proving ground for innovations. It was just supposed to roll on and on, remaining the same. That's exactly what it's done and an awful lot of blokes now know where they stand in the pecking order.

Larry Perkins

(Larry only contributed four columns to VW Power magazine - this was the final one. VW Power closed in 1992 after 21 issues - Ed).





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