

Zeitschrift



It's springtime, so get your VW out!

September 2017

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Rod's e-Golf test drive

Split window Kombi cruise

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1961 Armstrong 500

VW Atlas test drive

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 2017-18.

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Craig Adams	Martha Adams
Norm Robertson (JP)	Eddie Fleita

General Committee:

Shirley Pleydon	Charlie Attard
Zelco Jurkovic	Leanne Woods
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Canberra Committee.

Chair:	RJ 'Willie' Nelson chair@canberra.clubvw.org.au
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Secretary:	Mandy Conway vicechair@canberra.clubvw.org.au
Registrar:	Iven Laufer (02) 6254 1142
Merchandise:	Mandy Conway merchandise@canberra.clubvw.org.au

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

Club VeeDub membership.

Membership of Club VeeDub Sydney is open to all Volkswagen owners. The 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:

30 VW Nationals.

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Club VeeDub
Canberra Chapter



www.canberravw.com



Club VeeDub Canberra Chapter's main event for 2017!

SHANNONS



GERMAN AUTO DISPLAY

A CELEBRATION OF
GERMAN AUTOMOTIVE ENGINEERING & DESIGN

SHOW & SHINE, SUNDAY 17 SEPTEMBER 2017

CANBERRA ACT

New Location: Pialligo Estate, 18 Kallaroo Rd, Pialligo

Check out the venue @ www.pialligoestate.com.au



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

*Lennock Volkswagen - Phillip are once again proudly
sponsoring Club Vee Dub for this event!*



Pialligo Estate Farmhouse

Mercedes-Benz Club (NSW) Inc Proudly hosts:

SYDNEY GERMAN

AUTOFEST 2017

Car Show & Family Picnic Day

BMW Drivers Club
New South Wales



Audi



PORSCHE



SUNDAY 24th
SEPTEMBER 2017

\$15 p/car entry fee

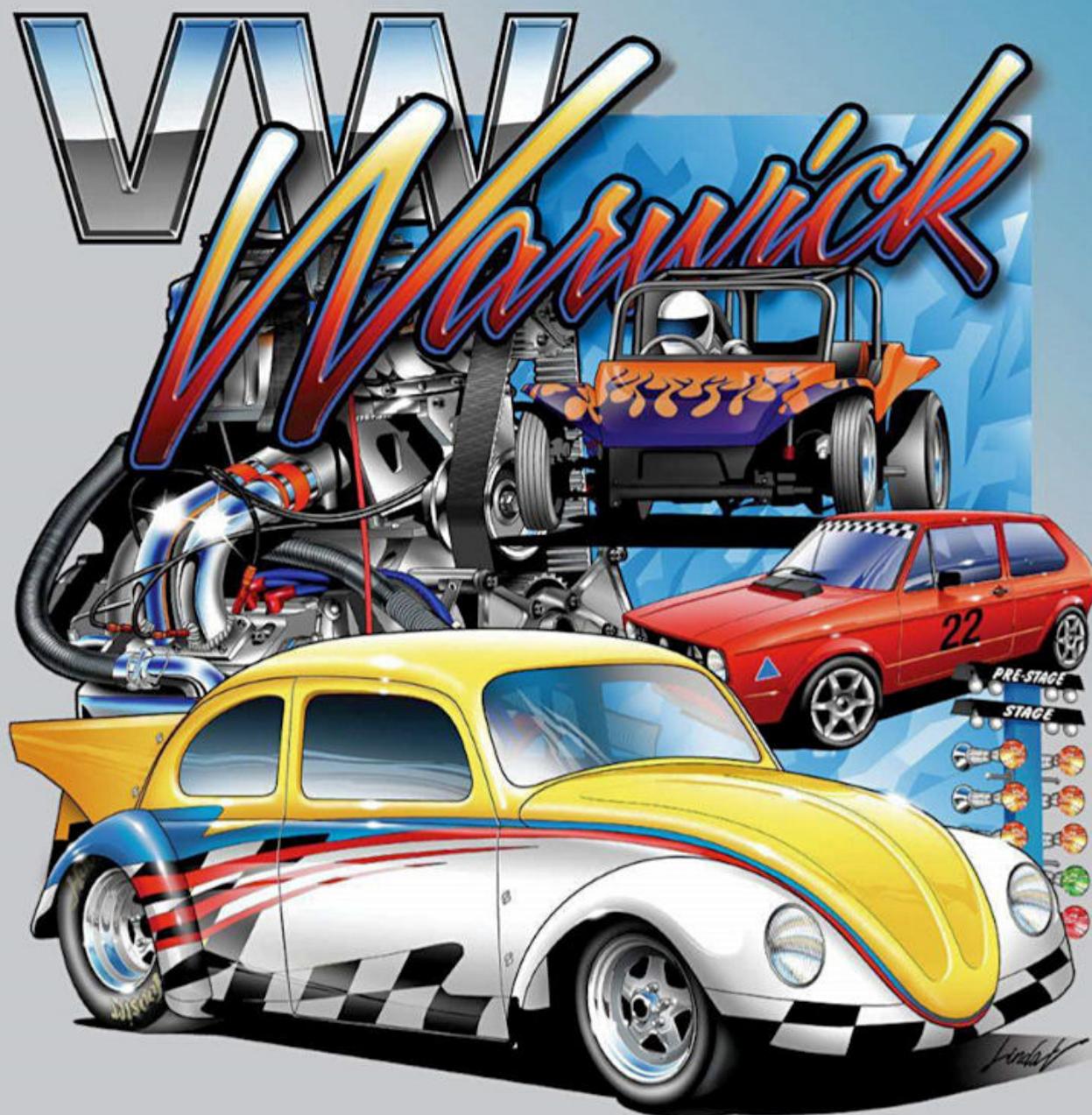
Cars in place at
9:00am for 9:30am

**Gough Whitlam Park -
Bayview Ave, Earlwood**

Sydney German AutoFest Director:
Greg Vains – 0408 531 884

www.mbcnsw.org.au

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SEPTEMBER 30TH - OCTOBER 1ST 2017
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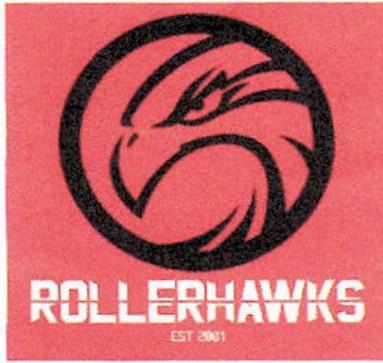
CLUB **B** BURWOOD GROUP



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

Sunday 8 October 2017
11am to 6pm

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



**THE VINTAGE SPRINTCAR ASSOCIATION'S
ANNUAL SHOW & SHINE + SWAP MEETING
IS ON AT THE GERMAN CLUB @ NORTHCLIFF DRIVE
KEMBLA GRANGE ON THE 12TH NOVEMBER**



**TRADE STANDS, RIDES FOR THE KIDS, BBQ & DRINKS, MUSIC BY DJ "FOTHERS", RAFLES,
All proceeds go to the Illawarra roller hawks wheel chair basket ball team. Gates open at 7.00am.**

Gold coin admission





for newer members who might not have seen these older issues. And also for older members who might have thrown out their old printed copies.

Keep an eye on the Club Calendar and the flyers for coming events; springtime is a very busy time with lots of events coming up, and details are added and changed regularly. There lots of things to do with your VW so come along and enjoy your VW with like minded people.

See you soon with your VW.

Steve Carter



Von dem Herrn Präsident.

Hi all, well we had a great turnout for the CMC Shannon's Classic at Sydney Motorsport Park last month. The club was allocated spaces for 20 Volkswagens and with 16 VWs turning up, we filled almost all of the space available. Thanks to Norm for talking to the CMC, as they again gave us space in the main pit area. We had quite a crowd around the VWs all day. Report and photos in this issue.

Coming in September on Sunday 24th is the Sydney German Autofest 2017 at Gough Whitlam Park, Earlwood, organised by the Mercedes-Benz club of NSW. This is great event with lots of other German cars to admire. I hope we can get lots of VWs there (old and new) so we aren't outnumbered.

On the October long weekend is the annual Drag Racing at VW Warwick in Queensland. Many club members will be attending. It's a great weekend away and Warwick is not that far away. Later on in October on Sunday 8th is the Burwood Spring Festival Classic Car Show at Burwood Park, Burwood, which is a nice day out to promote our club.

We have been invited to two shows in November, both unfortunately on Sunday 12th November. These are 1. the Charity Car and Bike Show and Swapmeet at the AGA German Club, 636a Northcliffe Drive, Kembla Grange (right opposite Rod Penrose Racing); and 2. the Cars For A Cause charity classic car show at Camden Bicentennial Equestrian Park - enter from Sheathers Lane. I hope our members can go to one or the other, and support them.

We are still waiting for a confirmed date for Boris' Picnic Day this year, but it will probably be in late November. More info and a flyer, hopefully next month.

It's been three years already since we changed our printer and went to a full-colour format. Bruce at Minuteman Press at Peakhurst goes a great job and I'm very pleased with the results. The old black n white magazines from 2014 and earlier look so old fashioned now.

Even though we couldn't afford colour printing then, you can still download full-colour PDF versions of these older mags (from 2007) from our website. Go to www.clubvw.org.au/zeitschrift and click on the year you are interested in. There are many hours of reading pleasure there

Kanberra Kapitel report.

Greetings from Canberra.

August has been quite a busy month for us here in the Nation's capital. The temperature is still a bit cold; however there have been a number of opportunities for car enthusiasts to get out in their cars and experience the enjoyment that brings.

The club's main event for August was the annual *Fish and Chip Run* to the coast. A group travelled to Batemans Bay where they met some South Coast VW enthusiasts before heading to Corrigans Beach for the monthly markets and our informal car show. A full report from the event coordinator, Dave Cook, will be in next month's issue of Zeitschrift.

Next was the *Shannon's Coffee, Cars and Bikes* event held alongside the *Big Boys Toys* show at Exhibition Park In Canberra (EPIC) on the weekend 19 & 20 Aug. This once again proved to be a popular event for all Canberra car enthusiasts, with the number of quality cars there growing each time one of these events is run. There were a number VWs in attendance and as usual were well received by all the other motoring enthusiasts. The number of kids that want their photo taken in an old VW is evidence of just how popular these cars are.

Our biggest event of the year – Shannon's ACT German Auto Day (GAD) on **Sunday 17 Sep 17** - is almost upon us. Most of the planning is finalised and the new venue is proving to be a great choice by the organising committee - we are confident the show will be just as good as in previous years.

As well as the overall show trophies, Club VeeDub (Canberra Chapter) will be presenting 13 trophies for VW entrants. The categories and criteria are listed in an article about the ACT GAD further on in this edition of Zeitschrift. Also of note in that article is the event to be held the afternoon prior to the GAD.

There will be an entry fee this year - \$5 for club members (both Canberra and Sydney) and \$7 for non-members (please have correct change on the day). Although we'll have a current list, it will assist if you have your membership card with you.

Coffee and food outlets will be available at the event. The venue also has formal dining facilities and if you intend to utilise this option for lunch, it is strongly recommended to make a reservation. (www.pialligoestate.com.au)

Keep an eye on social media sites for updates and the activity on Saturday 16 Sep prior to the GAD on Sunday..... Please remember our Chapter's monthly meeting – last Monday of the month at the Harmonie German Club in Narrabundah. Everyone's welcome.

If you are not receiving emails from the club, please contact us so we can add you to the mailing list; or if you don't want to receive our mail-outs, also please contact us. (vwevents@dodo.com.au).

Cheers for now,

Willie.



Shannon's ACT German Auto Day (GAD), Sunday 17 Sep 17.

As advertised in this edition of Zeitschrift, The Shannon's ACT German Auto Day (GAD) will be held on Sunday 17 Sep 17 at Pialligo Estate, Kallaroo Rd Pialligo ACT from 08:00.



Entry is \$5 for Club VeeDub members and \$7 for non-members. Request all cars in by 0900.

This year there are 13 trophies up for grabs from Club VeeDub. The categories are:

1. Best Standard BEETLE
2. Best Modified BEETLE
3. Best Standard KOMBI
4. Best Modified KOMBI
5. Best Standard TYPE 3 / KARMAN GHIA
6. Best Modified TYPE 3 / KARMAN GHIA
7. Best Standard GOLF / POLO / SCIROCCO / CADDY
8. Best Modified GOLF / POLO / SCIROCCO / CADDY
9. Best Standard PASSAT / BORA / JETTA / UP!
10. Best Modified PASSAT / BORA / JETTA / UP!
11. Best Standard AMAROK / TIGUAN / TOUAREG
12. Best Modified AMAROK / TIGUAN / TOUAREG
13. Best BUGGY / BAJA / KIT CAR

What constitutes Standard or Modified?
Standard should be as they were sold new, with the

following allowances:

1. Can have better / modern tyres (but still on original wheels)
2. Can have more modern seat belts and stereo system
3. Can have period accessories (like wheel spats, roof racks, driving lights, under dash shelving, seat covers)
4. Can be re-spayed in a period correct colour and style
Modified can include (but not limited to) the

following:

1. Non-original / widened / mag wheels (includes putting GTI wheels on a standard Golf or similar)
2. Lowered suspension
3. Narrowed beams
4. Later model or modified engines
5. Sports steering wheels
6. Different seats
7. Extractor style exhaust
8. Custom paint (including non-standard colour) and/or vinyl wraps

Pre-GAD cruise, Saturday 16 Sep 17

An afternoon coffee cruise will be conducted for all those interested on the afternoon before GAD. We will meet at Old Parliament House at 1400, with a 1430 departure. We will cruise through Canberra and on to Sutton on the outskirts of the ACT. The Sutton Bakery has great coffee, cakes, pies etc and will also be the place to see some great VWs that afternoon. Not to mention the great company.....

If you're in Canberra, please join us for an informal event and a great chance to catch up with other VW enthusiasts.

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.**

September.

Sunday 17th:- The 2017 ACT German Auto Display Day (GADD). Venue change this year: Piallago Estate Winery, Piallago. This is a beautiful venue, on the banks of the Molonglo River as it enters Lake Burley Griffin, with views to Parliament House, Black Mountain Tower and RMC Duntroon. The winery has great coffee, various food outlets and lovely grounds to wonder around. Also welcome to bring your own picnic. ACT BMW Club are the hosting club this year. They are investigating bringing in kids entertainment this year to keep the kids (young and old) occupied. All VWs welcome; Air, water, new, old, standard or modified. Trophies on offer, with details yet to be finalised.

Sunday 17th:- Appin Wheels Festival at Appin Public School, 97 Appin Rd Appin. Calling all motor enthusiasts! A family fun day with entertainment for everyone; plenty of kids entertainment and activities, food and drink. Bring your classic VW along to display – prizes awarded for Top 20

vehicles. \$10 show car entry, arrive before 9:00am. **Club VW Convoy meets at Uncle Leo's Caltex, Liverpool Crossroads, from 7:30am for an 8:00am departure.**

Thursday 21st:- 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 24th:- Sydney German Autofest 2017 at Gough Whitlam Park, Earlwood, organised by the Mercedes-Benz Club of NSW. Come join us for the Sydney German Autofest Display Day, for all German makes – Audi, BMW, Mercedes, Porsche and Volkswagen. Bring your VW along and join the VW display! \$10:00 entry per car for the Autofest. Food and drink stalls on site. Cars in place by 9:00am.

Monday 25th:- Canberra General Meeting at the Harmonie German Club, 49 Jerrabomberra Avenue, Narrabundah, at 7:30pm.

October.

Saturday 30th & Sunday 1st:- VW Warwick Drags 2017. Two days of Volkswagen drag race action! Dyno challenge, Street parade and static show, scrutineering and practice; evening tappet cover racing and special presentation, Sunday racing all day. Great food and drink. Air and water-cooled VWs welcome, stock and hot-rodded. Pre-entry by Friday 23rd September is mandatory; no entries on the day. Go to www.vwma.net.au/warwick for all entries and more info.

Thursday 5th:- Magazine Cut-off Date for articles, letters and For-Sales.

Sunday 8th:- Burwood Spring Festival Classic Car Show at Burwood Park, Burwood, from 8:00am. The classic car show is part of the Spring Festival, with displays, stalls, food stands, rides and entertainment all day. Vintage, Veteran and Classic cars. Club Veedub will be having a Volkswagen display (\$10 entry). You must pre-book by 1 Sept to enter. Visit www.burwoodfestival.com.au or phone the Burwood SES on (02) 9745 1386 to book. Tell them you are with the VW Club.

Thursday 12th:- Committee Meeting at the Greyhound Social Club, 140 Rookwood Rd. Yagoona (next to Potts Park).

Thursday 19th:- CLUB VW MONTHLY MEETING at the Greyhound Social Club, 140



2-car family prefers the car with the PERSONALITY



by George Hay
 "I'm a travelling salesman and I've found that it's not my face that's my fortune — but my Volkswagen.
 "Let me give you the facts! I clock up 300 miles during a business week. I make from 25 to 30 calls on city firms each day. I spend half my working day in my Volkswagen and enjoy every minute.

Design years ahead.
 "I do have a larger car, but it's most impractical for business purposes. You see, I'm allowed a flat rate for travelling expenses, and while my VW is well within the limit, the other car always exceeds it. After all, the VW gives me 38 m.p.g. and that's hard to beat. So much so, that other business associates often comment on VW economy and performance especially when they see how easily VW zips in and out of those all-too-rare parking spaces.

Service means Security.
 "It's quite obvious that in my business I can't afford to be without a car and that's why I find the VW service system invaluable. The exclusive VW service booklet is a regular reminder of when my car is due at my local VW agent. For the exchange of a voucher, my Volkswagen is carefully checked and serviced by skilful VW trained mechanics. In a matter of hours I'm on the road again, secure in the knowledge that I can rely 100% on my VW.

Dual Purpose.
 "I've always claimed that VW has a personality of its own — and what a versatile personality it is. Five days a week it's an efficient, ever ready business partner — and on week-ends, an enjoyable, comfortable companion for our family of four.

Just one complaint: My wife declares that I'm so fond of our VW that she never gets any chance to drive it herself." Volkswagen is the family car that takes all the prizes for reliability — and Australia's biggest selling 14 h.p. car under £1,000. Only £971 inc. tax.

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

NAME _____
 ADDRESS _____
 STATE _____

Indicate if for school project

VW-19-D-2

Rookwood Rd. Yagoona (right next to Potts Park). Get the latest VW news and views, plus VW socialising, drinks, raffles, trivia and plenty of prizes. Lots of fun, all welcome. 8:00pm start.

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

November.

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

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

Sunday 12th:- Charity Car and Bike Show and Swapmeet at the AGA German Club, 636a Northcliffe Drive, Kembla Grange. Organised by the Vintage Sprint Car Association of Australia. All Volkswagens are invited! From 9:30am to 3:30pm. Food and drink, kids rides and music all day. All proceeds to charity. Contact Dick Preun on 0408 566686 for more info.

Sunday 12th:- Cars For A Cause show 'n' shine charity car show at the Camden Bicentennial Equestrian Park (entry off Sheathers Lane). Show cars from 8am. The entry fee for this day is \$20 which includes entry into the show for your car and everybody in it, a raffle ticket to win a pre-registration prize and a bag with samples, trade merchandise and more! The day has been designed to be a fun family day out with plenty for everyone including local small business market stalls, kids activities and for the car enthusiasts there will be trade stalls and DIY demos. Contact Amy Scurr on (02) 4721 3301 or amy@autowest.com.au

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

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

December.

Thursday 7th:- Magazine Cut-off Date for articles, letters and For-Sales.

Thursday 14th:- Committee Meeting at the Greyhound Social Club, 140 Rookwood Rd. Yagoona (next to Potts Park).

Thursday 21st:- CLUB VW MONTHLY MEETING at the Greyhound Social Club, 140 Rookwood Rd. Yagoona (right next to Potts Park). Get the latest VW news and views, plus VW socialising, drinks, raffles, trivia and plenty of prizes. Lots of fun, all welcome. **This meeting is also the Club Veedub Christmas party!** Bring a wrapped present, worth about \$5, to receive free drink coupons. Warm nibbles, snacks and drinks provided. 8:00pm start.

January 2018.

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

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

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

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

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 1997 VW Cabriolet to sell. It is now out of rego (11 Mar 2017) and needs a new roof (due to hail damage). Body is good, just needs some TLC. \$450 located in Sydney, North Strathfield. Can you help at all? Contact Ms Cheryl Williams on 0402 557649 or email cheryl@coastalserenity.com.au

For Sale:- 1973 VW Superbug L. I am most reluctant to sell my beloved VW Beetle. It has been part of my family since I bought it new in 1973 from Cusack Motors in Lonsdale Street Braddon. That's right, it has had only one owner – me, and it has always been garaged right here in Canberra. The odometer indicates a healthy 82,004 kilometres but is not the first time it has appeared on the clock. The car has also been fully refurbished in recent years with a reconditioned second motor and comes with ACT historical registration. Green paintwork with black interior. Make an Offer \$\$\$ Interested in finding out more about my Beetle? Phone 0457 770719 or email me at tonywarnersmartchat@gmail.com

FREE: Yes FREE, I'm cleaning the shed up, and I have (3) **four-stud, 15 inch rims**, complete with old rubber and hub caps, to move on to a new home, or, as a last resort to the local tip, and I don't really want to do that. The rims are in good condition, are clean and painted silver with black inside. Anyone interested can contact me (Brian) on (02) 42713467 (Wollongong area)

For Sale:- I have a 2015 VW Golf R Wolfsburg Edition Wagon. It has number plates **RWAGON** which I would like to sell. Would anyone in your club be interested to purchase these plates as I want to get my personal plates out of storage. I would appreciate any feedback. If you are interested, please contact Mr Ronald Easton on 0404 042715 or email roneaston@bigpond.com

2nd month Ads.

For Sale:- 2014 VW Polo 77 TSI Comfortline, Manual 6-speed, 5 door. 12 months rego – yes... 12 months !! Just serviced. Low km at just 31,500. Excellent condition inside and out. No accidents. Excellent fuel efficiency. Blue Tooth for hands-free calling. Air-con still icy cold. Full trip computer. Cruise Control. Awesome factory-fitted VW stereo / CD player with mp3 / iPod attachment. Fantastic factory-fitted window tints all round. Comes with an optional extra: low tyre pressure warning. Safety features include an ANCAP safety rating of 5. 6 airbags including passenger airbag, side airbags and driver airbag. Car is at Lugarno, Sydney. \$13,500. Contact Martin on 0411 331121 or email Martin.Fox@cba.com.au

For Sale:- Hi, I'm a dealer of used and new parts of VW made in Brazil (Beetle, Kombi). Now and then I have some original parts for sale and new VW parts, accessories made in Brazil.



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PH: (02) 9683 2184

If you want to see the links of the parts please let me know. Thank you and Best Regards Antonius Branco, Presidente Prudente, SPBRAZIL antoniusbranco1@gmail.com

For Sale:- VW Paint Code stickers.
 As mentioned in the April and May issues, we made reproductions of the original Balm/Dulux paint code stickers. We were waiting the new financial year before commencing production of the VW paint code decals. Here are some additional details:

- * We have in the last week now just completed the decals as used by BALM Paints from around 1967 to 1971.
- * The attached photo shows the range with exclusion to Antarctica White - which we will reproduce soon.
- * These are priced at \$8.50 each plus postage (\$3.50 to any location within Australia). Multiple



purchases up to 10 decals attracts a single postage cost only. We have produced only four (4) for each colour name for this range of 23 colours. A member of Vee Dub Club has already

purchased four decals; and as such we now have remaining only two (2) of 'Wattle' and three (3) each of 'Flipper Blue' and 'Moss Green'. Also, the early 1960's decals are up for print production in the next two weeks. These are those like the images you shared with me a few months ago. As we produce these I will revert with more details and images. If you are interested in any of these VW colour stickers, please contact me – Gary Hunt at Toyota Heritage on 0416 645334 or email sales@toyotaheritage.com

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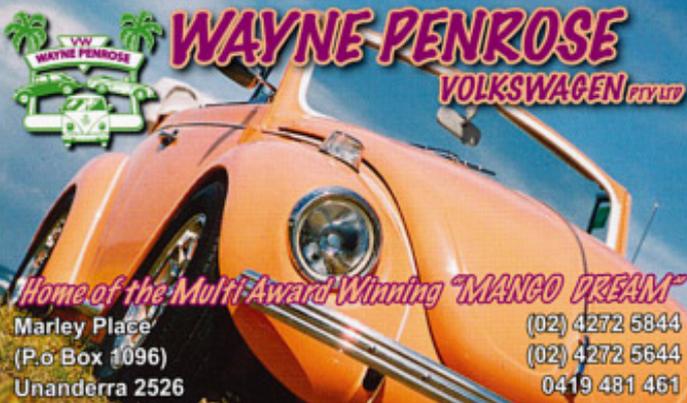
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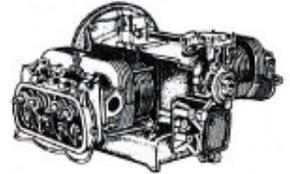
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proactive occupant protection system, and dynamic light assist.

Also available from launch will be the Golf R Wolfsburg Edition, available in hatchback (\$57,990) or wagon (\$59,990) forms, both equipped as standard with the seven-speed DSG shifter.

Limited to 300 examples in each body style, the Golf R Wolfsburg Edition adds numerous extras like 19-inch Pretoria alloy wheels in Grey Metallic, real carbon-fibre exterior mirror caps, 'Carbon' nappa leather seat upholstery, a 400W Dynaudio premium sound system, and the Driver Assistance Package.

The panoramic sunroof remains a \$1900 option on the Golf R Wolfsburg Edition.

Volkswagen's Golf R hatch and Golf R Wolfsburg models will land in Australian showrooms this month. The 'regular' Golf R wagon will arrive next January.

Golf R range details.

Pricing and specifications for the 2017 Volkswagen Golf '7.5' R range have been revealed for its Australian launch this month. They mark the return of the limited-edition Wolfsburg models, while the more practical wagon version will be back as a permanent member of the R family from January 2018.

As revealed in May, the Golf R hatch will start from \$52,990 with the standard six-speed manual transmission and \$55,490 with the seven-speed DSG. The Golf R hatchback sees no price changes with the 'Mk 7.5' update, but adds extra equipment over the vehicle it replaces.

Headlining features include a more powerful 213 kW / 380 Nm 2.0-litre turbocharged four-cylinder petrol engine (up 7 kW); the new 23-cm Discover Pro navigation system with gesture control, Apple CarPlay and Android Auto, a 32-cm Active Info digital driver's cluster, vienna leather seat upholstery with heated front pews, electrically-adjustable driver's seat with memory function and power lumbar adjustment, power folding door mirrors with memory, privacy glass, 19-inch 'Spielberg' alloy wheels, premium LED tail-lights with dynamic indicators, along with automatic LED headlights with dynamic cornering lights.

Other equipment highlights include dual-zone climate control with 'Air Care' filtration, keyless entry with push-button start, LED interior ambient lighting, adaptive chassis control with selectable driving modes, automatic wipers, automatically-dimming rear-view mirror, along with front and rear parking sensors.

From January, the Golf R wagon will return as a permanent offering, priced from \$57,490 fitted as standard with the seven-speed DSG transmission. Extra features for the wagon are limited to chrome roof rails.

Only two options are available with the regular Golf R models: the Driver Assistance Package (\$1300) and a panoramic sunroof (\$1900). Despite previous reports that may have hinted otherwise, the 400W Dynaudio sound system has been confirmed only for the R Wolfsburg Edition, and will not be available as an option on the regular R.

The optional assistance pack includes advanced driver aids like adaptive cruise control, blind spot monitoring, rear cross traffic alert,

2017 Volkswagen Golf R pricing (plus on-road costs):

R hatch (manual/DSG) – \$52,990/\$55,490

R wagon (January 2018, DSG) – \$57,490

R Wolfsburg Edition hatch (DSG) – \$57,990

R Wolfsburg Edition wagon (DSG) – \$59,990

VW Arteon here in October.

Australian specifications for the upcoming 2018 Volkswagen Arteon have been announced, ahead of its local launch in October.

Replacing the Passat-based Volkswagen CC that first appeared in Australia in 2009, the Arteon is also essentially a four-door 'coupe' version of the Passat. Despite this, the Arteon will introduce an array of technology not currently seen in the Passat range, or in any of Volkswagen's current local line-up for that matter.

With the VW Phaeton having ended production last year (and never sold in Australia anyway), the Arteon will be VW's 'top-of-the-range' model, sitting above the Passat.



'Arteon' is a made-up name. According to Volkswagen, 'ART' refers to the car's "harmonious lines and emotionality," while 'EON' references the even-larger VW Phideon (only sold only in China), which effectively replaces the poorly-selling and much maligned Phaeton.

Only one trim level will be offered, the 206TSI R-Line, likely positioning the Arteon in the \$60,000+ bracket – though pricing is still to be confirmed at this stage.

Equipment appointments include a brand-first head-up display (HUD), an 'Area View' surround camera system, dynamic light assist, dynamic indicators, ambient interior lighting with three colour choices, frameless side windows, heated rear seats (outward), and 19-inch 'Montevideo' alloy wheels.

On the safety front, the Arteon will debut Volkswagen's proactive occupant protection system, which uses the blind spot monitoring sensors to detect imminent risks from behind the vehicle (when moving or stationary), and if so turns on the hazard warning lights and closes all window and sunroof openings. The seatbelt tensioners also pull the belts taut.



As reported here last month, Volkswagen's flagship fastback will also be the first model offered with Emergency Assist 2, which acts in conjunction with adaptive cruise control and lane assist functions if the driver takes their hands off the wheel for too long – particularly when suffering a sudden medical condition like a seizure or stroke.

If the driver doesn't respond to the various gongs and brake jolts following the hands-off warning, the vehicle will activate the hazard warning lights and slowly move over to the emergency lane to bring the vehicle safely to a stop.

Other unique features include frameless side windows, a liftback tailgate (which conceals a 563-litre boot), and a 50mm longer wheelbase than the standard Passat. The Arteon's overall length also adds 95 mm over its Passat sibling.

Volkswagen has confirmed the Arteon 206TSI Highline will come standard with the 32-cm Active Info digital driver's cluster, adaptive cruise control, autonomous emergency braking (AEB), side assist, rear cross traffic alert, park assist, adaptive chassis control, selectable driving modes, power folding door mirrors, driver's memory function for the electrically-adjustable front seats, the 23-cm Discover Pro infotainment system with gesture control, Apple CarPlay and Android Auto, keyless access with push-button start, along with keyless entry and push-button start.

The Arteon will also be equipped with LED headlights with dynamic light assist, R-Line body kit and badging, high-gloss black rear spoiler, titanium black headliner, and R-Line



black carbon-look nappa leather upholstery.

Under the bonnet is the same 206 kW/350 Nm 2.0-litre turbocharged four-cylinder petrol engine seen in the Passat, with peak torque arriving between 1700 and 5600rpm.

Drive is sent to all four wheels via VW's front-biased 4Motion all-wheel drive system via a new seven-speed DSG dual-clutch transmission (DQ381). Volkswagen claims the Arteon 206TSI can sprint from 0-100km/h in just 5.6 seconds.

Despite the already-comprehensive equipment list, optional equipment includes a panoramic glass sunroof, a Dynaudio premium sound system, and 20-inch 'Rosario' alloy wheels (pictured).

Additionally, the Arteon will be available with one solid exterior paint (Pure White), five cost-option metallic colours (Pyrit Silver, Manganese Grey, Turmeric Yellow, Chilli Red (pictured) and Atlantic Blue, along with an optional pearl hue (Deep Black).

With the current Passat 206TSI R-Line starting at \$57,990 before on-road costs for the sedan, expect the Arteon to carry a \$5000-\$10,000 premium when it is released next month.

All VW vans have AEB.

Volkswagen has become the first commercial vehicle manufacturer to fit autonomous emergency braking (AEB) as standard equipment on all its vans, which includes the Caddy, Transporter and Crafter.

All vans in the Volkswagen range will benefit from the fitment of front assist and city-speed emergency braking as standard equipment, beating competing brands like Mercedes-Benz, Renault and Iveco.



The development comes after a 2015 study by independent crash-testing firms ANCAP and Euro NCAP found that AEB leads to a 38 per cent reduction in real-world rear-end vehicle crashes.

Locally, Volkswagen has already fitted AEB as standard to the smaller Caddy range – which includes panel vans, crew vans and people movers – as part of a recent model-year update.

The current T6 Transporter and related Multivan range will get the upgrade from September this year, albeit only on “selected models,” according to VW’s Chullora head office.

At this stage, Volkswagen’s local arm is unable to confirm which versions of its mid-range van and people mover will get AEB – though it’s likely the Multivan people mover will be a prime candidate based on its people-lugging intentions.

The larger Crafter will get the technology when the new-generation model arrives early next year – which features an all-new modular platform rather than the current car’s architecture shared with Mercedes-Benz – likely in the first quarter of 2018.

It appears Volkswagen’s core line-up is also set to come with AEB as standard in the coming 12 months, with the Tiguan and Passat already fitted as standard with the technology. The Golf 7.5 range and soon-to-arrive Arteon also get AEB as standard, while the next-generation Polo and Touareg will almost certainly get the technology across the range too.

However, the Jetta, Scirocco and Amarok are yet to add AEB event as an option, though the Scirocco will soon be no more (already discontinued here) and the Jetta’s next iteration is still to be confirmed. The Jetta is the oldest model in the current range, still based on the 2009-13 Golf 6, which was actually a thorough facelift of the 2004-09 Golf 5 rather than a new design. A new Jetta, based on the Golf 7’s modern MQB platform, is long overdue but scheduled for release at the end of next year, and 2019 in Australia.

Performance SUVs coming.

The boss of Volkswagen Germany is said to have confirmed the company is working on high-performance ‘R’ versions of its SUV models, according to reports from the UK.

Volkswagen chief Herbert Diess told Auto Express the company is right now developing several SUV R models to expand its performance line-up.

“We have a VW sub-brand, which is R. With R we are considering adding to the SUV line. ‘GTI’ has something to do with the hatch size of car – we shouldn’t expand this brand,” he said.

“For high-performance SUVs there is definitely customer demand. There are some premium cars there already that are quite successful. I agree that it is a good fit for the brand.”

It wouldn’t be the first time Volkswagen has offered an R-branded SUV. The first-generation Touareg was offered in V10 turbo-diesel R50 guise between 2007 and 2010,



developing 257 kW of power and 850Nm of torque.

VW also offers ‘R-Line’ versions of its current Tiguan and Touareg, and, in Australia the sporty variants are paired with the most powerful engines in their respective ranges – such as the Golf GTI-powered 162 kW/350 Nm Tiguan 162TSI R-Line and the 250 kW/800 Nm Touareg V8 TDI R-Line.

The upcoming T-Roc small SUV could be a candidate, spawning a hi-po T-Roc R and likely using a version of the Volkswagen Group’s 2.0-litre turbocharged petrol engine, which comes in various states of tune.

The 206kW+ version seen in the Golf R would suit the R moniker, though a crossover so small and Polo-based could see a slightly detuned version to leave room for a more powerful Tiguan R.

A clue could lie in the upcoming 2.0 TFSI quattro version of the related Audi Q2, which develops 140 kW of power and 320 Nm of torque – close to the 1.8-litre Polo GTI’s 141 kW/320 Nm (250Nm DSG) outputs.

The standard version of the T-Roc has been spied numerous times – more recently with just about no disguise – and was also teased in an internet video earlier this month.

It should be released in Germany before the end of this year. However, Australians won’t be able to get their hands on VW’s smallest crossover until at least 2019 due to high global demand.



For now, we’ll have to bank on an R version of the current Tiguan to arrive before then – a prototype believed to be the Tiguan R was spied last October (above) near the Nürburgring race track, given away by the special tailpipe trims.

Up! GTI at Wörthersee.

Fans of old school VW hot hatches rejoice!

Volkswagen has revealed details on its upcoming Up! GTI, a back-to-basics runabout that draws numerous parallels to the original 1976 Golf GTI and will compete with the Abarth 595.



The Volkswagen Up! GTI packs a turbocharged 1.0-litre three-cylinder engine punching out 85 kW and 230 Nm. Not much, but consider the tiny VW only weighs 997 kg. V-max is 197 km/h and the claimed 0-100 km/h acceleration time is 8.8 seconds.

By comparison, the original Golf GTI had 81 kW and weighed 810 kg, scuttling to 100 km/h in 9.0 seconds.

The Volkswagen Up! GTI you see here is a near-production concept that made its public premiere at the annual GTI Meet at Lake Wörthersee earlier this year.

Fitted are numerous design cues of a VW GTI, including red stripes in the radiator grille, seat covers in tartan pattern and paint options limited to flat red, flat white, or metallic silver, black or light blue.

Volkswagen claims the 15 mm lower, and stiffer, Up! GTI will “certainly bring a new dimension of driving fun to the compact class”, with the agility of a go-kart.

“The fact is: this GTI does not just look like one – it also drives like one. A new original,” VW claims.

The production version of the Up! GTI will be launched into the European market in early 2018.

And here’s the cool part. Volkswagen Australia is making no bones about its desire to bring more GTI performance cars to our market; Australians buy more GTIs as a percentage of total model sales than any other country.

One strategy is the launch of various special editions such as previous GTI Pirelli, 40 Years and Performance editions. A GTI version of the Up! would surely be popular here, even though the mild 55 kW normal Up! was discontinued in 2014.

So, while the regular Up! is no longer sold here due to high costs, lack of an auto option and low demand, the hotted-up GTI is understood to be on the table. Not confirmed, but being considered. Stay tuned.

Golf GTI First Decade.

Another concept vehicle to appear at the Wörthersee VW show in Austria is the Volkswagen Golf GTI First Decade. It celebrates the 10th year of apprentice-built

vehicles at the event, the world’s largest Volkswagen show.

Under the bonnet, the Golf GTI First Decade has a 300 kW engine, a modified variant of VW’s 2.0-litre turbocharged four-cylinder petrol motor, driving the front wheels.

At the back, there’s a 48V electric motor generating up to 12 kW of power and spinning the rear wheels. Depending on the situation, the petrol and electric motors can either work together or by themselves.

This means the GTI First Decade can run as a regular front-wheel hot hatch or in all-wheel drive mode. At low speeds and for short distances, the car can also operate as a pure EV. The electric motor is powered by two batteries, which are recharged via regenerative braking.

Externally, the GTI First Decade is hard to miss with its black and blue 20-inch alloy wheels, Clubsport rear spoiler, and high gloss black grille.

The car’s body is finished in dark blue paint overlaid with lighter blue highlights, stripes, numbering and First Decade decals.



On the inside, the GTI First Decade has sports seats that can be electronically adjusted via a smartphone or tablet app. In addition to a back massaging function, the seats have been trimmed in black Nappa leather, fake suede and blue stitching.

There’s also eye-catching blue trim throughout the cabin, and upgrades to the instrumentation and touchscreen infotainment systems.

The rear seats have been replaced by a high-end sound system boasting a total output of 1690 watts from 11 speakers and a subwoofer.

Like almost all special Wörthersee VW creations, it is not intended for production; but it does show what might be possible.

Golf GTE Performance.

Yet another performance Golf prototype has been unveiled at the Wörthersee VW show, the Volkswagen Golf GTE Performance concept. It packs 200 kW of power from its upgraded plug-in hybrid (PHEV) drivetrain.

Finished in white with a contrasting black roof and blue body accents, the GTE Performance concept takes on a similar aesthetic to the GTI 40 Years special edition, thanks to its larger rear spoiler and aggressive diffuser with dual tailpipes, while the 19-inch black Pretoria alloy wheels have been borrowed from the flagship Golf R.

While no images of the interior have surfaced yet, the



interior gets special leather sports seats and an Alcantara-wrapped steering wheel with a blue accent at the 12 o'clock position.

The GTE's plug-in hybrid system has also received a comprehensive upgrade, with power and torque rising from the standard car's 150 kW of power and 350 Nm of torque, to a far more substantial 200 kW of power and 450 Nm of torque.

Performance figures are yet to be released, as are the full details of what Volkswagen's team did to achieve those higher outputs.

The concept has, however, been fitted with bigger brakes and new calipers to provide better stopping power, with the calipers finished in a bright GTE Blue.

In contrast to the sometimes outlandish concept vehicles revealed each year at Wörthersee, this one looks like a true contender for future production.

As previously reported, the regular production Golf GTE is currently being considered for Australian release, perhaps next year or later in 2019.

The perfect vintage race team.

One of the few things that could make a vintage racecar even better would be a matching transporter to go along with it. This month at Spa Francorchamps in Belgium, Bonhams will be auctioning off just such a pair, a 1976 Porsche 934/5 Kremer Group 4 Competition Coupe, and a 1977 Volkswagen T2 Transporter. Though the couple are obviously soulmates, Bonhams is auctioning them off separately. Bonhams expects the pair to fetch about US\$500,000 all together.

The duo are dressed in Martini's wonderful red, white, and two-tone blue livery. Although the 911 isn't an original Martini-liveried car, it's not some 930 hack job. This Porsche is a real 934/5 FIA-spec car that was entered into three



races in 1977. The car was then parked for nearly three decades before being pulled from storage for use in vintage racing.

Like the 911, the Volkswagen T2 Transporter wasn't originally painted with Martini colors. If the new owner wanted, they could removed the graphics on the windows and bring the car back to a stock appearance, but why would you? The car has been fitted with a tow bar, a sunroof, and most importantly a 2.0-litre flat-four from a Porsche 914 – better heads, higher-compression, hotter cam, bigger carbs and exhaust than the otherwise similar 2.0-litre Type IV engine.

The two make a perfect couple, and it would be shameful to split them. The cars go up for auction at the 2017 Spa Classic Sale.

Bankstown VW Dealer.

Next month sees the opening of Sydney's newest Volkswagen dealership, Noble Volkswagen at Chullora.

It will be located at 139-143 Hume Highway, on a co-joined redeveloped site that used to be a derelict old Dick Smith electronics store and a used car lot. It will be right next to the current Noble Toyota dealership, and part of the same business group.



The Toyota dealership has been there for many years, being known as Noble Toyota (between Hume Hwy and Noble St) since 1996. Prior to that, since the early 1970s, the dealership had been Ken Sam's Toyota, and before that they had been Nichols Motors Toyota, and then Barry Smith Toyota. They have been successful for many years.

Noble VW will be the sixth Volkswagen dealership in the Bankstown region. The first was Ashton's Car Sales at 228 South Terrace, which began in 1958. Their dealer principal, Robert Dewley, took over the business in 1960 and traded as Robert Dewley VW until 1971 when they changed to Nissan.

Cloughs Pty Ltd, a former Standard-Triumph-Renault-Peugeot-Rambler dealer at 55 Canterbury Rd, became a VW dealer in 1972 and traded until they went out of business in 1979. Former BMC dealer R.M. Campbell at 222 Chapel Rd sold VWs from 1982 to 1984, then Dale Ford at 206-220 Hume Highway sold VWs from a showroom called Dale European Cars from 1994 to 2002.

Sales Managers Liam Cummins and Daniel Marczan look forward to welcoming you to Noble Volkswagen in the very near future, when the brand new Volkswagen showroom and service facility open for business next month.



entry tickets didn't turn up – but then there would have been nowhere to park them if they did.

Many of the other clubs were celebrating various milestones in 2017, but there were no VW milestones this year. However, in 2018 it will be a different story. 60 years of the big-window Beetle; 50 years of the 12-volt Beetle, Kombi and Type 3; 40 years of the Golf Diesel...

Once the VWs were in place, our Club flyers laid out for passers-by and the VW flag was flying, most of went for a walk to look at the trader stands and the many hundreds of other classic cars.

CMC Shannons Classic at Eastern Creek.

On a beautifully clear and sunny Sunday 13th August, Eastern Creek Raceway (now known as Sydney Motorsport Park) was the venue for the annual Shannons Sydney Classic. It's the largest classic car show in Australia. As always, we contributed with a good Volkswagen display.

Just like last year, our secretary Norm was able to talk to the CMC and secure another prime display area for our club. We were again on the concrete area, just to the rear of the pit garages, close to the under-track tunnel and where the double-decker buses park.

We had 20 booked for 20 cars and given out 20 entry tickets to members, but it didn't look like our space was going to be big enough! VWs began arriving from around 7:30am, and our space – two rows cars, 10 in each row – was filling up fast.

By around 9am we had 16 VWs, which basically filled our area with enough space between the cars to walk around. 9 Beetles, 3 Kombis, 1 Karmann Ghia, 1 Type 3 wagon, 1 Golf and 1 Eos. It was a shame that four people who took free

I love looking at the classic American cars of the '50s, '60s and '70s. Cadillacs and Buicks and Lincolns are fun, but the muscle cars are really cool. There were plenty of Corvettes and Mustangs to look at, as well as Camaros, Chryslers and Plymouths, Pontiac GTOs and Trans-Ams. There were three 'Bandit' Trans-Ams at the show, one of which was a left-hooker and had Burt Reynolds' signature on the glove box lid! I also spotted a little-seen here but very cool Chevelle SS396.





microbuses, and had been extensively modernised. It looked great, but modernising is a big no-no in traditional concours.

There were some coffee and snack stands for a drink and bite to eat, as well as the ARDC cafe on the first level of the grandstand. I went up there but it was packed with a long queue for the food. In the end, Jeff, Kylie and I were happy with a burger and chips from one of the takeaway stands.

We wandered up to the skidpan area, where our club stand has been in other years, and enjoyed the rows of old Chevies, Jaguars, Austins and modern Porsches that were up there. Jeff liked the sprint cars. I always enjoyed it when our club was up here in previous years, but our current prime spot near the pits is even better.

Our club's parade lap around the track was early this year, at 11:15am. We were called at 11am so we all started up and slowly made our way through the busy crowds to the marshal area. It was pretty crowded as we had to share the track with half a dozen other clubs, so there was something of a traffic jam getting onto the track.

And it was a slow lap this year, especially for Eddie and me at the back in our Kombis, as the traffic slowed and even stopped in various sections of the track. We also had to share the track with the double-decker buses. After one lap and back around to the rear section, the cars were flagged back into the show. Several VWs such as Joe and Steve, took the opportunity to head home at this point.

The rest of us parked again and enjoyed the rest of the day sitting with our VWs in the sun. It was fun to talk to passers-by all day and talk cars. The weather was just perfect.

A fantastic day. Thank you to the CMC and all the sponsors for putting on another excellent show. I hope we can get the same prime spot next year.

Many of us enjoyed a ride around the track in a vintage double-decker bus, whether it be the rattly old green Sydney Leyland/AEC, the later blue/white Leyland Atlantean, or the red London bus. It's amazing how small they are inside and how low the ceilings are. A great experience for the kids and grown-ups and great value for a gold coin.

There were some interesting motoring products and displays in the pit garages, everything from rust treatments and metal finishings to car polish, leather cleaners, metal coatings and wiring harnesses. There were model cars, books, magazines, toys and car bric-a-brac everywhere. I found some cool old magazine cuttings on VWs which I can add to my collection and publish here in future.

Another big lineup of beautiful cars of all makes for the CMC's concours d'élégance. This year there was one split-screen Kombi entered, but I don't know who the owner was. It looked like one of the many wedding company deluxe





The Toy Department.

Welcome to another edition of the Toy Department. This month we feature German company Schuco with their further releases of 1/18 scale T1a and T2a models.

In this release we have some re-runs of the earlier T2a castings although in somewhat different colours, by saying this I mean that the colours are the same as the earlier release combinations.

The colours are Blue, Red, and Grey. Nice models but I would have preferred to see some other colour variation of the period. I suppose with this release it means that if anyone missed out on the earlier versions you can pick these up at a reasonable first release price.



Of course you can still pick up some limited earlier versions; however I have notice as these become scarcer their value as increased by about 100 Euro in some cases.

Also released is a 1/18 scale is 1969 VW Bulli T1b pickup with canvas over the rear.

So for now and more locally one to look out for down the shops is the Matchbox release of the T3 Transporter this



time also in green but as a colour changer that changes from dark green to light and the mud brown is removed with exposure to varying temperatures. This variation does not

have a detailed air intake grill and logo or licence plate, and has blue windscreen lenses and a grey tray but still comes with and without cargo in the traycleaver marketing as you will have to by one of each or two of each if you want a set to remain in the blister pack.

Finally as most of you who know me I like to dabble in some custom variations and the below two Matchbox T3's have has some interesting wheel mods.

Happy collecting

Tony Bezzina



Split-window Kombi cruise to Mt Wilson.

Wow, I'm just overwhelmed by today's special "Winter European Cruise" to Mt Wilson, to celebrate the 25th anniversary of the 'Australian Split Window Kombi Klub.' What a Fantastic Day I must say !! Thank you to everyone involved...I very much appreciated all your participation.

I've just gone through all your photos, videos and comments on social media, which I thank you for, and I am





really happy to see everybody had such a fantastic day together.

Starting at McGraths Hill McDonalds, what a fantastic line up of Split Window Kombis - 28 in all, plus some great T2 Kombis, some Beetles and even a 356 Porsche joined us, backed up by great owners, family and friends catching up together and making new VW friends.

The two owners of the only 2 original Kombis from the original 1992 event were Paul McKinley in his 1963 Single



Cab, and Neil Von Heupt in his 23-window Deluxe Microbus. They had what I call their own 'Kombi Bonding Sessions' today but glad to see they made it back home safely. Great Commitment guys.

Big thanks to Juri Piirlaid in his Event Barndoor Roadside Assistance Utility, and Josh Heather in his '55 Kombi for pulling over and spending time to assist Paul and his broken down SC Ute on the way up the mountain. And then bringing Paul up to Mt Wilson with you. Great commitment and VW Spirit guys.



Congratulations & well done to the days deserving award winners;

- * Juri Piirlaid 1954 Barndoor SC Utility - Peoples Choice Award for Best Split Window Kombi.
- * Paul McKinley 1963 SC Utility - Simon's Choice Award for Split Window Kombi Commitment.
- * Hayley Lavers & Dean Lavers 1961 OG 23 Window Deluxe Microbus - Sponsors Choice Award for Split Kombi - Andrew Dodd Automotive.
- * Barry & Rebecca Wicking Lowlight SC "Tassie Devil" - Sponsors Choice Award for other attending VW Model - Chris Creed 40 Horse.

A very big thank you to our sponsors Andrew Dodd Automotive, and Chris Creed from 40Horse.

Please keep the last Sunday of Winter Free for next year's 2018 Winter European Cruise to Mt Wilson which will be held on Sunday 26th August 2018 - for all models of VWs next time. Please spread the good word!

Club VeeDub Sydney members please feel to join our Facebook Group and checkout our photos and videos. Go to 'Australian Split Kombi Winter European Cruise 2017'. Hope to see you at next year's event). Cheers,

Simon Barnfield



Day trip to the centre of the universe.

or how I got to test-drive an e-Golf.

It used to be, long ago, that you could just turn up at a VW factory, any factory, and they would drop everything and give you a tour of the facilities, one-on-one if necessary. I know this because I lived in Germany in 1980 and did just that, repeatedly.

But times have changed and now you have to book your factory tour from VW's web site, stating the time you're going to be there and a whole lot of other stuff, and they email you a letter. You won't get in without it. I hope I'm not personally responsible for the change of policy.

While on the web site I looked around for other things to do in the city of Wolfsburg before the big tour. There is now a big installation called "Autostadt" which has its own web site: www.autostadt.de

I got excited when I saw "Car Collection" as one of the navigation categories on the site, but it's not their collection of fabulously interesting VWs from over the decades, it's a way for buyers of VW cars to collect their new acquisition, sort of like the Ikea bulky purchase section but more glamorous.

I also noticed on the web site a bit about test-driving an e-Golf, along with a

phone number for advance booking. "Damn," I thought, "I'd really like to do that, but I don't have a phone, so that counts me out."

We make the 80-km trip to Wolfsburg and head for Autostadt. But right there along the way from the car park is the e-Golf stand. So I check with them and ask if there are any booking slots available ... "yes, in 15 minutes."

You e-Beauty! And no fee either, unlike Autostadt and the factory tour. Just "show us your license and identity card." I keep a scan of my passport on my iPad, so no problem there. We wait with a VW-supplied coffee until invited to "step this way."

I speak German and have been driving a hire car around Europe for six weeks, so I didn't feel impossible



trepidation at taking on the test drive. Two VW reps are in the car with us, one in the passenger's seat giving me instructions and one in the back with my wife. I explain to The Man From VW (from now, "tMfVW") that German is not my first language, but everything would be fine as long as he speaks slowly.

It's summer here and today was 30°. While waiting for the crash course in driving the e-Golf (oops, wrong choice of words) we sit with no engine running but the air conditioning doing a nice job. First point of difference. This is an e-Golf: everything is electric.

I adjust everything the way I like it, then learn that I drive it like an automatic. It has an auto shifter with PRND and two pedals, but no hand brake. A beautiful all-electronic instrument panel which of course can change to suit the situation, with no end of features, all of which tMfVW explains to me, because this is Germany.

I take it all in, along with the information that VW's design philosophy about all-electric cars differs from its competition, who prefer you to brake as much as possible for battery regeneration. VW prefers you to use as little accelerator as possible and brake only when necessary. Something like that, because, you know, foreign language.

Total information overload, along with the stress of driving a brand-new car with three passengers on board, with tMfVW telling you what to do in a foreign language. Driving is hard enough to concentrate on, what with cyclists coming at you, 30 km/h zones and Germany's inflexible position on the law, but I feel the need to ask intelligent questions as well. In a foreign language.

tMfVW directs me out onto the street. Ah, so this is not just a car-park demo. We mix it with traffic, go out onto a country road, through residential areas, onto a fast road, not Autobahn, but 100 km/h all the same. tMfVW gets me to stop on this road, after having checked that there are no cars following. "Now floor it," he says, or words to that effect in German.

Jawohl! And doesn't it ever get up and go from a standing start! It's nice to see that they want you to enjoy the drive. I tell him "das hat Spaß gemacht - that was fun."

There is no jerkiness, no play in the drivetrain because no gearbox, along with those annoying shifts. Just push on that pedal and it goes.

tMfVW asks if I've driven a car with adaptive cruise control. I admit that I haven't, so I get more information about that in a foreign language. Too much to take in of course, but at least he trusts me. I remark that I like the fact that the instrument panel displays the speed limit dynamically with a number inside a red circle. "Does it get that



from GPS and the digital map?" I ask, "Yes, but primarily from a camera which recognises street signs." Well bugger me, that's pretty high-tech for a Golf.

We get back, but tMfVW can't help but play with the electronics and shows me a graph on the display in the centre console of all the periods we were recharging the battery. I can have it in graphical form there or in numbers on the instrument panel. Well, that's a feature I would enjoy using if I bought this car. On day 1.

I wipe the sweat from my brow. Not because it's hot in the car, but from the stress of dealing with multiple simultaneous demands for my attention. I think I have an idea of what it's like to fly a plane now. Phil, am I right? (Yes, if you don't count the Air Leg you also have to know...! - Ed.)

We skip Autostadt and go straight to Gate 17 for the factory tour. I'll tell you about that next month.

Rod Young



Canberra Fish and Chips run.

Club VeeDub, Canberra Chapter, had a great day for this year's Fish & Chip run which was held on Sunday, 20 August 2017. Six cars gathered early in Canberra, with an even split of 3 water-cooled and 3 air-cooled VWs setting off for the run to Batemans Bay, stopping at Bungendore to collect two more cars; a Karmann Ghia and a '32 Ford street rod.



The first stop was at Braidwood for a coffee before we headed down the Clyde Mountain. We were joined half way down by Mandy in her Beetle (she was running late due to a flat battery). On arriving at the bay we met up with Steve from South Coast Dubbers in his Manx before a cruise altogether to Mogo and then winding back across to Corrigans Beach for lunch.



The Rotary markets were on which gave everyone a chance to have a look around the stalls whilst talking all things VW. The cars were all parked together on a grassy area which gave the locals the opportunity to have a look and chat with us. A couple of ring-ins decided to park with us too.

'Cookies Cycles' invited 2 high school students and a parent along for the trip to help them continue to raise money for their upcoming World Challenge School Expedition being held in Fiji this year. \$600 was added to their kitty and the parent, who thoroughly enjoyed driving one of David's Beetles down, can't wait to do it again!

This is the second time the event has been held and is now ear-marked as an annual event. So put the third Sunday in August 2018 in your diary to ensure you can join us for this awesome cruise.

David Cook, with pics by Jacqui Stenhouse

Myths about motoring.

Sydney Morning Herald, Saturday 5 December 1959

One facet of the automotive field hasn't changed a bit in 30 years, says the author Mauri Rase, the racing driver. Buggy whip-sockets and squeeze-bulb horns no longer are part of your new model. They've given way to automatic transmissions, power brakes and other modern gadgets. But half the drivers on the road today still insist on retaining the darndest collection of jumbled, outmoded misinformation concerning their car.

Auto myths die hard. Some of these concepts may have been true 25 or 50 years ago, but scientific developments have long since outmoded them. Others were never true, but the years have woven a gossamer cloud of reverence around a core of nonsense.

Here are six cold facts about your car. These ideas may shock you, but they represent a fresh, probing look at some tired old myths.

MYTH 1: Always warm up the motor of the car carefully before starting out.

FACT: This is no longer true. Old-time cars had serious lubrication problems. In cold weather, the oil tended to congeal and the primitive splash system couldn't boost it through the engine. Modern engine oils are available which remain fluid down to temperatures of 40 below.

On the other hand, slowly idling a cold motor condenses moisture from the air passing through the carburettor. This forms water in the crankcase and builds up acid and sludge at an unbelievable rate. Forget about the warm-up. Just get into the car and get moving. Don't race it. Rather, roll at a steady, moderate pace. The whole trick is to bring the motor up to proper temperature as rapidly as possible.



MYTH 2: Your best bet in a second-hand car is one with low mileage owned by a little old spinster schoolteacher who never drove faster than 30 miles an hour and never drove at night.

FACT: That dear old lady probably took a perfectly decent vehicle and quietly ground it into a bomb. Slow driving and short trips quickly build up engine acids and sludge that chop into a car's useful life at a frightening clip.



Instead, try to find a car that has been owned by an enthusiastic driver who look an interest in keeping the car in top condition. All to the good if he did most of his driving on long trips at fairly high speeds.

Today's cars are docile brutes designed to lap up highway asphalt. At road speeds the engines burn clean, operate at maximum efficiency. An automobile driven 15,000 miles under these conditions will be in far better mechanical condition than the old lady's pampered buggy at 5,000 miles.

MYTH 3: In summertime, change your car's thermostat to one set for cooler operation, or else remove the thermostat completely.

FACT: Generally speaking, leave the thermostat alone. A clean engine operating properly is designed to run hot. Minimum engine wear occurs in the water temperature range between 160 and 180 degrees F (71 to 82°C). If the car boils over, the cooling system needs to be flushed out or the thermostat has failed and needs to be replaced. Owners who use alcohol ant-freeze may have to do some thermostat changing.



Volkswagen owners should never remove or tamper with the thermostat on their air-cooled engines.

MYTH 4: Break in your car engine by driving at slow, even speeds for the first 1,000 miles.

FACT: Follow this regime and you'll accomplish absolutely nothing. 'Breaking in' the engine means just that. The parts wear out against the other until they self-adjust and work at top efficiency. To facilitate this process, rev up the engine now and then. Drive at 40 or 45 miles an hour for a few miles, and then speed up to 60 mph in top gear for a quarter mile, if the engine doesn't overheat. It is important not to drive at one steady

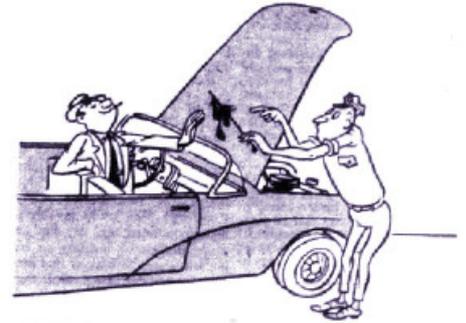


speed for a long period. Owners should follow manufacturers' recommendations.

Volkswagens require no running in procedures at all, and can be driven normally and at all speeds from the first day. Even so, their performance will improve still further after five to ten thousand miles.

MYTH 5: Since oil never wears out, you don't have to change the oil if you remember to change oil filters frequently.

FACT: 'Wearing out' doesn't enter the picture. Acid is the big headache. Filters remove grit, grime and microscopic metal particles from the lubricant, but they can't stop the slow build-up of acids in the oil. To



cut down on corrosion and accumulation of sludge, you should change the oil at the intervals recommended by the manufacturer.

Volkswagens do not have an oil filter, only a strainer to retain the largest particles of grit. They also use the oil as a cooling medium through the built-in oil cooler. Therefore it is most crucial that the manufacturers' instructions on lubrication service be followed religiously - cleaning the oil strainer and changing the oil at least every 3,000 miles - and more often in dusty regions.

MYTH 6: Rotate your tyres religiously for economy and long wear.

FACT: It's true you should follow this complicated method to spread the wear, but it's only one step in getting the best possible mileage out of your tyres.



If one tread is disappearing at a disconcerting rate, don't just divvy up the damage. First, have a trained mechanic check front end alignment to eliminate unnecessary wear. Modern car suspension systems soak up the jolts and bounce of potholes, washboard surfaces and other road shocks with superb efficiency. Most drivers are blissfully unaware of the racking and twisting going on below.

The best guide to your car's requirements is contained in the Owner's Guide, written specifically for the car by the manufacturer. You should read it carefully, and keep it in the glove-box for reference at all times. After all, it is the manufacturer who designed and built the car in the first place, and know how it should be maintained.

It may come as a shock to you to have some of your favourite myths about cars debunked, but remember - the reason so many of these myths are untrue is that automobiles keep changing.



option groups and focusing instead on four distinct trims (S, SE, SEL, and SEL Premium), each with progressively more features. We'd go with the midrange SE trim, which costs \$3090 more than the entry-level S model but adds a smorgasbord of extras that we find worth ponying up for:

- Keyless ignition with passive entry
- Heated front seats with power adjustments for the driver
- 8.0-inch touchscreen infotainment system with three additional USB ports
- Blind-spot monitor with rear cross-traffic alert

For another \$1800, the Atlas SE can be equipped with VW's 4MOTION all-wheel-drive system,

but we'd stick with the standard front-wheel-drive setup, which keeps the bottom line at a reasonable \$35,915.

VW Atlas test drive.

Car and Driver magazine, June 2017

Volkswagen's all-new three-row crossover with room for seven is here – and it was worth the wait. Two adults fit comfortably in the third row, even with luggage stored behind them. Apple CarPlay and Android Auto are standard; 12-speaker Fender audio is optional. The base model has a 235-hp (175 kW) turbo four with front-wheel drive and an eight-speed automatic. All-wheel drive is available if you choose the 276-hp (206 kW) V-6. Safety tech includes forward-collision alert and lane-departure warning with steering assist.

For several decades now, selling SUVs to Americans has been about as easy as peddling ice-cold lemonade on a hot summer day. But not for Volkswagen. VW introduced its first SUV, the Touareg, in 2003, and followed up with the smaller Tiguan a few years later. Neither caught on. Over 14 years, VW has sold fewer than 400,000 copies of those two models in total; for perspective, consider that Honda sold almost 360,000 CR-Vs just last year.

VW now seems to be overcompensating with the new-for-2018 Atlas. While the somewhat unconventional Tiguan and Touareg were always too expensive and too, well, European to have wide appeal in America, the Atlas aims directly at the American-style three-row-crossover bull's-eye. Its name sounds appropriately adventurous (and easy to pronounce); it's massive, with a nearly 200-inch (5.08 m) length that makes for a cavernous seven-seat interior; and it looks blocky and trucky – somewhat similar to the Ford Explorer, the current sales leader.

The Atlas is a development of the VW CrossBlue concept SUV that was first shown in 2013. It is only sold in North America, but a similar version is made in China and called the VW Teramont there.

Options

Volkswagen has taken the keep-it-simple-stupid approach by limiting the number of major

Room Galore

Unlike the space-inefficient Ford, the VW has a squared-off shape that pays dividends inside. The Atlas's interior is airy and open, with oodles of room for legs, feet, and elbows in all three rows. Seven seats are standard courtesy of a three-seat second-row bench and a two-place third row, while a \$625 option for second-row captain's chairs (available later this year) reduces that capacity to six.

There's no eight-seat arrangement as in the Honda Pilot, but the Atlas is otherwise one of the most accommodating non-minivan people carriers on the market. The second-row bench is nicely padded and, when slid to its rearmost position, has sufficient space for adults to cross their legs. The third row is easy to get into thanks to a fold-and-slide function for the second row that creates a generously sized portal. And, beyond the plentiful space for the sixth and seventh passengers, what's more impressive is that the Atlas's third-row seats don't force adults' bodies into awkward, contortionist positions. The bottom cushions are high enough that your knees won't be at your chest, and the backrest angle is comfortable even for longer trips.

Looking to haul nonhuman cargo? The Atlas continues to please: There's a useful 21 cubic feet (595 litres) of space





and 266 lb-ft (360 Nm) of torque, mated to an eight-speed automatic transmission. This Passat drivetrain proved less than energetic in our fully loaded, all-wheel-drive Atlas SEL Premium test car, motivating its 4728 pounds (2150 kg) to 60 mph (100 km/h) in a lackadaisical 7.9 seconds – the Honda Pilot and the GMC Acadia are nearly two seconds quicker.

The Atlas also lags in fuel economy, averaging 19 mpg (12.4 L/100 km) in our hands and 24 mpg (9.8 L) in our real-world 75-mph (121 km/h) highway fuel-economy test, in which the V-6 Pilot and the turbo four-cylinder Mazda CX-9 recorded 26 mpg (9.1 L). The Atlas soon will offer a more efficient turbocharged 2.0-litre inline-four but only with front-drive and on lower trim levels.



Smaller on the Road

Fortunately, the Atlas doesn't feel as big as it is. It drives smaller – although not quite as small as a CX-9. Solid-mounted front and rear subframes communicate chassis behaviors, although the steering is all but mute. The all-wheel-drive Atlas comes with a dial selector for the self-explanatory modes: Snow, Offroad, Custom Offroad, and Onroad – the last offering four sub-modes consisting of Eco, Normal, Sport, and Individual. When switching among them, the most noticeable difference is the steering in Sport mode, which ups the heft. Still, we didn't find the Sport steering too heavy on our drive through Texas Hill Country's winding two-lanes, and there is no wandering on-center.

behind the third row, a cavernous 56 cubic feet (1,586 litres) behind the second row, and a downright massive 97 cubic feet (2,747 litres) with all seatbacks folded to create a continuous, flat floor. Each of those figures is near the top of the class.

Proven Bones

We're not surprised at Volkswagen's packaging acumen, given that the Atlas derives its bones from VW's MQB platform that is used in many VW and Audi products. Yes, really: This behemoth shares its basic suspension layout and select other hard points with the VW Golf hatchback, also a paragon of space efficiency.

While we wouldn't go so far as to say that the Atlas drives like a Golf, it does share a sense of solidity that we've come to expect from Volkswagen. Ride quality is sublime, with just the right amount of compliance, luxury-car-like wheel control, and a stiff structure that soaks up impacts without any hint of reverberation. The trade-off for that ride quality, not surprisingly, is a considerable amount of body roll; even when pushed, though, the Atlas remains predictable and secure, turning in 0.84 g around the skidpad and stopping from 70 mph (113 km/h) in a competitive 174 feet (53 m).

Familiar VW hardware resides under the hood, too, in the form of a 3.6-litre narrow-angle V-6 (VR6) from the US Passat, making 276 horsepower (206 kW)

Brake feel, something often overlooked in this class, is strong, too, with immediate pedal response and an intuitive correlation between effort and stopping force.

The ride flirts with buttery status on the standard 18-inch wheels. The top trim level rolls on 20s, which don't diminish the ride quality but do contribute to a noticeable increase in tire noise. The front seats are built for long-haul comfort, with ample thigh, lumbar, and shoulder support. The 60/40 split-folding second row slides fore and aft, and it



also folds forward, even with a child seat installed to allow third-row access. Once in the wayback, adults will find plenty of room and an appropriate seat height; the rearmost row is lacking only in headroom, so taller passengers must slouch a bit.

The base S model starts at \$31,425 and comes with LED headlights, 18-inch wheels, and Apple CarPlay and Android Auto. Stepping up to SE trim brings faux-leather seats, blind-spot monitoring, proximity entry and push-button start, additional USB ports, heated front seats, and an 8.0-inch touchscreen (up from 6.5) with satellite radio. Add \$1400 for the six-cylinder S. There is also a V6 S Launch model, which will be limited to a few thousand units; it gets the upsized infotainment interface and a panoramic sunroof otherwise reserved for SEL trims.



as striking – read: large – and the controls are on the right steering-wheel spoke, not the left.



The SEL starts at \$40,085, or \$41,815 for the V-6. Those looking to tow more than 2000 pounds (910 kg) will need the SEL V-6, which comes with a factory hitch and a 5000-pound (2272 kg) towing capacity. VW also ups the radiator fan's motor from 600 to 850 watts and ditches the lower grille shutters to ensure air is always passing through the heat exchangers. All SELs include driver-assist features such as adaptive cruise control, lane-keeping assist, forward-collision warning, and park assist (all but park assist are available as an option on the SE).

The SEL Premium – V-6, AWD only – brings real leather, cooled front seats and heated second-row seats, a 12-speaker Fender audio system, and 20-inch wheels, along with VW's version of Audi's digital Virtual Cockpit, called Virtual Display here. The digital cluster functions much the same as its Audi counterpart, but the map view isn't quite

Polished and Premium

This six-cylinder is refined enough for us to forgive its sluggishness, with smooth throttle tip-in, an intuitive automatic transmission that performs nearly imperceptible shifts, and low amounts of noise, vibration, and harshness. A bit of excess wind noise on the highway is the only hiccup in an otherwise quiet, polished, and luxurious driving experience.

Luxurious also describes the Atlas's price, at least in its fully loaded SEL Premium form, which just slides in under \$50,000. If \$50,000 for a Volkswagen seems like a tough pill to swallow, remember that mid-size SUVs from Chevrolet, Ford, and Dodge are similarly pricey. The top-level Atlas also comes with a high level of equipment, such as adaptive cruise control, a 360-degree camera system, remote start, three-zone climate control, a Fender-branded audio system, and an easy-to-use 8.0-inch touchscreen infotainment system with Apple CarPlay and Android Auto. With some cheap plastics found on the door panels and tacky-looking fake wood on the dash, however, the Atlas's interior quality reminds us less of the polished Euro-centric Golf and more of the cheapened cabins of the North America-made Jetta and Passat.



Like the latest Tennessee-built Passat, the Atlas is tailored to the American market and is also built here. But unlike Passat, it doesn't replace a slow-selling Euro-tuned model (the Touareg will continue here), so those who prefer the latter can still find it, at a price. VW is clearly operating outside of its comfort zone with the Atlas, but it has created a competitive three-row SUV with the right priorities for its audience. With a cavernous interior, solid driving dynamics, and vaguely rugged styling, the Atlas is finally an SUV from Volkswagen that hits its mark.

Highs: Gobs of space inside, refined powertrain, plush ride.

Lows: Thirsty and not a sprinter, some cheap interior plastics, cartoonish front end.

VEHICLE TYPE:

Front-engine, all-wheel-drive, 7-passenger, 4-door hatchback SUV

Built: Volkswagen of America, Chattanooga, Tennessee

ENGINE TYPE:

DOHC 24-valve VR-6, iron block and aluminum head, direct fuel injection

Displacement: 220 cu in, 3597 cc

Power: 276 hp (206 kW) @ 6200 rpm

Torque: 266 lb-ft (360 Nm) @ 2750 rpm

TRANSMISSION:

8-speed automatic with manual shifting mode

DIMENSIONS:

Wheelbase: 117.3 in (2979 mm)

Length: 198.3 in (5037 mm)

Width: 78.3 in (1989 mm)

Height: 70.0 in (1778 mm)

Passenger volume: 153 cu ft (4332 L)

Cargo volume: 21 cu ft (595 L)

Curb weight: 4728 lb (2149 kg)

C/D TEST RESULTS:

Zero to 60 mph (97 km/h): 7.9 sec

Zero to 100 mph (161 km/h): 20.2 sec

Zero to 110 mph (177 km/h): 25.3 sec

Rolling start, 5-60 mph: 8.2 sec

Top gear, 30-50 mph: 3.9 sec

Top gear, 50-70 mph: 5.2 sec

Standing 1/4-mile: 16.0 sec @ 89 mph (143 km/h)

Top speed (governor limited): 116 mph (187 km/h)

Braking, 70-0 mph: 174 ft (53 m)

Roadholding, 300-ft-dia skidpad: 0.84 g

FUEL ECONOMY:

EPA combined/city/highway: 19/17/23 mpg

C/D observed: 19 mpg (12.4 L/100 km)

C/D observed 75-mph highway: 24 mpg (9.8 L/100 km)

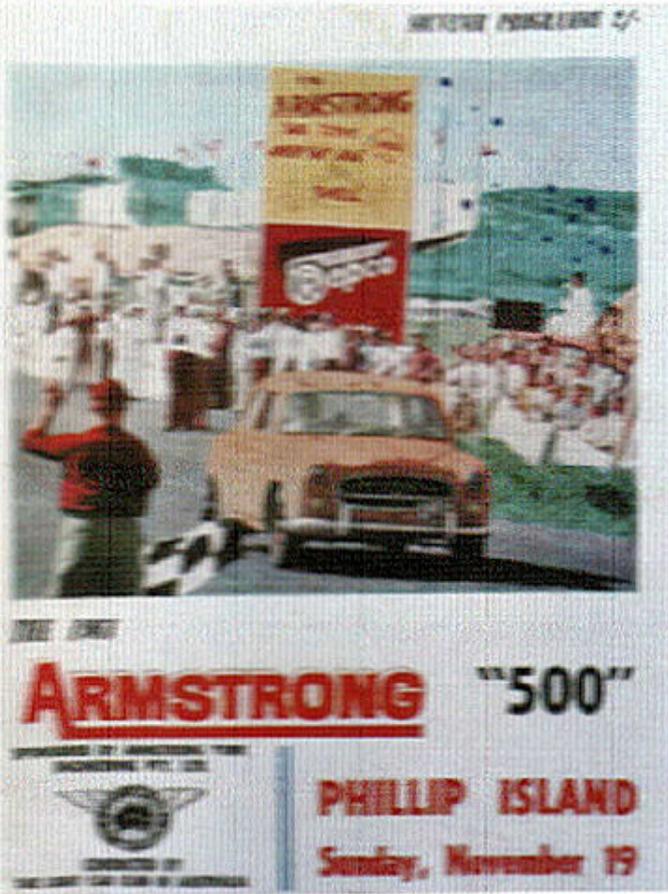
C/D observed highway range: 440 mi (708 km)

PRICE AS TESTED:

US\$49,415 (base price: US\$34,625)

(The VW Atlas is not sold in Australia)





1961 Armstrong 500.

The 1961 Armstrong 500 was the second event held in the combined history of the Bathurst 'great race', which had begun the previous year with the first Armstrong 500. Unfortunately 1961 saw an economic recession, and interest by makers and sponsors had waned since the previous year. The 1961 race saw only 37 official entries, and due to late withdrawals only 26 cars made it to the start. It would be the lowest starting field in the race's history for another 34 years - until the entries were restricted to V8 Supercars only in 1995.

The event was again held at the Phillip Island circuit in Victoria, on Sunday 19th November 1961 over 167 laps of the 3.0 mile circuit, a total of 501 miles (807 km). The race was organised by the Light Car Club of Australia and was sponsored by Armstrong York Engineering Pty Ltd, the shock absorber maker.

After four VWs entered in 1960, just one Volkswagen was entered in 1961, driven by George Reynolds and Greg Cusack.

Here are reports on the 1961 race, as described in newspapers of the day.

Four N.S.W cars in ' 500' race.

The Sydney Morning Herald, Monday 13 November 1961

Only four of the 37 entries in this year's Armstrong 500 race for production saloon cars assembled in Australia are from N.S.W.

They will be driven by several well-known racing

drivers, most of whom competed in the inaugural Armstrong 500 last year.

The 500-mile race, which begins at 7:30 a.m. and finishes about 4 p.m., will be held at Phillip Island off the coast of Victoria on Sunday 19th November. The £10,000 Armstrong 500 is Australia's richest car race.

Prize money will be divided among the winners and placegetters in four classes. There is no outright winner.

Even so, the battle for 'first past the post' honours will be one of the highlights of the race.

David McKay and Brian Foley will co-drive a Studebaker Lark for the N.S.W distributors, York Motors, in the big-car class (2,601cc and over). They began practising in preparation for the race last week and are generally favoured to finish up among the leaders, as both have had considerable experience in road racing.



Successful

Killara Motor Garage's Peugeot 403 entry in the 1,000-1,600cc class will be co-driven by Bob Holden, Ken Brigden and Albert Bridge, three of the most successful sedan car racing drivers in N.S.W.

They will compete in the same car in which Bob Holden was placed fourth in his class and shared in the teams prize for the three most successful cars in last year's race.

Bill March of Wollongong and Des West of Sydney will share the wheel of a Renault Gordini in the 1,000cc and under class, while J.P. Gray has entered a Ford Anglia in the same class.

Car manufacturers are not entering teams this year because of the current difficult market conditions thanks to the recession and credit squeeze. Although there is little trade support for the event, private entrants have ensured spectators of a clash between 17 different makes of sedans.

Mercedes Entry

These include two 220SE Mercedes sedans - those of John Youl, which comfortably led the 1960 race until it crashed, and Bob Jane, who competed last year in a Ford Falcon.

Last year's winners, Victorians Frank Coad and John Roxburgh, have chosen to run a Vauxhall Velox this year because of its weight advantage over the Cresta. They are likely to again give a good account of themselves.

Several new models will make their debut this year.



Beechey, Peter Manton, Lou Molina, Greg Cusack, Bob Jane, Geoff Russell, Murray Carter and John Roxburgh.

The track has been resurfaced since it broke up during last year's race, but again it is cold-mix bitumen. The wooden bridge joining Phillip Island to the mainland cannot carry heavy hot-mix road surfacing equipment. The tight 3-mile Phillip Island circuit will allow the drivers no mistakes.

Flag-fall is at 7:30 a.m., and racing should end at 4 p.m. A connecting ferry service will take train passengers from Stony Point to Cowes, where buses will be available to take them to the circuit. GTV-9 will televise the start for Melbourne viewers, as well as much of the event's progress throughout the day.

The tiny N.S.U.s, which turned in such a good performance last year, are this year conspicuous by their absence in the small car class.

This is because the categories have been reorganised this year. The smallest car class has been changed from under 750cc last year to under 1,000 cc this year, disadvantaging the tiny N.S.U.s.

Instead, this class should now see a close battle between the two Morris 850s, five Renault Gordinis, six Ford Anglias and two Triumph Heralds.

Four classes

The classes have also been reduced from five to four, and reversed in order. Class A is now the big car class, for vehicles over 2601cc; Class B is 1601-2600cc; Class C is 1001-1600cc; and Class D is Under 1000cc.

Between the start and finish of the Phillip Island (Victoria) Armstrong 500 road race, competing cars will cover 18,500 miles, within a period of eight hours.

During this time the drivers will be faced with 61,790 corners, as many brake applications and some 30,895 gear changes.

The tight 3-mile Phillip Island circuit will allow the cars and their drivers no mistakes, and tremendous strain will be on both for the duration of the event.

The high percentage of cars that finished this race last year was a tribute to the parts and car manufacturers of Australia and this year again the technical experts will watch competing cars closely for signs of weakness in any component.

Seventeen different makes of saloon cars will compete in the Armstrong 500 at Phillip Island. Leading Australian drivers will pilot cars in the field.

The cars entered include Chevrolet, Studebaker, Vauxhall, Holden, Mercedes, Singer, Morris Major and 850, Peugeot, Simca, Volkswagen, Fiat, Triumph, Renault, Goggomobil, Ford Falcon and Anglia.

Top drivers

Other top drivers taking part are Doug Whiteford, Bill Patterson. Stan Jones, Bib Stillwell, Peter Coffey, Norjn

Mercedes First Home in Armstrong 500.

The Melbourne Age, Monday 20 November 1961

Racing driver Bob Jane and Harry Firth, a veteran of Victoria's race tracks, staged a magnificent comeback to take line honours and win Class B of the £10,000 Armstrong 500-mile stock-model car race at windswept Phillip Island yesterday.

Firth and Jane, driving a Mercedes-Benz 220SE, reached speeds of 110 mph and finished the race more than seven minutes ahead of their nearest rivals, Sydney drivers David McKay and Brian Foley.

McKay and Foley, although beaten into second place for 'first past the post' honours, had no trouble in taking their Studebaker Lark V8 into first place in Class A, for cars 2601cc and over.

The Mercedes' win was really no surprise.

Last year John Youl, driving a Mercedes, established an almost unbeatable lead early in the race, but his car blew a tyre and overturned.

On that display, however, the Mercedes was rated one of the main dangers in yesterday's race.





and damaged a front wheel and part of the suspension, but the pit crew got the car going again in eight minutes. Meanwhile, the K. Harper/S. Fisher Falcon was having a great dice with the I. Strachan/John Lanyon Holden, the two cars passing and repassing in a see-saw duel which ended when the Holden went out temporarily with wheel bearing trouble.

Just after 3.30 pm - eight hours 31 seconds after setting out - Bob Jane brought the winning light-green Mercedes over the finishing line. The win meant nothing in actual prizemoney, but a lot in prestige. However, his class win meant that he and Firth shared in a considerable portion of the total prizemoney of £10,000.

Firth said later they did not lift the Mercedes' bonnet during the race. They stopped only to refuel and change tyres.

The full merit of their win can be seen in the difference in engine capacities.

The Lark V8 is rated at 4248cc and the Mercedes at 2195cc - just over half that capacity.

Averaged 62.01

Time for the race was 8 hours and 31 seconds, some 20 minutes quicker than last year, giving the winning Mercedes an average speed of approximately 62.01 mph (99.8 km/h)

The Reynolds/ Gibson Triumph Herald was disqualified under this regulation after the car's mechanics cleaned a petrol pump

Hard luck story of the day belonged to Frank Coad and John Roxburgh, who last year were first past the post in a Vauxhall Cresta.

Roxburgh, driving a Vauxhall Velox this time, 'spun out' in lap 38 of the race when travelling at 75 mph, damaging the front end and buckling a wheel.

He dropped about eight minutes, but at the end of the



Eclipsed Field

The way Jane and Firth eclipsed the field justified their ranking in pre-race discussions.

McKay led the field away at the start, with Coad second and the other Studebaker entry third.

Jane was fourth on the first lap, but on the third lap they lost six minutes with a puncture and dropped two laps behind the field, as the rules forbade mechanics to work on any of the cars in the first 100 miles.

While they were out McKay and Foley shot away to a commanding lead. The order remained Studebaker-Vauxhall-Studebaker for some time, but Jane was driving aggressively and catching the leaders.

Smart driving and equally snappy pit work helped the Mercedes gain time. Shortly after the half-way mark it retook the lead and then was never seriously challenged. Jane handed the car over to Firth, who carried on steadily, consolidating the lead over the McKay-Foley Studebaker.

Roxburgh spun the Vauxhall on lap 38





race the Velox was only just over a minute behind the Class A winners. The other Lark was third in class. The Ford Customline did not finish, having retired after losing a wheel.

In Class B the Ford Falcon was second to the Mercedes. The Holden did not finish, these being the only three cars in this class to start the race.

In the 1001 to 1600 cc class, the Russell/Anderson Peugeot 403 was well ahead of its nearest competitors, the Ron Lilley/Bill Coe 403 and the L. March/R. Brown/M. Lempriere Simca Montlhery. Another Peugeot was fourth, followed by the solitary Volkswagen.

One of the most interesting race features was the duel between the Renault Gordinis, the Ford Anglias and the Triumph Heralds in the under-1000cc small car class. They battled wheel to wheel for almost the full 500 miles of the race.

The reliable Gordinis looked like making it a 1-2 effort until the Lex Park/Stan Martyn/Rex Broadhead car boiled 10 minutes before the finish and had to limp home. This let G. Poulton and J. Vanaria's Herald into second place, the Anglias surprisingly not having a show.

Twenty-six cars started the race, and 20 finished.

Those forced out were a Ford Customline, which lost a wheel in the back straight and 'rolled'; two Morris Majors, one with a broken axle, the other with a broken swivel pin; a Holden, with front suspension trouble; a Triumph Herald, which blew a head gasket and was disqualified for unauthorised repair work, and a Morris 850 with a broken gearbox.

Last year the track broke up badly during the race. Yesterday, apart from several bad potholes on 'Siberia' corner, it held together fairly well.

Gusty winds and clouds of dust made conditions thoroughly unpleasant. About 10,000 people, less than half

last year's attendance, saw the event, which was again sponsored by Armstrong York Engineering Co. The Armstrong 500 is the richest production saloon race in the world. It is worth £10,000, divided between the four classes.

Official results were:-

Class A (over 2601cc)

1. Studebaker Lark, 166 laps (David McKay, Brian Foley)
2. Vauxhall Velox, 165 laps (Frank Coad, John Roxburgh)
3. Studebaker Lark, 165 laps (Fred Sutherland, Bill Graetz)

Class B (1601-2600cc)

1. Mercedes-Benz 220SE, 167 laps (Bob Jane, Harry Firth)
2. Ford Falcon XK, 161 laps (Ken Harper, Syd Fisher)

Class C (1001-1600cc)

1. Peugeot 403, 163 laps (Geoff Russell, Dave Anderson)
2. Peugeot 403, 161 laps (Bill Coe, Ron Lilley)
3. Simca Montlhery, 160 laps (Bob Brown, Lionel Marsh)
4. Peugeot 403, 153 laps (Bob Holden, Ken Brigden)
5. Volkswagen, 152 laps (George Reynolds, Greg Cusack)

Class D (under 1000cc)

1. Renault Gordini, 157 laps (Jim Gullan, Brian Sampson)
2. Renault Gordini, 156 laps (Bill March, Norm Beechey)
3. Triumph Herald, 155 laps (George Poulton, Joe Vanaria)
4. Triumph Herald, 155 laps (Bill Jane, Norm Henthorn)
5. Ford Anglia, 152 (Lou Molina, Doug Whiteford)
6. Renault Gordini, 150 laps (Les Park, Stan Martin)





Speed Buggy.

One of the many great things about growing up in Australia in the early 1970s was the Saturday morning kids' TV programs.

From the earliest days after TV began in 1956, the Australian TV stations didn't even start weekend broadcasting on weekends until midday, when the horseracing and football programs started. However they soon recognised a new opportunity for kids' shows on Saturday morning, and started broadcasting 1950s cowboy and adventure shows for younger viewers like Gene Autry, The Lone Ranger, Robin Hood, Rin Tin Tin, The Cisco Kid, Superman, Hopalong Cassidy, Daktari, Flash Gordon and Sea Hunt.

In the late 1960s the stations began broadcasting more dedicated 'live action' shows for kids. These included several of the popular US kids shows produced by Syd and Marty Krofft such as The Banana Splits, The Bugaloos, Sigmund and the Sea Monsters and Land of the Lost. There were also US variety and action shows like Hot Dog, the Monkees, the Electric Company and Lance Link, Secret Chimp. Let's also not forget Australian classics like The Magic Circle Club and Adventure Island.

Gerry Anderson's later 'live action' shows such as UFO and Space 1999 were well known, but he was more famous for his 'puppet' shows like Supercar, Fireball XL5, Stingray, Joe-90 and Captain Scarlet. However his most popular show by far was The Thunderbirds, which for many years kicked off Saturday morning kids' TV at 6am on Channel 9.

Saturday morning TV was dominated by cartoons, which is what most of us remember most fondly. Initially they broadcast 1940s and '50s cartoons originally made for the cinema, such as the Warner Bros Bugs Bunny, Porky Pig and Road Runner cartoons; the MGM Tom and Jerry, and Droopy cartoons; other cinema cartoons such as Mighty Mouse and Woody Woodpecker, and many of the Disney shorts with Micky Mouse, Donald Duck and Goofy. These were all very high quality cartoons, made in wider format with lush backgrounds, smooth movements and full orchestral music. They lost quite a bit when broadcast on small black and white TVs.

In the 1960s many TV production companies began putting out low-budget, cut-down cartoons designed especially for kids' TV. These had a much simplified design compared with the cinema cartoons, with very basic backgrounds and limited movement. The Americans had a very wide choice and not all of them were shown in Australia on Saturday mornings. But, in no particular order, how many

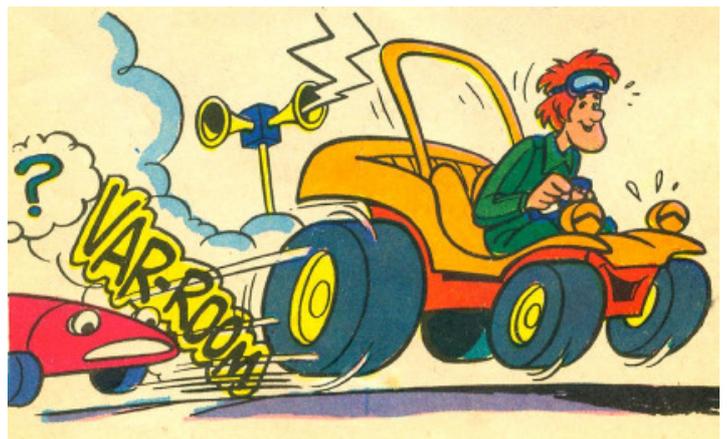
of these Saturday morning cartoons do you remember?

The Catanooga Cats; Archie's TV Funnies; Go Go Gophers; Gigantor; Super Friends; Batman and Robin; Marine Boy; King Leonardo; Prince Planet; Aquaman; Popeye the Sailor; Josie and the Pussycats; The Beatles; Courageous Cat and Minute Mouse; Alvin and the Chipmunks; Dudley Do-Right; Fat Albert; The Pink Panther; Rocky and Bullwinkle; Casper the Friendly Ghost; Roger Ramjet; George of the Jungle; Here Comes The Grump; Underdog; Mighty Hercules; Batfink; Astroboy; Mr Magoo; Jonny Quest; Hoppity Hooper; Milton the Monster; Cool McCool; Captain Pugwash; Hot Wheels; Mighty Mightor; Fantastic Voyage; Wacky Races; Sabrina the Teenage Witch; Motor Mouse and Autocat; the Groovie Goolies; Harlem Globetrotters; Festival of Family Classics; Sealab 2020; Lassie's Rescue Rangers.

By far the most prolific and successful of the TV cartoon production companies was Hanna-Barbera. Bill Hanna and Joe Barbera created the Tom and Jerry cinema cartoons when they worked for MGM from 1940, making 114 cinema-quality episodes up to 1958. They then formed their own production company and began making cartoons especially for TV. Hanna-Barbera produced the most famous of the early TV cartoons, such as Huckleberry Hound, Yogi Bear, Pixie and Dixie and Mr Jinx, and Quick Draw McGraw. Their next cartoon, a smash hit called the Flintstones, was the longest running prime-time cartoon show in history (until passed by The Simpsons in the 1990s). Here's some trivia for you – the Flintstones was the first ever prime-time TV show to show a husband and wife – Fred and Wilma – sleeping in the same bed together.

Hanna-Barbera went on to make more TV cartoons than we can ever list, but the total was over 3,500 half-hour episodes of all kinds. Hanna-Barbera won seven Academy Awards, eight Emmy Awards, a Golden Globe and a star on the Hollywood Walk of Fame. The company was bought by Taft Broadcasting in 1984 as TV cartoons began to decline, and taken over by the Turner / Time-Warner company in 2001. Bill Hanna died in 2001; Joe Barbera in 2006.

You'll know many of the H-B cartoon shows, which were shown here on TV on Saturday mornings and weekday afternoons after school. Remember these ones? Top Cat, Wally Gator, Touche Turtle, Lippy The Lion and Hardy Har Har, The Jetsons, Magilla Gorilla, Secret Squirrel, Atom Ant, Sinbad the Sailor, It's The Wool-uf, Fantastic Four, Snagglepuss, Ricochet Rabbit, Dastardly and Muttley, Catch the Pidgeon, Scooby Doo, The Hair Bear Bunch, Inch High Private Eye, Jabberjaw, Hong Kong Phooey, Grape Ape, and





many more.

One lesser known H-B cartoon that you might remember, appealed to us as VW enthusiasts. It was produced by Hanna-Barbera in 1973 and broadcast shortly after on our Saturday morning cartoons. It was called Speed Buggy.

Just one season of 16 episodes was produced, originally broadcast on CBS in the USA from September to December 1973. The show was about a talking orange Meyers Manx-style VW dune buggy, alongside teenagers Debbie, Mark, and Tinker. The stories solved mysteries while participating in racing competitions around the world.

The series was originally developed under the working titles Speed Bug and Speed Buggs before it was settled as Speed Buggy. The concept for the show was inspired, not surprisingly, by the 1968 Walt Disney Pictures film *The Love Bug*, as well as the Japanese-US cartoon *Speed Racer*. The 'Chugga-Boom' vehicle in Hanna-Barbera's *The Perils of Penelope Pitstop* also served as an inspiration for Speed Buggy. The whole 'non-human talking hero character plus teenagers, solving mysteries' is a straight ripoff of Hanna-Barbera's *Scooby Doo*, and several of the storylines and plots were also pinched directly from *Josie & the Pussycats*.

Set in an assortment of locations around the world, the series followed three teenagers (Mark, Debbie, and Tinker) and a talking dune buggy as they partook in various adventures. Speed Buggy, the dune buggy, was designed by Tinker and participated in racing competitions in order to collect 'winner's trophies.' During their travels, the crew often defeated villains and crooks in order to save the world, such as diamond thieves, car-obsessed doctors, and evil pirates. Known collectively as the "Speed Buggs", the group of three teenagers were able to activate Speed Buggy through the use of a portable walkie-talkie.

Speed Buggy, an orange dune buggy nicknamed 'Speedy', was the central character. He was alive, with a disposition something like a St Bernard dog, with the ability to talk and solve mysteries. His headlights and front grille serve as his eyes and mouth, respectively. He served as the 'wacky hero' of the series. He was voiced by the great Mel Blanc, famous for his voice work with Warner Bros (he did Bugs Bunny, Daffy Duck, Tweety, Sylvester, Foghorn Leghorn, Yosemite Sam, Pepe Le Pew, Speedy Gonzales and many others). Speedy's voice, as done by Mel Blanc, includes many engine noises mixed in with his words, done by purring

through his lips like an idling or revving motor.

Michael Bell played Mark, a teenager and the designated 'brain' of the group. Mark was one of Bell's first voice roles, with his only other credits at the time being for *The Houndcats* and *The New Scooby-Doo Movies*. He went on to voice many other cartoons in the 1970s and 80s, and had live guest-roles in TV shows such as *Star Trek*, *MASH*, *Three's Company*, *Charlie's Angels* and *Dallas*. He has also done voice work for numerous computer game series, and in later years performed in live stage productions. He is active today in the Screen Actors' Guild.

Debbie, the pretty-faced female among the crew, was voiced by Arlene Golonka in her first role as a voice actress. She had only previously acted on various series such as *The Andy Griffith Show* and *Mayberry R.F.D.* She later played guest-roles in many other TV shows, such as *The Flying Nun*, *Get Smart*, *Mary Tyler Moore Show*, *MASH*, *Cannon*, *The Rockford Files*, *Murder She Wrote* and *Matlock*. She had a small part in the movie *Airport '77*.

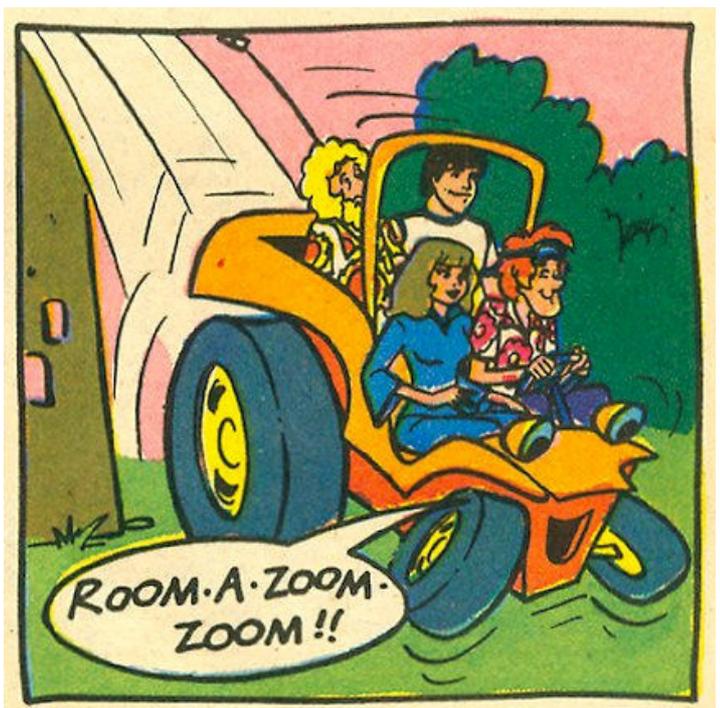
Phil Luther Jr. voiced Tinker, the teenage mechanic who was Speed Buggy's designated driver.

Speed Buggy lasted for one season with a total of sixteen episodes. Despite its short run, it was broadcast on the 'Big Three' US television networks years after its original run as the channels had purchased syndication rights. It was speculated that the series acquired a fan base due to its frequent rotation on American television. Speed Buggy also made the odd guest-appearance in other H-B cartoons, such as *Scooby Doo Where Are You?* And much later in *Johnny Bravo*, with a voice by someone else.

Critical response to Speed Buggy was generally positive; some critics enjoyed its shared themes with *Josie & the Pussycats* and *Scooby-Doo, Where Are You!*, while others found it unmemorable and overly repetitive.

It has since been released on DVD as part of Warner Bros.' Archive Collection on a four disc set. You can also see some opening themes, clips and episodes on YouTube by doing a search on 'Speed Buggy.'

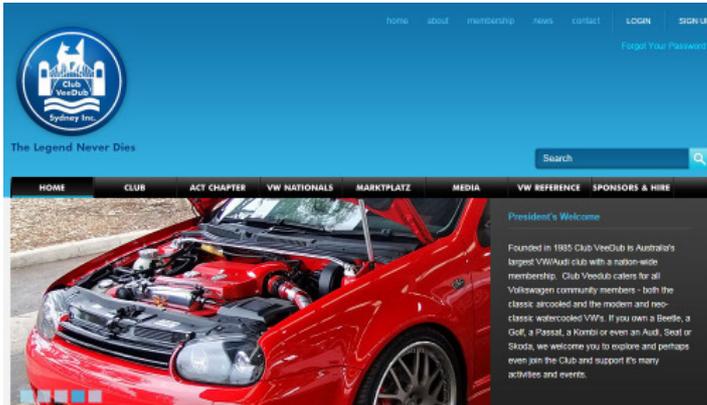
Phil Matthews



From our website 15.

Here are more examples of real messages left on our Club website by members of the public. All of these messages were posted over two years ago. They make interesting reading!

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



11/5/15 Hi Guys I have a 1974 Type 1 beetle with a VIN number 1142751981. It is a rollback design which is very unusual. Can you indicate where I can get records on where it was built and any other history? Iain

16/5/15 I live in Toronto [Newcastle area] and have some old vw parts for sale. They are in good condition. Am looking for vw club in Newcastle area to sell. Could you tell me any contact number to ring for Newcastle, Lake Macquarie or Sydney please. Thanks. Kevyn.

17/5/15 Is it too late to enter show and shine for 24th May
Regards Paul

18/5/15 Hi, i'm looking at buying a VW Jetta soon and I'm very interested in joining a VW based club with a thriving culture. Are you such a club? I will be looking at modifying the car for some light track work, is the club CAMS affiliated? What type of events Now I see that the club is based in Sydney, are there many events that you hold based around Australia? Noel

20/5/15 I wish to have a stall at the V.W. Nationals this Sunday and have never done it beforedo I have to book a site? David

21/5/15 I am wondering about VW clubs in QLD as I cannot find any. Thanks Naomi

22/5/15 Hi, Can I buy ticket for the VW National 2015 this Sunday 25th May yet? Could you confirm me the price please? Thank you Best regards Alex

23/5/15 I have two 1971 VW station wagon wheels (used tyres and rim) which nobody wanted to buy for \$10 each. If there is anyone in your club who would like to have them for

free, Please let me know. Kind regards, Klaus

27/5/15 Wanted to buy Karmann Ghia type 34. in very good condition. Thanks Bob

1/6/15 Do you know of any good VW mechanics in Newcastle/Hunter Valley to work on my 73 L Superbug? Tim

1/6/15 Hi, I have dragged a VW camper out of the bush with the following numbers on the ID plate (behind the drivers side door) 2302111030 Can you provide any help with identifying this model? Thanks, Matt

6/6/15 I would like some information/history of the Razorback utility and where best to get parts Susan

10/6/15 Hi there, I am about to purchase a 1963 standard beetle and was wondering if you could tell the differences between the standard and the deluxe models. And also how many of the standard and deluxe models were built. Thank you. Alan

11/6/15 Owner of a 1972 VW Beetle, inquiring about membership. Geraldine

13/6/15 Could you please advise me what the stamped metal plate with numbers spot welded to my super beetle spare wheel well represents. it is different to the chassis number. Andrew

14/6/15 Hi, I'm getting married on 19 December 2015 in Canberra. Do members of the club hire out kombi's as wedding cars. My bridal party consists of 8 people and would like two kombi's. I look forward to hearing back from you Jenna

16/6/15 I would like to join in your VW meetings Peter

18/6/15 I'd like to join your club to meet other enthusiasts and get involved. I have been seeking a KG for the last 12 months.... hoping I can make some connections through the club. Can I come along tonight and register? Best Regards, Jamie

18/6/15 cancel that.... I just worked out membership and completed it online. Look forward to meeting you all tonight. Best Regards, Jamie

19/6/15 With much regret I am about to sell a 1974 beetle which I purchased new that year. Andrew Dodd has been servicing it. Would any of your members be interested. Thanks for the opportunity to approach you. Regards Mario

26/6/15 Hi, Please remove my ad in the Marketplace section of magazine. (21 window microbus) The vehicle is now sold. Thank you Matt

29/6/15 have a 2005 Golf TDI with worn out dash buttons. Can these be replaced, or is there a stick on button cover available? Sach

1/7/15 To whom it may concern, I am assisting with the current Beach Boys Australia tour which consists of a Sydney performance at the new inaugural festival, Bondi Beachfest on the 14th of November. A big part of the Bondi Beachfest is celebrating surf lifestyle and culture. We are hoping to hold a VW Kombi convoy to promote the event, and also to be held on the day of the event. I would love to get in touch with you to discuss this and a possible partnership. I look forward to hearing from you. Many thanks, Emily

4/7/15 would like to sell my 79 kombi Matt

6/7/15 I currently have a 1976 VW Convertible which I have had for over 25 years, I rarely drive it anymore and would like to sell it, is this something I could advertise with your club. Regards Tracey

7/7/15 Found a box about 2m long which could be a VW CKD crate. Does it have any value or should it be used for kindling?

7/7/15 Hi, I am getting married in December and my partner was keen on getting kombi's as wedding cars. Do you know of anyone who does this or can you recommend someone through the club? Thanks Josh

10/7/15 I am having problems logging into the club website. I need to take the vw for an inspection certificate. Brian

10/7/15 Hi, I would like to introduce ClubVeeDub to our our motoring group here at the RACA Ray

10/7/15 I am a new member and just wondering if members get membership cards posted to them or do they have to attend the meetings to get such things. I am also interested in what is in your library, I have emailed the library section on the website but haven't received a reply. Nathan

23/7/15 I am looking for a IRS rear end floor pan for a Eureka project is there a way of putting that up on the wanted list cheers Andrew

27/7/15 Hi, I am shifting to the uk and want to take my new golf 90TSI with me. Looking at the VIN i can see it was manufactured in Wolfenbuttel in 2015, the VDS is zzzAu, which means made for australia? How can i tell if this conforms to UK requirements? Gary

29/7/15 Guys, I have just imported an Australian Beetle into the uk, chassis number 197528010. I believe it is a 1967 model and am looking for any info/wiring diagrams. Can you help? Thanks, Kev

30/7/15 I am trying to find out what year my motor is. I found some numbers, not sure what they are. Where do I look to find the right numbers? Marcella

30/7/15 My wife & I joined Club VW in late 2002 just after we bought an August 1982, 2nd hand, air-cooled T3 transporter (or is that 'Vanagon' - a name that the NRMA does not recognize). In the last few years we are experiencing intermittent 'NO CLICK' starting problems as described by a

person by the name of Bob Hoover in the December 2003 issue of Zeitschrift. A search by his name on the Club VeeDub website gave us no hits, but, being a bit of a hoarder, I was lucky enough to have come across the old magazine with the article while ferreting around in my attic (with much pressure from my wife) trying to find stuff that we would never use again to throw out at a recent council clean-up. Despite this starting problem having been addressed by 4 different (trustworthy) workshops since 2009 - it raises its head enough for us to not feel comfortable about taking it any great distance anymore. Are there any other articles by Bob Hoover in the archives along these lines? Or is he contactable (by email or otherwise) for a chat? He needs to be congratulated on that really great down-to-earth article which was easy to absorb. While we are no longer members we are pleased at the enthusiasm of the club in keeping the flag flying for that unique range of air-cooled vehicles. Regards, Gerry

14/8/15 Hey guys wondering if you can help getting me a history on my kombi..... in engine bay on left hand side has markings MKADV3713 right hand side has plate volkswagenwerk GmbH VW 2/21 and stamped is 380076.....can you tell me year etc.....any help would be appreciated...thanks Arty

19/8/15 I'm a former member of club Vee Dub. I was enquiring if anyone had a 1300cc "sports" engine for sale Peter

29/8/15 I have a what I believe to be a 55 Micro bus and need some information on the Numbers. On the left side of the engine compartment is stamped MKA MB 1067 on the right side is stamped -2C-125537 it is the 2C THAT IS CONFUSING ME. MKA Martin King Aust, MB micro Bus and 1067 the aust vehicle number. Could you please inform me of the 2C Any information appreciated, Regards Peter

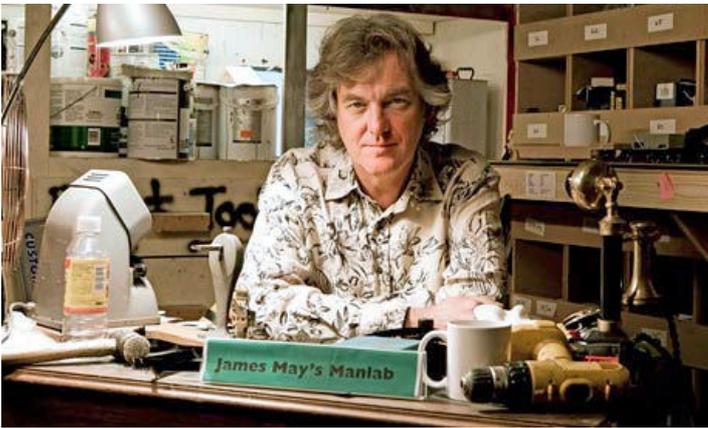
29/8/17 I have a question for the owner of the orange convertible beetle with the registration "67-vrod". I am looking to do a similar build and would like to ask about engineering required. Would you be able to get me in contact with the owner. Regards Mick

1/9/15 Hi there I have a 1960 vw that I would like to get restored I'm on the coast any ideas? Also when is your next swap meet meeting Ali

3/9/15 I have smashed the side mirror on my 2001 golf, do you know a good place i can buy a replacement from?

6/9/15 Hi my name is Kim I have a 1973 vw convertible superbug in which im in the process of restoring an I have a question an havnt been about to find out do im hoping you could help me, my question is am I allowed to put low back seats in my convertible. If you can help in this answer it would be much appreciated. Thank you Kim

7/9/15 What a great site. So much information. Thanks do you have any manufacturing numbers. I have a 1963 Australian single cab truck. How many were produced? Mine is built as Dusty conditions. Were all of them built this way? Thank you David



Got a Garage?

Daily Telegraph (UK), 13 March 2004

The average male uses his garage for junk, not for storing his car. Why?

Here's something you probably didn't know about my good friend and TV colleague Dr Jeremy Clarkson. Next to his house, he has built a sizeable garage. And do you know what he keeps in it? His car. What an inordinately dull man.

No such slavish adherence to convention in the May household. I was in the garage only this morning, looking for my training shoes. This may strike you as rather odd and I have to say it struck me as rather odd, too. Until, that is, I conducted a quick inventory of the brick out-house.

I'll say right now that there is no car in it. There are my motorcycles, but if I'm honest they are only in there because I can't manoeuvre them through the dog-legged front door into the kitchen. Then there are the bicycles. I counted seven in all, which is alarming in itself and even more alarming when you consider that some of them aren't even mine.

Beyond this, though, the garage is little more than a shrine to abandoned fads, neurosis and plain idleness. Here, for example, is my 1960s Avon inflatable boat and the 2hp Yamaha outboard that goes with it. And, next to that, the ancient Seagull outboard I bought from eBay at considerable expense in the interests of greater authenticity.

When I'm dead someone will no doubt flog the Yamaha on eBay to someone who bought a rubber boat in 2004 and who wants it to "look right", and so it will continue unto eternity in other garages.

The Black and Decker Workmate, some taps, a bollard, a painting-by-numbers a friend did for me ("I'll be hanging that on the wall," I told him, without specifying which one). Still, I know I'm not alone.

Let's imagine you went out today and spent £2,000 on a new sideboard. My bet is that you'd bring it home and put it in your house. Yet I know people who spend upwards of £20,000 on a car and then leave it on the street, even though they have garages. This seems to be a peculiarly British condition.

German and American garages contain a car and nothing else. But British garages are full of junk. It's all the same junk, as well. I dare say there is some owner-specific junk out there – Eric Clapton probably has a few old spare Stratocasters in his garage; Jamie Oliver would have kept his first Sunbeam Mixmaster and Breville Kitchen Wizz;

David Attenborough some shovels, stiff bristle brushes and left-over dinosaur bones. But they'll all have several half-empty tins of paint.

It is a simple fact of life that one cannot buy the right amount of paint. There's always some left, and a deep-rooted social convention says it goes at the back of the garage. There is some paint in mine from a previous house. Dulux, I am convinced, makes no profit at all from the paint on your walls. The mark-up takes the form of millions of gallons of magnolia abandoned in urban garages.

And why do we keep "spare" bathroom tiles? Do we imagine that we might lose some of the ones glued to the walls around the bath?

One explanation for this nation's misappropriation of garage space can be found in ancient history. At sometime in the 1930s, someone in authority decided that this new motoring malarkey would never get any bigger than the Austin Seven, designed a garage to suit and enshrined its dimensions in British Standards.

Moving on to 2004, the Volvo estate ends up in the street and the old mattresses are in the garage, since it's much more conveniently situated than the municipal dump. Clarkson can get his car in there only because he had the foresight to add 30 per cent to the architect's drawings.

But this does not explain the actions of my other TV colleague, Richard Hammond. Recently, he demolished his old garage and built a much bigger one.

I visited him between the demise of the old building and the completion of the new one and there, on the drive, freshly removed from the condemned garage, was a large pile of what is often referred to as "mancrap" - a plastic canoe, a guitar amplifier, some hi-fi separates, paint, spare bathroom tiles and his Land Rover. I assumed this was all going to landfill, but no. On completion of the new garage it was all moved back in.

The reason is simple. Garage junk is a great comfort. As men, we can retreat into the fetid gloom, confront the debris of our failures - the rusting exercise bicycle, the woodcarving tools, the tennis racquets - and come to terms with them. The British garage is a place of exorcism, and pulling the wobbly aluminium door shut is an act loaded with symbolism. It could never be wasted on a car.

I found the trainers, by the way. They were behind the camping equipment, next to some useful offcuts of wood. Then I threw them away.

It's a start.

James May



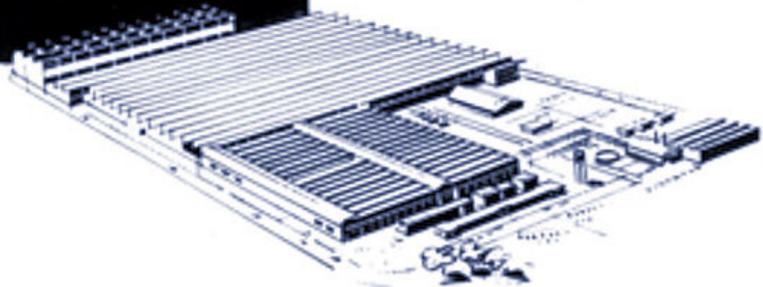
What goes on here?



Our photograph shows a Volkswagen sedan receiving its first coat of paint. It is not merely sprayed, like most cars. It is submerged, ten feet deep, in a 7,000-gallon tank until a coat builds up on inner surfaces you cannot see, and that spraying cannot reach.

There are easier and cheaper ways of painting a car, but Volkswagen does it like this because it is the only **complete** protection against corrosion.

Volkswagen builds cars in one way and one way only — the **right** way. This explains why one out of every eight vehicles sold in Australia this year will be a Volkswagen. It also explains the spectacular growth of Volkswagen (Australasia) Pty. Ltd. from its small beginning in 1954 to the huge industrial enterprise it is today.



Volkswagen — a £12,000,000 investment in Australia's future

The magnificent new £12,000,000 factory at Clayton, Victoria, puts Volkswagen among the automotive "giants" of Australia. More importantly, it is a measure of VW's faith in Australia's industrial future.

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