

# Zeitschrift



The redesigned 2018 VW Polo.

**October 2017**

**IN THIS ISSUE:**

**ACT German Auto Day  
Appin Wheels Festival  
Rod's VW factory tour  
1962 Armstrong 500**

**Canberra Coffee Cruise  
Sydney German Autofest  
1960 VW road test  
Plus lots more...**



**The Legend Never Dies**

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

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



# Club VeeDub Sydney Committee 2017-18.

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<b>VW Nationals Committee:</b>	David Birchall Bob Hickman, Eddie Fleita	(02) 9534 4825
<b>Motorsport Captain:</b>	Rudi Frank motorsport@clubvw.org.au	0418 442 953

## VW Motorsport Committee:

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

## General Committee:

Shirley Pleydon	Charlie Attard
Zelco Jurkovic	Leanne Woods
Conie Heliotis	

## Canberra Committee.

<b>Chair:</b>	RJ 'Willie' Nelson chair@canberra.clubvw.org.au
<b>Vice-Chair:</b>	Bruce Walker vwevents@dodo.com.au
<b>Secretary:</b>	Mandy Conway vicechair@canberra.clubvw.org.au
<b>Registrar:</b>	Iven Laufer (02) 6254 1142
<b>Merchandise:</b>	Mandy Conway merchandise@canberra.clubvw.org.au

## Club VeeDub membership.

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

## Monthly meetings.

Monthly Club VeeDub meetings are held at the Arena Sports Club Ltd (Greyhound Club), 140 Rookwood Rd, Yagoona, on the **third Thursday of each month**, from 7:30 pm. All our members, friends and visitors are most welcome.

## Correspondence.

Club VeeDub Sydney  
PO Box 1340  
Camden NSW 2570

## Our magazine.

**Zeitschrift** (German for 'magazine') is published monthly by Club VeeDub Sydney Inc. We welcome all letters and contributions of general VW interest. These may be edited for reasons of space, clarity, spelling or grammar. Deadline for all contributions is the first Thursday of each month.

Opinions expressed in Zeitschrift are those of the writers, and do not necessarily represent those of Club VeeDub Sydney. Club VeeDub Sydney, and its members and contributors, cannot be held liable for any consequences arising from any information printed in the magazine.

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

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

## We thank our VW Nationals sponsors:

### 30 VW Nationals.

Volkswagen Group Australia	Stan Pobjoy Racing Engineering
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### 25 years and over.

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Motexion	Volkshome Automotive

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



# OKTOBERFEST SATURDAY

14 OCTOBER 2017, 12pm



**PENRITH GOLF CLUB**  
Old Northern Rd, Penrith



Join the Volkswagen display!

**GERMAN BEER and STEIN GLASSES**

**AUTHENTIC GERMAN FOOD**

**OOM PAH PAH BAND (from 2pm)**

**BAVARIAN SLAP DANCERS (from 6pm)**

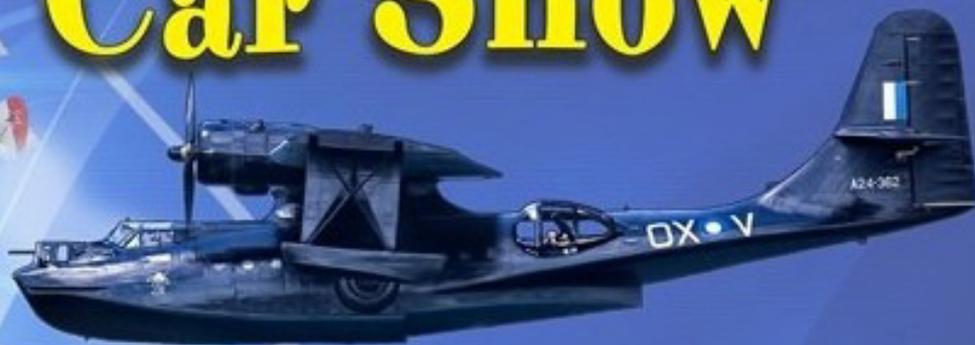
**FREE KIDS JUMPING CASTLE**

**FREE KIDS FACE PAINTING**

**FREE ENTRY**

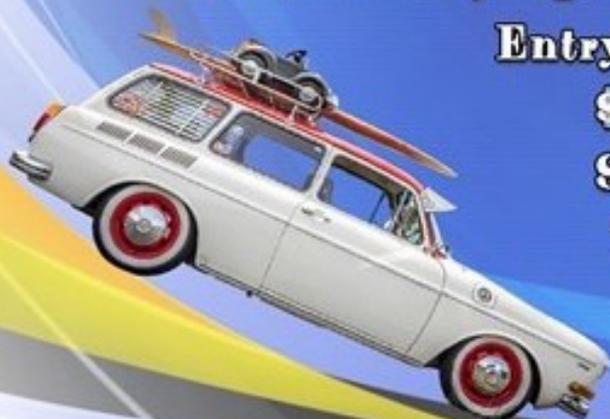
Join the Club VW Convoy, from McDonalds Eastern Creek,  
M4 Westbound at 11am for an 11:30am departure.

# Catalina Festival Car Show



**Sunday, October 29th - 2017 9am-4pm**  
**Show Entry open for Cars and Bikes**

**Entry is \$5 per car including driver**  
**\$5 per additional passenger**  
**Spectator Festival Entry \$5**  
**Trophy Presentation 2pm**



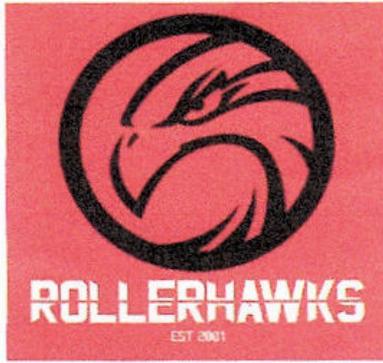
**Rathmines Park**

**In Conjunction with the  
Rathmines Catalina Festival**



**0435 327 255**

**[catalinacarshow@outlook.com](mailto:catalinacarshow@outlook.com)**



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



*Presented by*  
Flat Four V-Dub Club



*In conjunction with Kiama Makers and Growers Market.*

**All VW's Welcome.**

**Vehicle access from 8AM**

**Markets and Show from 10AM-3PM.**

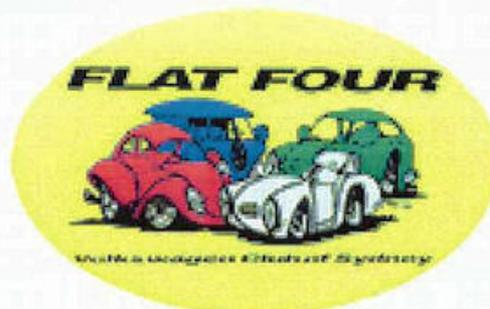
**Entry Fee: \$10 per car.**

Trophies for market organiser's choice and Flat4 car of the day.

Roll out your rides and cruise on down to Kiama.

Be part of the show, enjoy the markets and the beautiful south coast.

Enquiries: Rod Ph 0416173859



# It's on again! **Boris' VW Picnic Day & Swap Meet 2017**

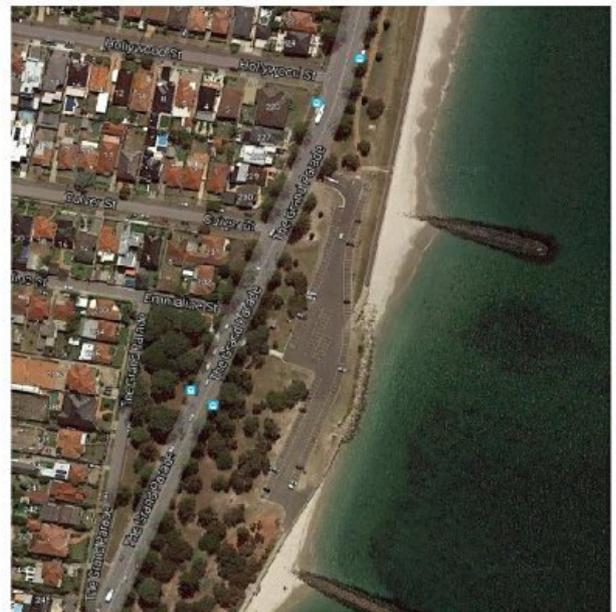
**\*\*\* SAME GREAT VENUE \*\*\***

**When: From 9:00am Sunday 26th November 2017**

**Where: Ramsgate Beach carpark, right beside Botany Bay.**

**Enter from The Grand Parade heading south. Turn left just past Hollywood St. Note - you can't turn right heading north.**

- **Come rain or shine! Toilets on site.**
- **Juicy sausage sizzle, cold soft drink, hot coffee and tea available. Club shop open.**
- **Car Display (no judging or trophies)**
- **VW Car boot sale - clean out your garage!**
- **\$5 general entry. \$10 for swappers.**
- **All VWs welcome - air and water-cooled, old and new.**



# AUSTRALIA DAY

— IN PARRAMATTA —

## CARNIVALE



10.30am-5pm

The iconic Carnivale classic car display is sure to delight car lovers, motoring enthusiasts and families alike.



- First held in 1986, CARnivale is one of the longest running events in Sydney's Australia Day celebrations
- Hosted in the former Parramatta Park racing circuit
- See vintage race cars that raced at Parramatta Park in the 1950s
- Visit the dedicated members marquee where you can learn about vehicle history, restorations and engineering from car club members
- Memorabilia stalls

**PARRAMATTA**  
WE'RE CELEBRATING IN AUSTRALIA'S NEXT GREAT CITY

#ausdayparra



## Von dem Herrn Präsident.

Hi all, well we had some great events last month, including German car days in Sydney and Canberra. There are reports and lots of photos on both of them in this issue.

I had to miss both the Canberra German Autofest and the Sydney German Autofest as I was working both weekends and I couldn't get out of it.

I also had to miss out on VW Warwick drags this year, my car was ready but I didn't have a tow car but by all accounts it was a great success. Watch for the next VWMA in the newsagents next month for a report on all the action. Boris won his class and Lou Guvera won his class as well.

Some members will be displaying their VWs at the annual Burwood Spring Festival this weekend. This event used to unfortunately clash with the Canberra German Autofest, but now Burwood Council has moved the event to this weekend. And now, unfortunately, it clashes with the Bathurst 1000!

Coming up are some more great spring events to attend with your VW; so many that you'll need to write them in your diary. These include our invitation to the Penrith Oktoberfest and the Catalina air-classic car show this month, and the Sprint car classic, Flat Four cruise and Boris' Picnic Day in November. Check the calendar and the flyers in this issue. Some great days coming up.

I have been advised today that we will have the Amaroo circuit at Sydney Motorsport Park for our Super Sprint, on Saturday 26th May 2018. We sent them a deposit cheque and it's been banked and our booking confirmed, so that's great news for the VW Nationals next year.

To our members with their vehicles on NSW Historic registration, we have just received notification that the Log Book Trial has been extended for a further two years from 1 October 2017 until 30 September 2019. For any questions you may have, here's a link that should be able to answer them for you:

<http://www.rms.nsw.gov.au/roads/registration/get-nsw-registration/classic-vehicles/log-book-trial.html>

See you with your VW at an event soon.

Steve Carter



## Kanberra Kapitel report.

Greetings from Canberra!

Wow – September was such a busy month for us down here in Canberra. Our biggest event of the year – the German Auto Display (GAD) – was run and it was a huge success. The final week of planning and preparation was crazy and when the day finally arrived, it went to plan and ran smoothly. We had approximately 60 registered VWs on display, plus six new Volkswagen cars from our major sponsor, Lennox Motors. I'd like to thank everyone who

attended for supporting this event and a special thanks to those who made the trip from afar. And of course the event couldn't have gone ahead without the tireless work by the club members who volunteered their time to do the many jobs required on the day. From the girls in the club tent, to the guys and girls assisting with traffic management and setting up the club gazebos – thank you all very much.

We also conducted our pre-GAD cruise, this year being an Afternoon Tea cruise out to the little township of Sutton, just over the border in NSW. The Sutton Bakery serves great coffee, has some beautiful pastries and makes some of the best pies in the region. Everyone who attended left with full bellies.

A report on both these events can be found in this edition of Zeitschrift.

With the school holidays and spring-time activities, Canberra is a very busy place this time of year. The car show calendar really ramps up in spring and there have been numerous options to get out and look at some beautiful machinery.

I was lucky enough to get away for a week of the holidays, pulling the 'van up to South West Rocks with the Touareg. The drive home was made so much better by the regular 'spotto' of the many Kombis heading up to Old Bar for their annual show. It's so great seeing so many of these great old cars still on the road and being driven substantial distances.

Our planned event for October (Canberra Wings and Wheels) seems to have hit a stumbling block and at this stage may not go ahead. With the owner of the Canberra Airport Corporation jacking up prices to conduct the event, organisers believe it would be too expensive for entrants to shell out. We will therefore try and pull together another event in October for club members – please keep an eye out on your email inbox and the Club VeeDub Canberra Chapter facebook page.

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](mailto:vwevents@dodo.com.au)).

Cheers for now,

Willie.



## Klub Kalender.

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

### October.

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

**Saturday 14th:- Oktoberfest 2017 at Penrith Golf Club**, 1939 The Old Northern Rd Penrith. We have been invited to display our VWs and take part in Oktoberfest - free entry. German food and drink, oom pah pah band, German slap dancing, kids games and activities. Cars in place by midday, activities from 2pm til late. **Join the Club VW convoy from McDonalds M4 westbound at 11am for 11:30 departure.**

**Thursday 19th:- 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 29th:- Catalina Festival Car Show** at the Rathmines RAAF base, near Toronto by the shores of Lake Macquarie. Run as part of the annual Rathmines Catalina Festival we aim to showcase classic, historic, vintage and modified vehicles amongst the festival atmosphere. See the HARS Catalina flying, and RAAF Roulettes acrobatics team. Markets, displays, RAAF museum, entertainment. Car Show opens 9am, entries from 7am, \$5 entry per car and driver, \$5 each additional passenger. Trophy presentation at 2pm. See [www.rathminescatalinafestival.com](http://www.rathminescatalinafestival.com) for more info. **Join the Club VW Convoy from McDonalds Thornleigh 6:30am for 7am departure - 1hr 20 min to Rathmines.**

**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.

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

**Sunday 19th:- Melbourne Day of the Volkswagen**, at Yarra Glen Racecourse, Melbourne. Show n Shine, trade displays, swap meet and more. Public entry at 9am, show entries close 11am. This year is celebrating the Golf Diesel. For more info, visit [www.vwclub.com.au](http://www.vwclub.com.au)

**Saturday 25th:- Shoreline Shakedown VW Show n Shine run**, organised by Flat Four VW Club. At the Black Beach

Reserve, Shoalhaven St Kiama, from 8am. \$10 entry per car. Enjoy the local Kiama Makers and Growers Markets from 10am; Kiama main street, shops and blowhole close by. Trophies for market's choice and Flat 4 Car of the Day. **Join the VW convoy from Uncle Leo's Caltex Roadhouse, Liverpool Crossroads, at 7:00am for a 7:30am departure.**

**Sunday 26th:- Boris' Picnic Day 2017.** Yes it's on again! At Ramsgate Beach carpark. Head south on the Grand Parade and turn left into the entrance just past Hollywood St. You can't turn right going the other way. Display your VW, car boot sale to sell/swap VW parts, Club VW stand, BBQ sausage sizzle and refreshments. Shine up your V, old or new, and enjoy a day by Botany Bay! \$5 entry, \$10 for swappers. For more info contact David Birchall on (02) 9534 4825.

**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.

**Sunday 21st:- VW Watercooled Summer Cruise 2018.** Meet us at Uncle Leo's Caltex Roadhouse, Liverpool Crossroads, at 9:30am for coffees, photos and VW chat. Cruise departs at 10:00am. Brief stop for photos at Appin, then to Stanwell Park by 12:30pm. Families and kids welcome, with gold coin BBQ sausage sizzle and drinks. Large grassy park with kids' playground, kiosk and nearby surf beach. All profits to the Cancer Council. All VWs welcome, new and old.

**Friday 26th:- Australia Day CARnivale** at Parramatta Park. Celebrate Australia's birthday in 2018 with a day-long program of festivities. Hot air balloons, BBQ festival, family zone with kids' activities, rides workshops and concerts; Hot 100 party, bar and rides, main stage concert and dazzling fireworks finale at 9pm. Huge vintage and classic car show with new elements this year. Pre-booking essential, open from 13 October until 17 November only. Register on-line at [www.australiaday.com.au/carnivale](http://www.australiaday.com.au/carnivale) in this period.

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

## February.

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

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

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

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

## Marktplatz.

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

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

*Photos can be included 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:- 1973 VW Type 3 1600 Squareback.** Currently on Club Rego, not transferable. Very straight, in good condition. White with red roof, whitewall tyres with red rims. Slightly lowered, sunvisor, roof rack. Want her to go to a good home. Great drive. Regrettable sale. Car is in Western Sydney. \$15,000 ONO. Phone Kylie on 0401 135381.

**For Sale:-** I have recently come across a **VW engine from the Australian army** and is a stationary set up for generators or pumps. It is as supplied to the army sometime in the 1960s It is still in the box and has never been started. The original box is still intact and the whole thing is brand new. I am trying to sell the engine for a friend of mine in Queensland (I am from Newcastle). I don't have more details from him but he has no

computer and has to rely on grandchildren when they are around. If any of your members would be interested in purchasing it, please contact me for more info. James Hines on 0408 682676 or email [james.hines850@gmail.com](mailto:james.hines850@gmail.com)

**For Sale: 1974 1300 Beetle**, recently purchased from an elderly owner who purchased the vehicle in 1988 and has kept it garaged as a weekend driver ever since, with only 125,000km on the odometer. It is a matching numbers car with original paint, log books and a full service history, with C&S Automotive in Padstow (a VW enthusiast) servicing it regularly in recent years, which included an engine rebuild <26,000km ago. The 1300 twin port motor is late enough to have an alternator and the entire driveline is incredibly smooth and quiet, with the car as a whole being very well looked after. The care taken with this car extends to the accessories, with factory front and rear mudflaps still intact, a locking latch in the engine lid, H4 sealed beam headlights fitted, a rear venetian blind and a Blaupunkt AM radio fitted to the padded dash with the correct surround where most others have been hacked, although the radio itself does not work and the aerial has been snapped off. The padded dash does have some small cracks with the usual sun burning on the top vents and there are a handful of tiny rips in the driver's seat but overall, the interior is remarkably neat. Good Michelin XZX tyres in the original 165R15 size have plenty of tread and the vehicle is registered until 14/09/2018, making it a Beetle that an excited owner can truly hop into, drive and enjoy! \$10,000 ono. Call Steve 0490 020 338

## 2nd month 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



# Trades and services directory.

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Tel: +61 (0) 2 9533 2722  
 Fax: +61 (0) 2 9153 6033  
 Mob/Cell: +61 (0) 411 131 205  
 Email: [gillian@hasmot.com](mailto:gillian@hasmot.com)

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# Trades and services directory.

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 11B Harp Street  
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 Fax: 02 9718 8704

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[WWW.VINTAGEVEEDUB.COM.AU](http://WWW.VINTAGEVEEDUB.COM.AU)

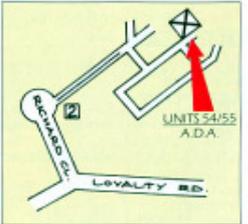
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Cheryl Williams on 0402 557649 or email [cheryl@coastalserenity.com.au](mailto:cheryl@coastalserenity.com.au)

**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](mailto: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](mailto:roneaston@bigpond.com)

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## Trades and services directory.

## Trades and services directory.

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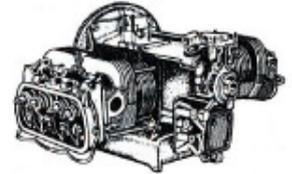
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UPDATE, July 31, 2017: Volkswagen Australia has confirmed it is now offering the Amarok Sportline at \$55,990, drive-away. See it at your Volkswagen dealer now.

## Polo run-out prices.

The new-generation 2018 Volkswagen Polo is due soon (see next), so VW Australia has sexed-up the outgoing current version for one final hurrah.

Volkswagen Australia has announced its intention to dump the familiar Polo Trendline and Comfortline variants and replace them with new models called the Urban and Urban+.

Both new variants retain the same relatively aggressive drive-away pricing as the Trendline and Comfortline, but sweeten the deal with between \$1500 and \$3000 worth of extra stuff.

The Trendline-replacing Polo Urban adds 15-inch 'Tosca' alloys; a leather steering wheel, parking brake and gear shift knob; Multi-Function Display trip computer, illuminated vanity mirrors and some badging that says 'Urban'. Ooooh.

The Urban+ adds more than \$3000 in value including 16-inch 'Portago' alloys, front fog lights, dark tinted windows, automatic headlights, driver fatigue detection, rain-sensing wipers, and badging.

The "enhanced" interior treatment includes heated comfort sport front seats with Alcantara trim, climate control air-conditioning, auto-dimming rear-view mirror, front footwell lighting and chrome and silver decorative trimming.

Additionally, a new Driver Assistance Package (\$1800) available for the Urban+, features Front Assist with City Emergency Braking, Adaptive Cruise Control, Discover Media satellite-navigation system and parking distance sensors front and rear.

Metallic or pearlescent paint adds \$500. The palette now includes Flash Red from the Polo GTI. (See gallery for images.)

Both variants use Volkswagen's 1.2-litre turbo four-cylinder petrol, tuned for 66 kW/160 Nm in the Urban and 81 kW/175 Nm in the Urban+, both matched to six-speed manual or DSG automatic transmissions.

As reported in the next item, the brand new Volkswagen Polo touches down in Australia around March 2018, with the Polo Urban and Urban+ to continue until then, alongside the hotted-up GTI.

## Amarok V6 Sportline.

A third model has joined the Volkswagen Amarok V6 range, with the new Sportline variant dropping the price of entry for the bigger engine to \$55,490 before on-road costs.

Before now, purchasing an Amarok V6 would see you start at \$59,990 before on-roads for the Highline, with the top-shelf Ultimate way out at \$67,990, again before costs.

Launching the Sportline – a badge curiously borrowed from the Volkswagen brand's stablemate Skoda, where it represents a top-shelf offering – gives the 'TDI550' V6 line a new entry point below big-end rivals like the 147 kW/470 Nm Ford Ranger XLT and 130 kW/450 Nm Toyota HiLux SR5.

For equivalent models in those ranges, with tubs on the back and an automatic transmission, you'll start at \$55,690 and \$57,390 respectively.

The Amarok V6 Sportline is powered by Volkswagen's 3.0-litre turbo diesel six, producing the same 165 kW (180 kW on overboost) and 550 Nm of torque that it offers in the Highline and Ultimate.

An eight-speed auto is again the only option, although Volkswagen has confirmed it will add a six-speed manual Sportline to the local range next year.

Permanent all-wheel drive is also standard. Volkswagen claims combined fuel consumption figures of 9.0 L/100 km, and a 0-100 km/h time of 7.9 seconds.

Standard kit with the Sportline includes four-wheel disc brakes, 18-inch 'Manaus' alloy wheels, a mechanical diff lock, front and rear parking sensors, a rear-view camera, dual-zone climate control, a 6.3-inch display with Apple CarPlay and Android Auto, four 12V USB ports, and tinted rear windows.

Volkswagen also notes that feedback from buyers has moved the company to stop including an AdBlue system with the Amarok, although all variants – four-cylinder and V6 – maintain compliance with Euro 5 emissions regulations.

The Amarok remains the only vehicle in its segment to go without rear curtain airbags – an omission VW has promised to rectify with the next generation – but the ute has won fans in the trade by being the only tubbed ute that can take a full-size Australian pallet.

The Mercedes-Benz X-Class will break the Amarok's streak though, as it will also offer room enough in its widened tub for an Aussie pallet. However the Mercedes will only be a Nissan Navara underneath.



Sales in the Polo's Light Car segment are down 13 per cent this year, as Australians increasingly turn away from small cars in favour of SUVs. Even so, the Polo has managed 3316 sales, down 18 per cent, but enough for 8 per cent market share.

The VW is fifth so far this year in the light-car segment, behind the Hyundai Accent, Mazda 2, Toyota Yaris and Honda Jazz, but ahead of the Suzuki Swift and Kia Rio. The late-model upgrades may boost Polo sales significantly before the new model arrives.

See the latest Polo upgrades at your VW dealer now.

**Volkswagen Polo drive-away prices:**

**Polo Urban manual — \$16,990**

**Polo Urban DSG — \$19,490**

**Polo Urban+ manual — \$19,990**

**Polo Urban+ DSG — \$22,490**

## 2018 Polo revealed.

The all-new 2018 Volkswagen Polo has been given an official unveiling, ahead of its forthcoming official debut at the Frankfurt Motor Show.

The model replaces the current fifth-generation Polo that made its global debut at the 2009 Geneva motor show, and received a facelift with minor styling tweaks and significant technology changes in 2014.

The tech upgrades continue with the new 2018 model and, although its styling is unmistakably Volkswagen, there is no disguising the fact: This is an all-new Polo.

The Polo first appeared in Germany (as a VW version of the Audi 50) in 1975. An all-new second-generation model appeared in 1981, and was facelifted in 1990. None of these early Polos were imported or sold in Australia.

However the third-generation Polo which appeared in 1994, did finally debut in Australia at the end of 1996 under then-importers TKM-Inchcape. It was facelifted in 1999. The fourth-generation Polo appeared in 2002 and was facelifted in 2005. This version of the Polo GTI made its world debut at the Sydney Motor Show in 2005, the first time any world-market VW model made its debut in Australia.

For its latest sixth generation, the Polo has been made significantly bigger than the car it replaces, its wheelbase growing to the same 2564mm footprint of its Spanish cousin



the Seat Ibiza. Both cars ride on the same new 'A0' version of the Volkswagen Group's ubiquitous MQB platform, and the next Audi A1 will do the same.

At 2564 mm, the Polo's new wheelbase is a significant 94mm longer than before. To put that in perspective, the fourth-generation Golf rode on a 2512 mm wheelbase. Indeed, even the Golf 5's footprint was only a little longer than that of the new Polo, at 2578 mm. The original 1974 Golf 1's wheelbase was just 2400 mm, same as a torsion-bar Beetle's, and the original 1975 Polo's wheelbase was just 2330 mm.

Overall, the new Polo measures 4053 mm long – an extra 81 mm on the outgoing model – and its boot capacity, rear seats upright, has grown from 280 to 351 litres.

There's an additional 15 and 25mm of headroom, front to rear, despite the new Polo being just 7 mm taller than its predecessor.

In Europe, the new Polo will be offered with five petrol and two diesel engine choices, but as Volkswagen has made abundantly clear, hybrid and electric variants will feature heavily in the years following launch.

Three-cylinder 1.0-litre units from the Up! will feature at the entry end, offering city-focused power figures of 48 kW and 55 kW depending on the model, with a five-speed manual also pointing to the city intent.

The 1.0-litre three-pot formula continues with a pair of 70 kW and 85 kW direct-injected units, matched to five- and six-speed manual transmissions respectively. A seven-speed dual-clutch auto will be offered as an option.

The bigger units, more likely to come to Australia (although the 85 kW three-pot shouldn't be ruled out), will include 110 kW 1.5- and 147 kW 2.0-litre petrol engines. The former is sourced from the Golf, and the latter will drive the GTI – representing a 6 kW increase over the current GTI.

Diesels will include a pair of 1.6-litre four-cylinder engines, in the former of a 59 kW five-speed manual option and a 70 kW manual or seven-speed DSG option.

All models will be front-wheel drive, but, with all-wheel-drive being designed into the MQB-A0 platform, we could see a Polo R in the future – this time in proper all-paw form.

In the cabin, Volkswagen's latest generation of display technology has been made available to the little Polo. There's a glossy centre display ranging in size from 16.5 to 20.5 cm, covered in a glass finish



that Volkswagen says are “as sophisticated as high-end smartphones”.

VW’s fully-digital Active Info Display instrument cluster also features behind the steering wheel, with a new-generation interface making its debut in the Polo.

Tech will include City Emergency Braking and Pedestrian Monitoring, along with blind-spot monitoring, rear cross-traffic alert and park assist.

In addition to the three standard Trendline, Comfortline and Highline trim lines, there will also again feature a special-edition Polo Beats, headlined by a 300-watt sound system.

“The Polo is a young, fresh car,” said Volkswagen CEO, Dr Herbert Diess, at its unveiling. “It combines charisma with strong technology.

“No other car offers so much space for its size. This makes our Polo the number one compact, and it will remain number one.”

Further details on the new Polo are still to come, including fuel figures, torque and acceleration numbers. Expect to learn more at the Frankfurt motor show.

The new Polo will make its Australian debut in the first quarter of 2018, with local features and pricing to be confirmed closer to launch.

## Petrol Transporter to return.

The Volkswagen Transporter has received two new petrol engine options in Europe, after previously being available in diesel form only.

Likely a response to slowing demand for diesel-powered vehicles in Europe, the legendary German van now gets the choice of VW’s Golf-derived 2.0-litre TSI turbo petrol engine, available in two states of tune depending on the transmission chosen.

The entry-level 110 kW/280 Nm version is available solely with a six-speed manual and front-wheel drive, while the peppier 150 kW/350 Nm tune is equipped exclusively to a seven-speed DSG dual-clutch shifter, and is available in both front- and 4Motion all-wheel drive.

Maximum torque is available from 1500 to 3750rpm for the 110 kW engine, and the higher-output version sees all 350 Nm available from 1500 to 4000rpm.

Volkswagen is offering the new petrol engines across the European Transporter range, which includes panel van, window van, pickup, Kombi, Shuttle, Multivan, Caravelle Executive and California camper variants.



VW says the new engine options are perfect for drivers and operators who cover low miles annually and prefer the more “agile” performance of petrol engines.

While not confirmed for our market currently, Volkswagen’s local arm is “considering” the Transporter 2.0 TSI models for our market. Petrol Transporters have not been available here since before the 'T5½' upgrade in 2010, when the range became TDI diesel-only.

Paul Pottinger, general manager for corporate communications at Volkswagen Australia, said: “We are looking at it closely. It would be a matter of landing it at the right price.”

## Transporter tipper.

We all love the trusty Volkswagen Transporter. And who doesn’t love a tipper truck? Well, a UK firm has developed a new tipper body cab chassis variant of the popular Volkswagen Transporter, uniquely combining two things we have a soft spot for.



Created and developed in partnership with Volkswagen Commercial Vehicles (UK) by Ingimex Ltd – the UK’s largest manufacturer of light commercial vehicle bodies – the tipper body conversion is available for both T30 (3000kg GVW) and T32 (3200kg GVW) versions of the Volkswagen Transporter, offering payloads of around 800 kg and 1000 kg, respectively.

The new custom is officially called the ‘Tip-Up’, and the busy bodies at Ingimex additionally offer dropside bodies for the Transporter.

Referred to as the ‘Pick-Up,’ the T30- and T32-based variants boast higher payloads of around 1000 kg and 1200 kg, respectively, thanks to the lack of tipper mechanism.

Providing potential buyers with a more compact alternative to larger Volkswagen Crafter-based commercial vehicles, Ingimex says its Tip-Up and Pick-up Transporter conversions are also compatible with Volkswagen’s 4MOTION all-wheel-drive system, “making it a highly capable vehicle for use on- and off-road”.

Locally, VW offers cab-chassis models of the Transporter but no option for tipper trucks. The normal 2017 Volkswagen Transporter vans kicks off at \$34,490 driveaway, with two-door cab chassis models starting at \$45,990 (before on-road costs). There are various local companies that can supply tipper conversion equipment and kits for cab-chassis vehicles, or custom build bodies to customer requirements.

## Next Jetta spotted.

The long-overdue next-generation Volkswagen Jetta has been spied completely undisguised at the VW factory in Puebla, Mexico.

Photos were first posted on by Autologia, although the Mexican website has since removed the article. If, as it seems, this is the new Jetta, the next-generation will have a sportier and less Golf-like profile than today's sedan.

At the front, there's a headlight and grille combo inspired by the upcoming Arteon liftback. The rear, strangely, features tail-lights similar in shape to those used on the pre-facelift Hyundai Sonata. The car is designed for the US market, and the Yanks love a bit of bling.



The next-generation Jetta also looks as though it is significantly longer than today's car, with an upsized wheelbase to boot, and a long way from 'Golf with a boot' that the Jetta has always been up to now.

Under the skin, the new Jetta is said to finally be based on the MQB component set used by all new Volkswagen vehicles. This should mean the new model weighs less and has much improved dynamics compared to the current sedan, which is based on the 2008 sixth-generation Golf – which was only a slight update of the 2005 Golf 5.

Reports indicate the next-generation Jetta will be powered by turbocharged 1.5- and 2.0-litre four-cylinder engines, with the latter probably reserved for the warm GLI model.



Given the Jetta is pitched in North America as a Corolla-fighter, rather than a semi-premium product, it will likely feature a technology list that's up-to-date, but without going beyond what's offered in the Golf.

The new Jetta will reportedly enter production in Mexico at the end of the year, and could be unveiled at the Los Angeles motor show in November.

It's not known when or if the next-generation Volkswagen Jetta will land in Australia. Some reports indicate the new car may be only for the US market – like the US Passat – and will not be built in right-hand drive. The Jetta is vastly more popular than the Golf hatch in the USA, but is a slow seller in Europe and Australia.

## Golf 8 to be mild-hybrid.

The eighth-generation Volkswagen Golf, set to make its debut at the 2019 Frankfurt motor show in two years' time, will pioneer the implementation of the VW's upcoming 48V mild hybrid system – according to news reports from Europe.

The UK's Auto Express spoke with Volkswagen's boss, Herbert Diess, who said that while the company is focusing heavily on electric power, the Golf will remain the core focus for the brand.

"The priority is Golf because in the next generation it will be our main core product; and that's where the focus goes," he said. "Mild hybrid systems will play a major role in the next generation of Golf; that will be the first application."

It's likely the Golf 8 will continue offering turbocharged small-displacement petrol and diesel engines, along with the current plug-in hybrid GTE variant. The e-Golf electric vehicle (EV), however, won't make it to the next



generation due to the impending arrival of the I.D. Family, Diess told Auto Express.

Other expected changes include a lighter version of the MQB platform, a redesigned exterior and interior, along with more use of digital technology for the cabin rather than physical dials and readouts.

Auto Express also says the next-gen model will wear 'Golf' lettering beneath the Volkswagen badge for the first time – much like the upcoming Arteon four-door coupe.

In terms of the performance range, the GTI and R will get power boosts, though exact details of their powertrains are yet to be detailed.

## ID Buzz approved for production.

The all-electric successor to the Volkswagen Microbus has been given the green light, with VW's boss confirming the ID Buzz concept will head into production.

Herbert Diess, chief of the Volkswagen brand, told AutoExpress UK, "Emotional cars are very important for (our) brand."

Noting the company still sells "loads" of Beetles in the US, Diess stated "we will also have the Microbus that we showed, which we have recently decided we will build."

The ID Buzz concept was introduced at this year's Detroit motor show back in February (see March Zeitschrift).

Underpinned by VW's MEB electric vehicle platform, the ID Buzz concept has all-wheel drive, up to 275 kW of power, seating for eight people, and a range of 600 kilometres.

As Oliver Stefani, the Volkswagen brand's chief designer, told the magazine earlier this year, the MEB platform has allowed Volkswagen to revive the proportions of the original Type 2 Microbus.

Despite its compact dimensions, the ID Buzz has interior space that's "almost one class higher".

The designer hinted at derivatives too, recalling the original Transporter had "some family members, like the delivery van, the pickup, the Kombi, the camper, the (deluxe) 'Samba' Microbus, so I think there are a lot of possibilities with this car."



It's not known when the production version of the ID Buzz will make its debut, but the first MEB-based vehicle, a version of the ID hatch, will go on sale in Germany from 2020.

By the 2025, VW has planned to be selling one million electric cars per year across all of its brands.

## VW Gen.E.

The Volkswagen Gen.E research vehicle has been unveiled with little fanfare at VW's Future Mobility Days 2017 event in Germany.

VW hasn't released many details about the Gen.E concept, although it did report that with its "advanced lithium-ion cells" and efficiency optimised electric motor, the Gen.E has a claimed range of over 400 kilometres.

Under the skin, the Gen.E features a "lightweight architecture [that has] been designed for maximum crash safety including the battery."



Most interestingly, the Gen.E can be recharged via a specially designed robot, which VW is developing to work in underground and multi-storey car parks to help automatically connect electric vehicles up for recharging.

The robot can hook the car up to juice via one of its two charging ports.

The research car may also provide some clues about the look of the eighth-generation Golf, although it's safe to assume the gull wing doors and aerodynamically efficient pass-through C-pillar won't be making the transition to any production vehicle.

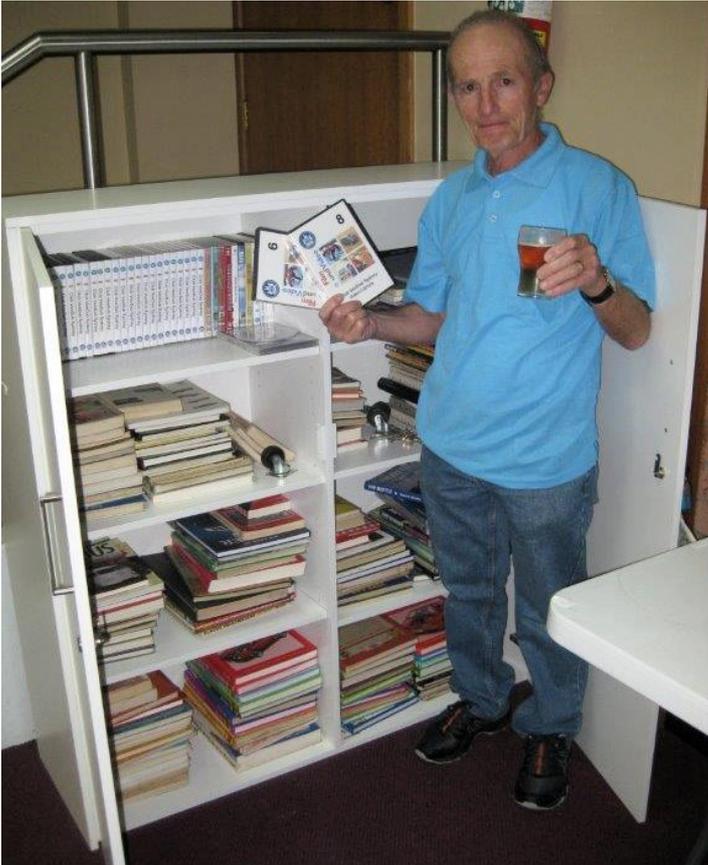
Volkswagen used its media day for Future Mobility Days 2017 to also show off its latest autonomous driving and safety systems. On top of this, it demonstrated air humidification hardware, vehicle data mining, Liquid Crystal on Silicone headlights, and a proposed Smart Shuttle service.

## Club VW library.

The Club library is the 'go to' place to borrow books and DVDs on all things Volkswagen. The amount of detailed information is amazing.

There are DVDs galore including the 'BUGME' DVD set, which contains 12 discs on the 'how to' from basic beetle maintenance, engine pull, brake repairs, gearbox repair, electrical repairs, engine diagnostics etc etc.

There are also books showing the details on different Beetle year models from 1948 to 1976, as well as numerous workshop manuals, history books and stories relating to all VW models - Beetle, Kombi, Type 3, Karmann Ghia, Golf, Polo, Passat, Transporter etc etc.



The picture shows the recently enlarged Library and Club Librarian Joe Buttigieg.

The Library is open at our Monthly meetings. Members can borrow the items for no charge.

Have a look at the contents and borrow a book or one of the DVDs. And please remember to bring them back again next month, so others can borrow them too!

Carl Moll

## Appin Wheels Festival.

On Sunday 17th September I went to the Appin Wheels Festival, held on the field in the grounds of the Appin Public School.

I was having a coffee at Uncle Leo's, when Kylie arrived in her Type 3 wagon (which is currently for sale) and Phil in his Kombi Camper. We drove in convoy down the highway to Campbelltown, and down to Appin.



There was a queue to get in and we parked on the school football field with lots of other classic cars. It cost \$10 to enter. We had to take our forms to the control tent for judging later. The show was organised by the P&C to raise money for the school.

For a while we were the only VWs, but later on a split-window Kombi and a Type 3 Fastback turned up. Then Hans





At 1:30pm they had the trophy presentation. Prizes went to the best 20 vehicles, and the best Ford and Holden. No VWs won any trophies but I was very pleased to win a lucky door prize gift pack of car care goodies.

The queue getting out of the school at the end was very slow and knotty, but it was a very enjoyable day.

Jeff Swords

## Canberra afternoon coffee cruise.

After many enquiries and requests, Club VeeDub (Canberra Chapter) organised an event on the afternoon before the annual ACT German Auto Day (GAD) to offer an activity on both days of the weekend.

On Saturday 16th September we met at Old Parliament House mid-afternoon where we were able to chat and find out where everyone had travelled from. By conducting the event

turned up in his custom Oval Beetle. He chatted with for ages. Phil told me he was once the Club President many years ago.

There were lots of nice cars to look at, Australian and US classic cars, and a few Japanese ones too. There were some large trucks and tractors and a few custom bikes.



One cool car was a replica Mad Max Ford Falcon MFP car, from the original 1979 movie. It was the Big Bopper, driven by Roop and Charlie. It had dialog and sound effects from the movie playing through speakers. It's a replica because the actual one was written off during filming – it's the one that hits a post, smashes the Mazda Bongo van, then crashes through the caravan. The glovebox of this one was signed by stars of the movie like Steve Bisley (Goose), Hugh Keys-Byrne (Toecutter), Vince Gil (Nightrider) and Tim Burns (Johnny the Boy).

They had a cow pat lottery, where you bet on which square of grass the cow does its business. I'm not sure we could do this at the Nationals.





in the afternoon, any participants travelling from Sydney, Newcastle, Victoria or the South Coast were able to join us for the activity. A total of 10 cars attended the cruise, including a beautiful air-cooled Porsche 911.

We then drove off through the middle of Canberra and up the main thoroughfare to Canberra's north. This turns into the Federal Hwy and a few kilometres out of the ACT, we took the turn-off to Sutton where we stopped at the Sutton Bakery. Well known for its coffee, pastries, pies and other food, we were able to take advantage of the lovely sunshine and alfresco dining facilities.



Kids were entertained by one of our local member's dog, Elvis, who loves to chase a ball or anything else you're willing to throw for him. Elvis gets along to many of our activities and has become a well-loved companion to many Canberra VW enthusiasts.

This event is planned to occur the afternoon prior to the ACT GAD. We would love to hear from our interstate visitors as to what they would like to do or places to visit on this cruise, as we want to encourage maximum attendance from those that make the journey to Canberra for this weekend of VW goodness.

Willie Nelson

## 2017 ACT Shannon's German Auto Day.

The annual ACT German Auto Day (GAD) was a huge success at the Pialligo Estate on Sunday, 17 September. With approximately 300 cars and motorbikes in attendance, there was plenty to see for anyone with an interest in German automotive engineering.



The day started early for Club VeeDub, with a number of members turning up to assist with erecting the club gazebo and banner, directing traffic and facilitating the entry process. As the cars started to roll in under beautiful blue skies and hardly any breeze, we knew the day was going to be a great event. We ended up with 60 registered VWs plus a few others that parked off to the side and not participating in the show proper.

Our major sponsor, Lennox Motors once again bought six new vehicles from their dealership and a beautiful Karman Ghia. Lennox's continued support of the club and this event assists with costs associated with running such an event and is very much appreciated.

The new venue of Pialligo Estate proved an overwhelming success. Their large marquee, where they served German inspired food and beverages and the coffee





tent were very well patronised. They also provided a jumping castle for the kids, plenty of seating to rest weary feet and large fire pits to enhance the mood and provide warmth in the morning. The temperature didn't get above zero until approximately 8:30 but did climb quickly afterwards under the beautiful spring sunshine.

Thirteen trophies were on offer from Club VeeDub this year. Three judges were appointed to inspect the cars and come up with a winner in each category. Two of the judges were independent from Club VeeDub, ensuring fair and



balanced deliberation. Only three categories required robust discussion between the judges, with the rest of the categories easily decided. Of note were the Modified Kombi and Modified Beetle categories. The eventual winners in these categories were decided upon; however there were at least three cars in each of these categories that could have taken the title quite easily. The winners are listed at the end of this report.

The overall show committee also present trophies: one for each marque on display, overall best of show and they also assist with the German Ambassador's Choice. The trophy for Best VW on display from the show committee went to Lennox Motor's Karmann Ghia.

As the day progressed and after the trophy presentations, many took advantage of the beautiful weather to sit around, eat, drink and chat to other show goers. One group had their own BBQ set up and welcomed others to join them. The casual and easy-going nature of many VW enthusiasts makes for a great opportunity to relax, reacquaint and enjoy our beautiful cars.

A number of interstate entrants came along to the ACT GAD and we really appreciate the effort of each and every one of you for doing so. Newcastle, Sydney, Melbourne, Albury/Wadonga and the South Coast were all represented at the show which is a great effort that helps make this event a must-do on the VW Show Calendar. Keep the third Sunday in September free each year for the ACT GAD.

Willie Nelson





### 2017 GAD Trophy winners:

1. Best Standard Beetle:  
Chris Menzies' 1959 Grey Beetle
2. Best Modified Beetle:  
Murray Fleming's 1957 Blue Beetle
3. Best Standard Kombi:  
Jim Smith's 1967 Blue and White Camper
4. Best Modified Kombi:  
Frank Scubla's 1963 Turquoise Bus
5. Best Standard Type3 / Karman Ghia:  
Matt Shepley's 1971 Green Type 3 Notchback
6. Best Modified Type3 / Karman Ghia:  
Jonathon Maclean's 1968 Type 3 White Squareback
7. Best Standard Golf / Polo / Scirocco / Caddy:  
Jacqui Stenhouse's 2017 White Scirocco
8. Best Modified Golf / Polo / Scirocco / Caddy:  
Canberra VW's 2017 White Golf GTi
9. Best Standard Passat / Bora / Jetta / Up!:  
Benjamin Hasting's 2010 Silver Passat R36 Wagon
10. Best Modified Passat / Bora / Jetta / Up!:  
Shari Walker's 2009 Grey Jetta



11. Best Standard Amarok / Tiguan / Touareg:  
Andrew Kristen's 2015 Silver Amarok
12. Best Modified Amarok / Tiguan / Touareg:  
Bruce Walker's 2014 Grey Amarok
13. Best Buggy / Baja / Kit Car:  
Mandy Conway's VW Pedal-Car

## Carl and Joe's trip to Canberra.

Just a quick update on the German Auto day in the ACT.

A great venue and very easy to get to without having to go through Canberra City.

Joe Buttigieg and I drove down to Pialligo Estate, Canberra on Sunday morning to the German Auto day. We travelled in Joe's New Beetle and arrived at about 10.15 am.



It was a sunny clear Canberra day (but cold out of the sun.)

Club Cars from Sydney that we recognised were Laurie and Wayne Murray with Wayne's blue Microbus, and Ken Davis with his '72 Super Beetle.

Lots of German cars... BMW, Mercedes, Porsche but the best supported brand and display (my opinion) was from the VW club (Canberra chapter).

We spoke with Brian and Willie and by 11:30 they had judged the 59 cars and announced the winners.

A noticeable observation was the number of young





owners (20s to 30s) there who won prizes.

Willie, the Canberra Chapter president, commented that this has been a plan to encourage younger members into the club. And it seems to be working.

A great day. See attached pics.

Cheers,

Carl Moll

## Another VW scratchie.

Another Instant Scratchies lottery ticket to feature VWs has recently been released. It's the \$5 'Live The Life' scratchie.

The major prize is a possible \$1000 a week, for 5 years (\$260,000 in total). As usual a range of minor prizes was also up for offer (or more likely, nothing at all!)

There are three separate game panels to scratch, each of which offers chances at the major and minor prizes.

The top left panel looks like nothing significant at first glance, but on closer inspection it shows side views of nine VW Kombi Campmobiles – with the roof up.



This was one of several tickets that Lily bought me for Fathers Day last month. Unfortunately, I didn't win anything on this one.

Check with your local newsagent or lottery tocket shop to see if this card is still available. And remember, gamble responsibly.



## VW promotion at Bankstown Square.

It's great to see Noble Volkswagen at Chullora, Sydney's newest VW dealer, continuing to heavily promote their VWs.

This week they set up a new VW display and promotion at Bankstown Square shopping centre. As well as allowing interested passers-by to inspect some of the latest VW models, you can also go into the draw to win an expensive dinner for two.



Bankstown Square opened in 1966 and has been expanded several times over the years. It has also been renamed, firstly to 'Centro Bankstown' and nowadays 'Bankstown Central', but to locals like me it will always be Bankstown Square.

While it has hosted the hot rod show in years gone by, and there are often small displays of other makes, this is the first Volkswagen promotion I can ever recall seeing at Bankstown Square.

I do remember VW displays at nearby Roselands, most recently I think in 1974 when the Herbie Rides Again movie came out. But Roselands used to have a cinema as part of the shopping centre (now long gone); but Bankstown Square never did.



## Sydney German Autofest.

I recently went to the Sydney German Autofest. It was hosted by the Mercedes-Benz club, and was held at the Gough Whitlam Park at Earlwood on Sunday 24th September.

This show is getting bigger every year. Last year we only had about 10 VWs turn up, but this time we had over 30, which was great to see.

This year the Mercedes club placed the VWs at the very far end, past the main section and under the trees at the back. At first we thought this wasn't a good spot, but as the day got hotter the shade was very welcome and we had lots of passers by.

Here are some photos of the day that Phil took. It was great to see a mix of familiar Club faces, and lots of new



members and people from the VW forums and the Freitag thingy.

The Mercedes cars had the central position, but they got hot and dusty. The Audis parked next to the VWs. There were also lots of nice BMWs and Porsches. My mate turned up in his beautiful Porsche 944.

The Mercedes Club gave away some trophies for the





other German makes, as well as for their own Concours. John was the winner of the Best Volkswagen trophy for his lovely '65 Beetle.

It was a very enjoyable day.

Jeff Swords

## A Ravensburger 3D Jigsaw puzzle.

Ravensburg is a town in Upper Swabia in Southern Germany, capital of the district of Ravensburg, Baden-Württemberg. This is the very southern part of Germany, close to the Swiss border.

It is an historic old town that fortunately survived the war almost intact, and the Old Town centre has been beautifully restored and traffic banned.



The town hosts the headquarters of Ravensburger AG, a company internationally known for board games, jigsaw puzzles and children's books. They were founded in 1883. Their website is [www.ravensburger.us/start/index.html](http://www.ravensburger.us/start/index.html) if you wish to browse their many hundreds of interesting books, puzzles and games, and perhaps make a purchase.

We stayed in Ravensburg last month. A 3D jigsaw puzzle is a concept which is new to me.

Rod Young

## Warwick Drags.

Here's a shot of Boris at the recent Warwick VW drags. He won his class.

Don't forget to buy the next issue of VWMA magazine at the newsagents next month, which will have a full report, results and lots of photos.

Craig Adams





## 1962 Armstrong 500.

The 1962 Armstrong 500 was the third and last 500-mile 'great race' to be held at the Phillip Island circuit in Victoria. The 1962 race for Australian built production cars was run on Sunday 21st October 1962. The race was 167 laps of the 3.0-mile circuit, making a total of 501 miles.

The Australian economy recovered from the recession of 1961, and entries were up to 41 vehicles from just 26 in 1961. There were three Volkswagens entered.

The engine-size categories used in the 1960-61 races were replaced by new categories based instead on retail purchase price. This change greatly benefited the Volkswagens, which always gave great performance value for money but struggled against higher-output cars of the same engine capacity. For example, the 1200 Beetle was no match in speed for most modern 1200cc cars (which cost more), but was closely matched to the Mini 850 and other smaller engine cars which cost about the same.

For the 1962 race the Volkswagens were now the lighter and cheaper £849 1200 'Standard' model, which had been introduced two months previously in August 1962. They were entered in the low-price Class D (up to £900). By comparison, the more plush and heavier Deluxe VW cost £955 and would had to have competed against 1600cc Hillmans and Morris Major Elites in Class C.

The three Volkswagens were all Victorian entries, driven by George Reynolds / Jim McKeown; Doug Whiteford / Lou Molina; and Tony Theiler / Bob Foreman / Reg Lunn.

The poor condition of the track, which became even worse during the 1962 race when the cars tore the surface to pieces, forced the decision to move the race to the Mount Panorama Circuit at Bathurst for 1963 and onwards (see July 2017 issue). The race became the Gallagher 500 in 1966, the Hardie-Ferodo 500 in 1968, the Hardie-Ferodo 1000 in 1973, the James Hardie 1000 in 1981 and the Tooheys 1000 in 1988. Today it's the Supercheap Auto Bathurst 1000, but it hasn't been for production cars for many years. And VWs can no longer take part, as it's been V8 Supercars only since 1999.

The Phillip Island circuit was closed after the 1962 race, as funds were not available to repair it. In addition, heavy machinery could not cross the rickety old 1938 wood and cable suspension bridge to the mainland. The new concrete bridge was not built until 1969, when the track could finally be repaired and reopened. It was used for rounds of the ATCC in the 1970s but closed again in 1977. It took until 1988 for the track to be properly rebuilt with new facilities, re-profiled and slightly shortened for motorcycle grand prix racing. V8 Supercars do still occasionally race there.

Here are news reports on the final Phillip Island Armstrong 500, as reported in newspapers of the day.

## Five N.S.W. cars in '500' race.

*The Sydney Morning Herald, Monday 15 October 1962*

At least five N.S.W entrants and eight newly introduced Australian-built cars will line up for the Armstrong 500, when 41 cars leave the starting grid in the 500-mile stock car classic at Phillip Island next Sunday October 21.

The "new faces" will include most of the popular new cars released during the past few months.

These include the recently launched Austin Freeway and Chrysler Valiant, as well as the new EJ Holden, Ford Falcon Pursuits, Ford Zephyr MkIII and the Volkswagen 'rally' Standard.

The 500, Australia's top motoring event, will again be held in Victoria, with the bulk of the entries and drivers also from Victoria. The size and quality of the field and the £7000 prize money to be won give promise that this will be one of the best Armstrongs yet.

Unconditional prize money for each class is £1630 and there are a number of conditional awards sponsored by various oil, tyre and accessory companies and manufacturers.

The 500 miles race for production saloon cars has attracted world-wide attention since its inception two years ago. It has provided a valuable testing ground for car manufacturers.

The race is similar in structure to the recent Bathurst Six-Hour Classic, except that all competing cars must be either assembled in Australia from imported components, or fully manufactured in Australia.

There are no restrictions on the type of brake and clutch linings used. Proprietary exhaust systems are permitted but otherwise the cars must be in completely standard trim.

The Phillip Island Auto Racing Club will organise this year's event. It will be run on the club's three-mile test circuit for sponsors, Armstrong Shock Absorbers Pty. Ltd.

The classes have been reorganised this year, and are now based on purchase price categories, rather than on engine sizes as previously. The intention is to allow the public to make comparisons according to their financial circumstances rather than approximating cars of equivalent vehicle performance.

A maximum upper limit of £2000 has been established to prevent the race being dominated by exotic sports cars. The race is intended as a test of normal family saloon cars.

Class A, for cars in the £1251 to £2000 ranges, probably holds most interest. Starters in this class include three Chrysler Valiants, two Studebaker Larks, three Citroen ID19s, a four-speed Ford Zephyr and a Vauxhall Velox.

Citroens are in the event for the first time, and should be particularly suited by the winding circuit with their excellent road holding and front-wheel drive.

Their practice times indicate they could surprise some of the more fancied candidates.

Class B, for cars in the £1051 to £1250 range, will also arouse wide interest with its clash between five Ford Falcons XL Pursuits, two Austin Freeways and a lone Holden.

Class C, for cars priced from £901 to £1050, includes Hillman Minx and Morris Majors. It also sees the Renault Gordinis and Simca Arondes moving up from Class D last year. One of the Simca crews will be Ann Bennett and Diane Leighton, the first time women have competed in the race.

Miss Leighton has previously raced in open company with some success.

The low-priced Class D, for cars up to £900, will be made up of Triumph Heralds, Morris 850s, Volkswagen 1200



Standards, an N.S.U. Prinz and a Ford Anglia.

Results of the race could play an important part in deciding the future success or failure of models in the popular price range of six cylinder cars.

Only cars manufactured or assembled in Australia will be eligible to compete. These must be driven by drivers resident in Australia.

A new type of start, based on the traditional crowd-pleasing Le Mans start, will be featured.

The cars with their drivers seated and ready to go will be angle-parked on one side of the track. On the opposite side of the track will be the co-drivers holding the keys of the cars.

When the flag is dropped, the co-drivers will race across the track and hand the keys to the drivers, who will start the cars and take off.

The race is timed to start at 7 a.m., with the Minister for Shipping and Transport (Mr H. Opperman) flagging the field away.

## Police Club Team wins Armstrong.

*The Melbourne Age, Monday 22 October 1962*

Bill Graetz and Fred Sutherland, a two-man team from Victoria Police Motor Sports Club, yesterday drove a Studebaker Lark to a convincing win in the Armstrong 500 stock car race at Phillip Island.

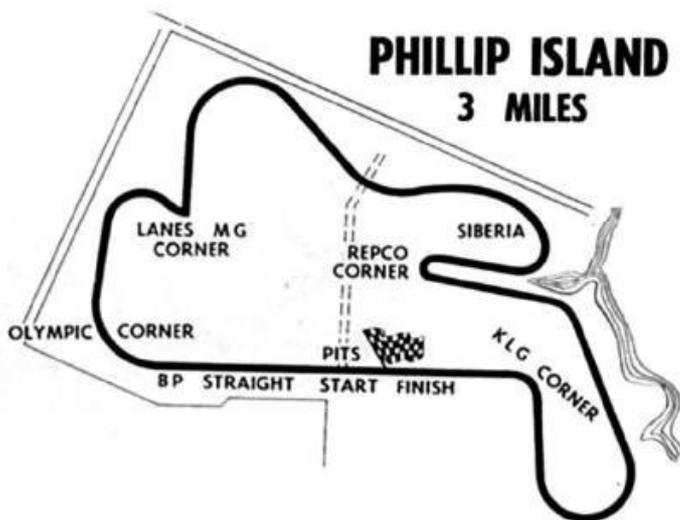
The V8-powered Lark was first to finish the punishing 500-mile classic, taking prizemoney and first place in Class A, as well as unofficial 'line honours.'

A Ford Zephyr Mark III entered with four-speed floor gearchange, surprised the big Larks by finishing second in Class A.

However, Ford Team Manager Mr Les Powell lodged an immediate protest, claiming a team Falcon was the first to complete the 167 laps.

The protest will not be decided until later this week, but it cannot deprive Graetz and Sutherland of their class win.\*

This is because the Falcon, driven by Harry Firth and Bob Jane, competed in and was outright winner of Class B.



Privately owned and financed, designed and supported by enthusiasts, Phillip Island circuit is 84 miles from Melbourne. More than 80% of the three-mile bitumen sealed track is visible from the main spectator area.

Designed to give competitors a Grand Prix type of circuit, such salient features as the three-quarter mile long undulating B.P. Straight, fast sweeping and banked Olympic and K.L.G. corners, the unbanked tight Repco corner and a winding section culminating in a downhill approach to the sharp right hander known as Lanes MG corner, which ends with a climbing turn.

Racing is in an anti-clockwise direction and is conducted by the Phillip Island Auto Racing Club, and by other clubs who lease the circuit.



The winning Falcon was a vehicle lent to Harry Firth and Bob Jane after their own car had been damaged in practice.

Ford Falcons, with Pursuit engines (over 100 brake horsepower) took the first four places in Class B.

Apart from shearing off a wheel stud in the early laps, the police team, competing with the same drivers and pit crew for the third successive year, had a trouble-free run.

Magnificent pit work, the product of those three years of working together, reduced the wheel stud incident to little more than a nuisance value.

A Citroen ID 19S, driven by top racing drivers Norm Beechey and Greg Cusack, finished third.

Another Studebaker Lark in Class A, driven by Don Algie and Kingsley Hibbard from N.S.W. had a two-lap lead after 65 laps, and looked the winner.

But due to mechanical difficulties it was forced out of the race.

#### Ford Success

While the police Lark won the 'glamour' class, the real success story of the race belonged to the Ford team.

Team Falcons filled the first two places in Class B, and two privately entered Falcons finished third and fourth.

And second place in Class A (behind the Lark) went to a team Zephyr, despite almost constant early trouble with a defective bonnet latch.



The bonnet finally whipped open while the car was travelling at speed, and was twisted so badly it had to be roped into place.

For the Firth-Jane combination, victory in Class B came close to equalising their 1961 success, when they took both class and line honours in a Mercedes-Benz.

#### Two Rolled

Two cars - a Triumph Herald and a Simca - rolled during the race, but their drivers, John Anderson and Vern Curtin, escaped injury.

Gear linkage trouble, then the crash, cost Curtin an almost certain win in Class C.

In the end, Class C was won by Rex Emmett, John Connolly and Brian Sampson in a Renault Gordini, finishing sixth overall with 162 laps, just five behind the winning V8 Lark. This represented

a remarkable achievement for an 850cc car.

The first entry driven by a woman in an Armstrong '500' finished third in class C. This was a Simca driven by Dianne Leighton, Anne Bennett and Pat Murison.

This class was won by the Rex Emmett / John Connolly / Brian Sampson Renault Gordini.

Class D provided thrills for the crowd as the two main contenders, Volkswagens and Morris 850's, staged dramatic battles right around the field.



Jim McKeown and George Reynolds took their HG McLean Motors Volkswagen to the Class D victory, beating the second-placed Mini by a lap. It was the first ever Class victory for a Volkswagen, finishing with 162 laps. The VW also finished seventh overall.

The Spencer Motors VW (Tony Theiler, Bob Foreman and Reg Lunn) was fourth in class, behind the two Mini 850s. A third VW, driven by Doug Whiteford and Lou Molina, retired after 148 laps and did not finish.

John Roxburgh and Frank Coad, race winners in a Cresta in 1960 and second in class last year in a Velox, broke two tie rod ends in separate incidents that put their Vauxhall Velox out of the running this time.

The track broke up badly as the race progressed, and nine cars failed to finish. Dangerous potholes formed all around the circuit, especially on the tighter corners where the braking was more pronounced.



A crowd estimated at 18,000 saw 31 cars survive the pot-holed three-mile circuit to finish.

The £7000 race lasted eight hours 15 minutes and 54 seconds, a quarter-hour longer than last year.

\* A few minutes after the race ended, the Ford Motor Company of Australia lodged an official protest against the winning Studebaker. Their protest claimed that the Ford Falcon should have won unofficial 'outright' honours, as well as Class B.

The company said the Falcon had been forced to travel an extra lap before it was given the chequered flag.

CAMS stewards heard the protests the following week, after these news reports were published, and agreed with Ford. Both cars were ruled to have completed 167 laps, and the existing Class A and B results remained - Lark and Falcon respectively.

However the new unofficial 'overall' winner was announced as the Bob Jane / Harry Firth Falcon, relegating the Studebaker to unofficial 'second' overall. These are the results as published today.

The Armstrong race would remain Category winners only for another couple of years. An 'outright' winner and trophy was finally announced and awarded at the 1965 race.

Official results were:

#### Class A (£1251-£2000)

1. Studebaker Lark, 167 laps (Fred Sutherland, Bill Graetz)
2. Ford Zephyr Mk III, 163 laps (Geoff Russell, David Anderson)
3. Citroën ID19, 160 laps (Norm Beechey, Greg Cusack)
4. Chrysler Valiant, 160 laps (Vic Croft, Wal Gillespie)
5. Citroën ID19, 156 laps (Bill Buckle, Brian Foley)
6. Citroën ID19, 155 laps (Bill Wilson, Mike Ide)

#### Class B (£1051-£1250)

1. Ford Falcon XL, 167 laps (Harry Firth, Bob Jane)
2. Ford Falcon XL, 166 laps (Ken Harper, John Raeburn, Syd Fisher)
3. Ford Falcon XL, 165 laps (Alan Caelli, Jim

Edwards, John Bodinnar)

4. Ford Falcon XL, 161 laps (John Callaway, Frank Porter, Jim Smith)

5. Holden EJ, 160 laps (Barry Foster, Bob Brown, David Catlin)

6. Austin Freeway, 159 laps (Lex Davison, John Brindley, Phil Trueman)

#### Class C (£901-£1050)

1. Renault Gordini, 162 laps (Rex Emmett, John Connolly, Brian Sampson)

2. Morris Major Elite, 158 laps (Alan Edney, Greg Fayers)

3. Simca Aronde, 157 laps (Diane Leighton, Anne Bennett, Pam Murison)

4. Hillman Minx, 151 laps (Ian Wells, Don Dunoon)

5. Hillman Minx, 145 laps (Wes Nalder, John

Fish)

#### Class D (Up to £900)

1. Volkswagen, 162 laps (George Reynolds, Jim McKeown)

2. Morris 850, 161 laps (David Hooker, Terry Allen)

3. Morris 850, 160 laps (Geoffrey Waite, Peter Macrow, Rocky Tresise)

4. Volkswagen, 160 laps (Tony Theiler, Bob Foreman, Reg Lunn)

5. Morris 850, 160 laps (Jack Hunnam, John Hartnett)

6. Morris 850, 159 laps (George Huse, Clarrie Head)



Welcome to the Wolfsburg factory.



is about to announce the company's decision on that. But it might not be our core competency and the decision might be made to buy from battery specialists. In the 1980s Volkswagen designed and built their own industrial robot, but now we buy from companies specialising in that area." Me: "Sir! that would be Robby wouldn't it?" Move to the top of the class, I think to myself, but all I get is a few edgewise glances as in "who is this Klugscheisser?," so I adopt a low profile from then on.

We are taken immediately from a quiet area through a doorway and we're already in the factory. I can't believe how quiet it is. My wife can't believe how loud it is. Difference: I've been here before. Many of the presses are behind their

own walled-off enclosures. The next thing I notice is how few humans there are. All the work is being done by robots; the humans' role seems to be to watch the robots, check computer screens and ride bikes around.

In the old days visitors walked around the production lines, but we are told that we would be traversing several km

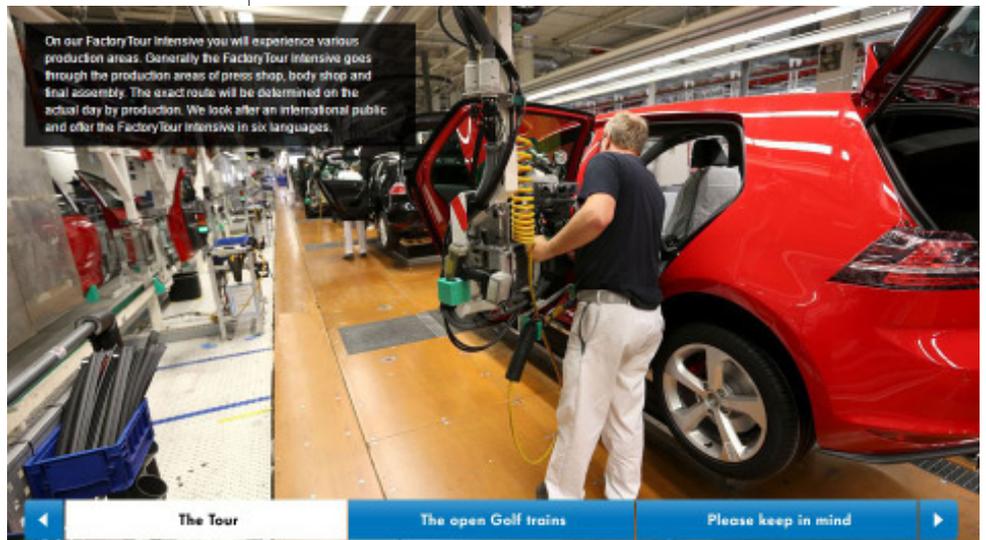
# Day Trip to the Centre of the Universe.

## Part 2: VW Factory Tour.

'Intensive.' That is the official name. No photos for this article, because everybody is warned not to take any, and this is Germany and you do what you're told. It's not for reasons of secrecy, the assembled tour group is told, but to respect the privacy of the employees. "Oh sure," I think, "a convenient excuse that sounds caring."

The English-language tour group is taken to the room where the English-language version of the video, lasting exactly 17 min 22 sec (reminder - this is Germany) is shown. It's so good that I think well, there's no need to go inside the factory, I know it all now, but I tag along anyway to keep my wife company.

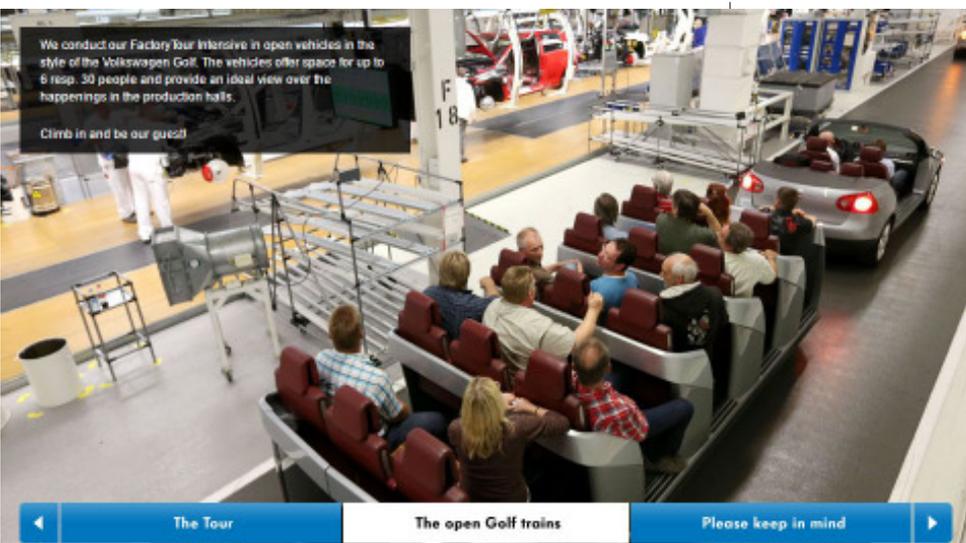
The group is asked "are there any questions?" Here's where I shine. "Sir, sir, with all the emphasis on Volkswagen showing the rest of the world that electric cars are the future, is there any intention for them to build their own battery plant?" Answer: "a good question." I beam. Star pupil. "Just today Herbert Diess, VW's chairman,

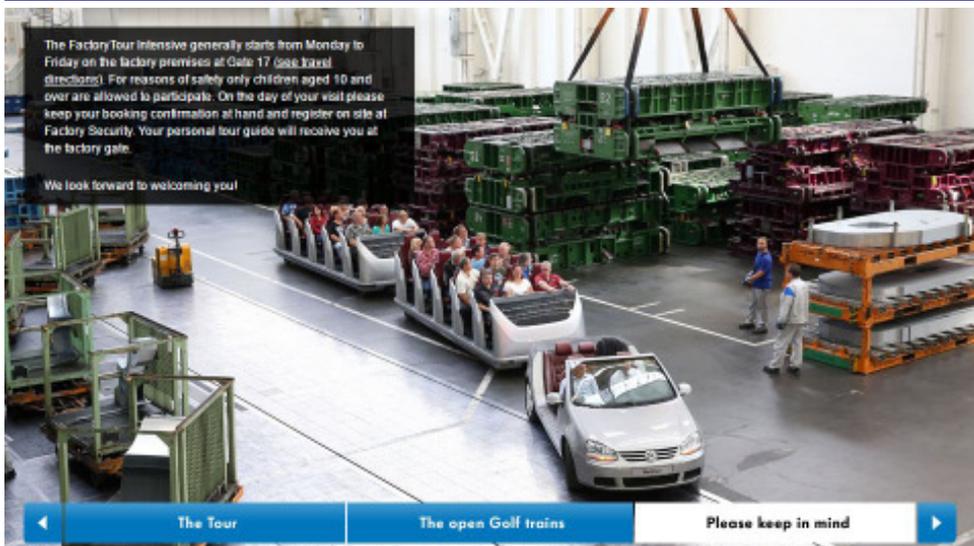


of production facilities. "How's that going to happen?" we're probably all thinking. Answer: in a series of trailers hitched behind a roofless Golf. Not just any Golf either, it's a Golf R. Our tour co-ordinator can't help but put his right foot down a few times to emphasise the point that it is indeed a Golf R. If

I were the engineer making the decision of which Golf to use, I would have specced a Diesel, however, something tells me VW is not overly anxious to highlight Diesel technology right now.

We are taken through the pressing area in the oldest part of the factory. Our gaze is directed upwards towards the roof beams where you can still see the heritage holes left behind by Allied bomb fragments. A new production technique is being set up: rolls of steel get unravelled as the steel is fed directly into the press. This means they don't have to cut the pieces first, then stow them. All in the name of reducing the time taken to make a car, but also to





Australian and we don't do on our classmates.

Damn, I should have asked him for that photo.

Rod Young

(The shots shown here come from VW's factory tour website, <http://en.volkswagen.com/en/volkswagen-live/factory-visit.html> – Ed.)

## Coffee Kombi.

I could start a new series based on coffee Kombis. I'm in the city of

manufacture: Hannover.

No completed story yet, and I'd need to find a few more Coffee Kombis to back it up. I will keep looking.

In traffic today I passed a Kübel, closely followed by a Type 181. Going the wrong way, so just a glance.

Rod Young

reduce the space needed to store all those bits of cut sheet steel. We're reminded that the 79-year-old factory is a heritage-protected site, so increasing its size is not an option. An interesting fact comes to light: the number of man hours which go into the construction of a Golf 7 is half that of a Golf 1.

Today the production line we're shown is where Golf Sportsvan, Touran and Tiguan are assembled, all together. On another day it might have been the Golf line, or something else. I spot some much darker steel than normal and work out that this is the reduced-thickness, heat-treated, high-strength steel introduced on Golf 7, used in the floor pan, pillars and other areas that you don't get to see much of, which helped to reduce the car's weight by 100 kg.

Our guide goes on about the advantages of the MQB platform, but I don't think my classmates have done the same homework as me and it goes right over their heads.

Then to the "most passionate place in the production line" where the body comes down and the drivetrain comes up and they mate for life. Well here's a change from the past, because it used to be just the engine and gearbox which got shoved up there, now it's all running gear in one go, kinda like like a Beetle body joining a floorpan.

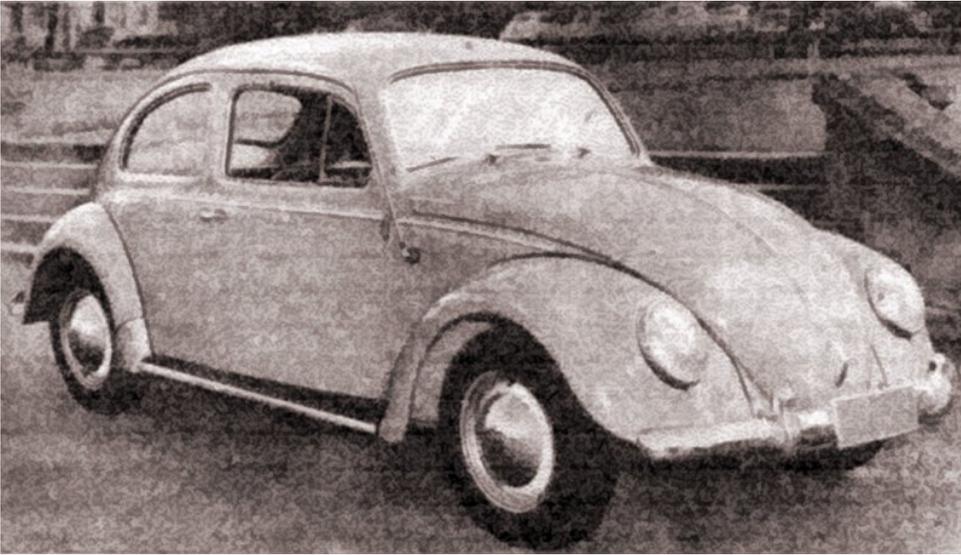
Along the last stages, still not many humans doing repetitive work, but there's one boring job that a robot apparently can't do: stick the round plastic plugs into the floorpan. I wouldn't like to be doing that job all day, even if they do rotate the jobs between employees.

As we leave the production line we are given some sobering figures. "You think you've seen a lot and you have," says our guide. "But you have seen just one percent of this factory. To show you everything in the same detail would take five weeks, eight hours a day."

My immediate thought – where do I apply?

Right at the end, a Sri Lankan man who I had been chatting to while waiting earlier surreptitiously takes a photo. Do I denounce him to the authorities? I've only been in Germany for a week and I'm starting to think like a Good One. I remember that I'm





## The 1960 Volkswagen - this new sedan is a Good Performer.

*The Sydney Morning Herald, Monday 7 March 1960*

The Volkswagen is quite an exceptional car. Its basic design has remained unchanged for years, for the reason that it manifestly gives what many motorists in various countries want from a small automobile.

The policy of the VW concern is constant development rather than distinct model changes. This policy is beneficial to existing owners as their car is not dated, and also ensures that improvements are incorporated in the vehicle quite promptly.

In the VW car now being released, an unusual number of improvements have been incorporated. These are of real consequence, and have a beneficial effect on the road behaviour of the car, as well as increasing comfort and convenience for the occupants.

One of the outstanding characteristics of the VW is its riding comfort and its ability to deal with rough going. Several of the current alterations are connected with the suspension, and the car's riding and roadholding are still further improved.

### Improvements

A stabilizer, or anti-roll bar, has been added to the front suspension. When touring fast, this reduces body roll and improves road adhesion.

Alterations to the torsion bars result in a softer ride in the rear seat. The bars are also installed in pre-stressed condition, which eliminates sag in use. Progressively acting rubber buffers, at the rear, come into play on large deflections of the rear suspension.

The front individual seats are now of correct anatomical shape, and their curved squabs steady the occupants on fast corners. The seats are very comfortable, more particularly as squab inclination, in addition to leg length, can be adjusted.

A major improvement is the reduction of the noise level within the car. This has been effected by reducing fan

speed, and by the liberal use of sound absorbing material throughout the car.

When touring at any speed, the interior is comfortably quiet and the engine is unobtrusive. It is only when the lower ratios are engaged at high speeds that one is conscious of the engine or transmission.

Among other changes are softer seat springs, self-cancelling trafficators and wipers, a greater supply of interior heat, an inclined passenger footrest, and other items of lesser importance. The interior finish remains at a high standard in view of the moderate price.

### Observation

One should approach the VW with the knowledge that its top gear is exceptionally high, in the nature of a touring gear. As a consequence, one has to change gear more often than usual, but the virtue of this design is that engine speed is reduced and fuel economy and engine life are improved.

The VW gearbox is among the smoothest and easiest I have experienced. It is therefore no hardship to use third gear frequently, and in this ratio the car will run up to a genuine 64 mph (103 km/h).

Regrettably, there is no provision for a cool air supply to the front floor. Whilst the rear engine does not influence floor temperature, any car picks up a good deal of road and sun heat, and some foot ventilation would be appreciated. For winter, however, the hot air supply is abundant.

The pedals are set rather too high above the throttle level, and the rear window despite being considerably enlarged two years ago is not as large as one usually finds today.

### The Test Route

The 205-mile (330 km) route starts from Penrith and crosses the Blue Mountains by the Western Highway to Mt Victoria and Lithgow. The journey from Lithgow is by the Scenic Hill to Bell (altitude 3,500 ft (1067 m), Mt Tomah, Kurrajong Heights and down to Windsor.

The route then extends north to Wisemans Ferry, back to Castle Hill, then across country to Penrith.

The route includes strenuous test hills, winding mountain roads, and a balanced length of flat country running.

### Hill Climbing

The VW does not, of course, pull or accelerate well in its very high top gear. Third gear must therefore be used for all difficult climbs.

The gears used, and speeds attained, on the regular test route were:

BODINGTON (average grade 1 in 11½): Top gear, assisted by third gear for the last half of the climb, at 50-39-41 mph (80-63-66 km/h)

RIVER LETT (1 in 12, maximum 1 in 8½): Third gear in a lively climb at 40-34-44 mph (64-55-71 km/h)

SCENIC HILL (1 in 10, maximum 1 in 8): Third gear, assisted by second for 100 yards in the steepest central

section, at 50-20-30 mph (80-32-48 km/h)

MOUNT TOMAH (1 in 12, maximum 1 in 9): Third gear at 50-34-40 mph (80-55-64 km/h)

KURRAJONG, WESTERN SIDE (1 in 12½): Top and third gears at 50-35-43 mph (80-56-69 km/h)

The power-weight ratio with a load of 3 cwt (155 kg) is 41.1 bhp per ton. Top gear yields the very high road speed of 20 mph at 1,000 rpm.

### Riding and Roadholding

The manner in which the all-independent torsion bar suspension handles rough roads is particularly good. The present version can be driven over rough country roads regardless of their surface.

Pot-holes, corrugations and even abominably stony mountain tracks are taken without any sign of bottoming, and with all four wheels in firm contact with the road in a most commendable manner.

There is no denying that the suspension is firm, and that minor irregularities of bitumen roads can be noticed, but this is a very small price to pay for the outstanding comfort on poor roads.

The cornering characteristics of the VW are also unusual. Its rear engine and steering design cause it to over-steer slightly with only two occupants. This makes for eager and pleasant cornering at speed, but the rear wheels will drift away gently on greasy curves taken fast, or on loose gravel.

I should like to make it clear, however, that there is nothing vicious about the behaviour of the VW on difficult surfaces. Any rear wheel drift is quite simple to counteract. In fact, when the car was put into high-speed broadsides on loose gravel, its response to correction by the wheel was particularly quick and pleasing.

The tyres are almost silent when cornering fast, and body roll is held nicely in check.

### Handling Qualities

The steering is by worm and sector mechanism, and is extremely rapid and positive, with only 2¾ turns from lock to lock.

The feel of the steering is a little different from the usual run, and one must make minor corrections in order to hold the car precisely on the desired curve when taking long bends at high speed.

There is very little reaction in the steering from road shocks. The turning circle is 36 feet (11.0 m).

If the pedal pressures for the average braking are a trifle heavier than for some other cars, the response to emergency braking is quite startling.

The brakes were free from fade on the 3½-mile (5.6 km) descent from Kurrajong Heights in neutral, and they are rated as most satisfactory.

Brake lining area is 80.6 square inches (520 cm²). The

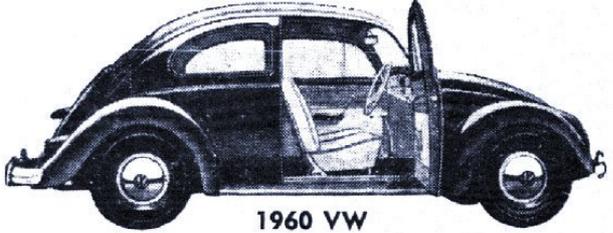
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handbrake effectively stopped the car down the Victoria Pass, a gradient of 1 in 8.

### Cruising and Acceleration

On the touring highway, the top gear of the VW shows to great advantage. It gives the car an effortless cruising speed around 65-70 mph (105-113 km/h) and the excellent suspension permits high average speeds to be maintained over indifferent road surfaces.

It was the proclaimed intention of the designer that the short stroke of the VW engine and its high gear in top, should prevent the car being over-driven in this ratio, even if full throttle be used under any circumstances, and for any period.

Having driven the VW in this way on the autobahns of Germany, it seems to me that this intention is in fact attained.

For prompt overtaking it is desirable to use second gear up to 30 mph (48 km/h), and third gear up to 40 mph (64 km/h) while top may be used over that speed.

The maximum torque of 56 lb-ft (76 Nm) is developed

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at 40 mph (64 km/h) in top gear.

Times for acceleration were:

THIRD GEAR: 20 to 40 mph in 8.1 secs; 30 to 50 mph in 8.6 secs; 40 to 60 mph in 10.9 secs.

TOP GEAR: 20 to 40 mph in 16.6 secs; 30 to 50 mph in 15.2 secs; 40 to 60 mph in 18.1 secs.

### Fuel Facts

At the lively average speed of 42.2 mph (68 km/h) over the test route, one must regard 43.1 miles per gallon (6.5 L/100 km) as very satisfactory.

Taking the loaded weight into consideration, this is equivalent to 37.7 ton-mpg. The fuel-speed factor (ton-mpg x average speed) is 1,590.

The fuel tank gives a very satisfactory fast cruising range of 380 miles (612 km).

### Driver's Layout

The seating attitude is fairly upright and the wheel is located in a low and comfortable position.

The windscreen and fascia are quite close to the driver, but his legroom is ample and his seat adjustment of 5½ inches (14 cm) is good.

Vision is reasonable, but the rear window does not wrap around and is rather shallow, and the screen pillars are somewhat thick. The rear vision mirror is adequate and is steady.

The floor gearshift is really excellent, and noiseless, and rapid changes can be made by anyone.

The speedometer is before the driver, and the warning lights for generator and oil pressure are much too small. The minor controls are well spaced on the fascia.

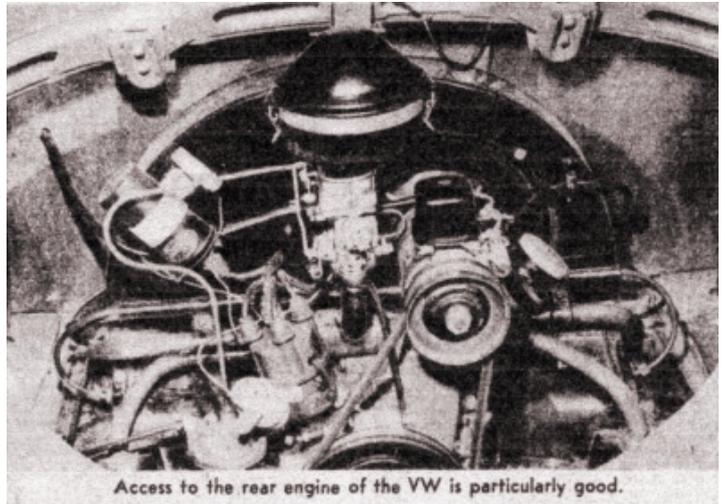
The semaphore turn indicators are controlled by a

lever on the steering column and are self-cancelling. The screen wipers are adequate and are self-parking.

A useful feature is a fuel reserve of one gallon (4.5 litres), released by kicking a small lever on the bulkhead.

### Engineering

On lifting the rear lid, superb access is had to all engine ancillaries requiring service. The tappets are adjusted from beneath the car.



Access to the rear engine of the VW is particularly good.

There are 12 chassis points requiring lubrication every 1,500 miles (2,500 km). It is understood that the all-independent suspension does not carry with it a penalty on tyre life, and that owners may confidently expect between 25,000 and 30,000 miles (40,000-50,000 km) from a set of tyres.

A very rigid and strong platform chassis is mounted on a tubular backbone, and the whole is suspended on trailing arms and torsion bars. The body is secured to the platform.

The engine crankshaft forwardly to a differential and an all-indirect with ratios of: top 3.6, third 5.4 and second gear 8.3 to 1.

The over-square engine has a bore and stroke of 77 by 64 mm. It operates on a low compression ratio of 6.6 to 1, a limitation imposed (to a large extent) by air cooling.

A large fan is provided for engine cooling, and this air is available for heating and demisting within the car.

### Body

Two wide doors give very easy access to the front compartment, and the tilting squabs of the front seats facilitate entry to the rear seat.

The individual front seats are of good size, having a width of 18½ inches (46 cm). The rear bench seat is 52 inches (132 cm) wide and will seat three persons.

Leg room in front is sufficient, and with the front seats in their mid-position knee room in rear is quite reasonable at nine inches (23 cm).

Head room is good in the front compartment and satisfactory in the rear. The respective seat-to-roof measurements are 37 inches (94 cm) and 34 inches (86 cm).

A regulatable force of hot air is available to outlets on either side of the front floor and the screen defrosting vents. Ventilating panels with push-button locking catch are provided in each door window.

Luggage is carried under the front bonnet where the

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spare tyre and petrol tank are also housed. There is also a carpeted space for luggage behind the rear seat, and the total carrying capacity is about 7 cubic feet (200 litres).

A glovebox is provided in the fascia, and a pocket in the driver's door. There is also a wide removable deck available for positioning above the luggage space behind the rear seat.

A noticeable feature of the VW is the quality of the interior trim and finish. This is commendably good and adds an air of distinction to the car.

### Summary

The Volkswagen in its latest form is a very satisfactory small car, capable of carrying four or five adults and a limited amount of luggage.

The outstanding characteristics of the VW are its riding qualities, its easy and pleasant cornering and its excellent cruising top gear.

This high gear brings with it the necessity for frequent use of the easy gearbox, but it confers on the car a high touring speed with good fuel economy.

The VW is obviously a car which will accept a great deal of hard work. Its engine design is based upon a principle of long mileages between overhauls.

The car has a good clearance, a flat platform underside, large wheels and a most elastic suspension. All of these features make it particularly suitable for country work, or

even for work on the farm more generally performed by land vehicles.

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

Road-tested by Sturt Griffith B.E.

### About This Car

PRICE: £971 (incl. sales tax)

DESCRIPTION: Four/five seater, small luggage space. Wheelbase, 7ft 10in (2400 mm); overall length, 13ft 4in (4065 mm); track, 51in and 49.2in (1295 and 1250 mm); clearance, 6¾in (171 mm); tyres, 5.60 x 15in; fuel tank, 8.8 gals (40 litres).

WEIGHTS: Unladen kerb weight, tank full, 14½cwt (740 kg). Laden weight as tested, 17½cwt (890 kg).

MECHANICAL: Flat four-cylinder air-cooled engine (in rear) of 1192 cc capacity. Gross output, 36 brake horsepower SAE (22.3 kW). (RAC rating, 14.7 hp). Four-speed gearbox, synchromesh on second, third and top. Separate 'platform' chassis. Independent suspension with trailing arms and torsion bars.

FUEL CONSUMPTION: 43.1 miles per gallon (6.5 L/100 km) at 42.2 mph (68 km/h) over the test route.

MAXIMUM SPEEDS (in touring trim): Top, 73.0 mph (117.5 km/h); third gear, 64.5 mph (103.8 km/h); second gear, 47.2 mph (76.0 km/h).



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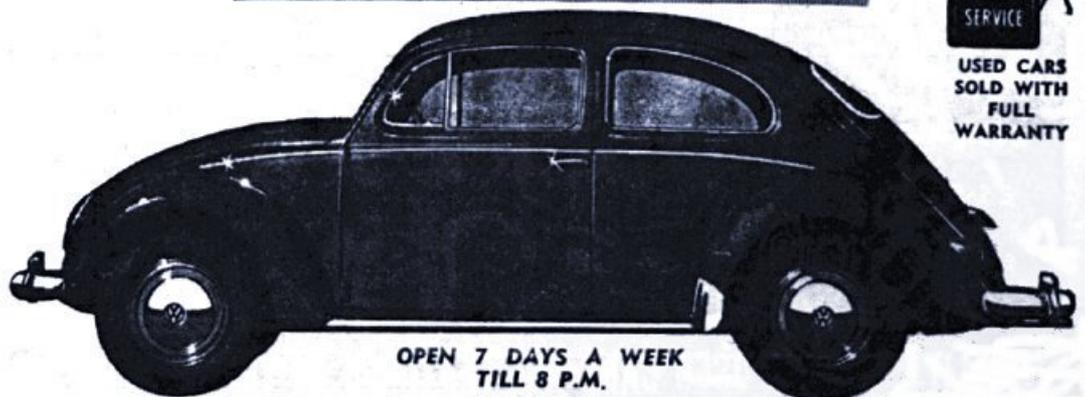
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## Some cars I've driven lately.

*Clarkson on Cars, 1996*

### Volkswagen Passat 1.9 Diesel

If you need to get from A to B in a hurry and the only car at your disposal is a Passat 1.9 diesel, then might I suggest you try jogging.



We are talking here about a very slow car indeed. 0 to 100 is possible, but only just.

At its launch VW talked at some length about how clean the new engine is. They used graphs to show what they were on about but these looked only like Luftwaffe air traffic in the 1940s.

They were at pains to point out that the new engine has not been designed with speed in mind but glossed over the fact that it's barely capable of independent movement. And to

cope with the power it gets two first gears, a third and two very high fifths.

Mark my words, the trees'll love it.

### Proton Saga 1.5 SLX

This is how the steering in a Proton works. You twirl the wheel as quickly as possible and two whisks attached to the end of the column stir up a sort of box full of yoghurt. When the yoghurt is spinning fast enough, centrifugal force rotates the box and the wheels turn.



### Volkswagen Corrado

The brown-suited wise men of the motoring world have been saying that the new Corrado should have the 200SX's chassis, the Celica's equipment, the Piazza's price, the Prelude's engine and the 480 turbo's computer.

But their opinions go for nought because in the coupe market, it is style that counts.



Which of the following answers would you like to give if an impressionable young lady were to ask what sort of car you drove?

a) a Nissan b) a Toyota c) a Volkswagen d) an Isuzu e) a Honda f) a Volvo?

She equates VWs with Paula Hamilton and Nissans with zero per cent finance; thus the Corrado is bound to be more sought after than any Japanese competitor, no matter how many horsepowers are entrusted to their rear wheels.

## Porsche 911 Carrera

The yummiest of ingredients but the souffle's gone flat. I could even see myself buying one. It's a fab car [but] I've realised the Porsche actually gets no stars at all because it's useless.



Last Sunday the tyre went flat. There is no spare. And no depot carried anything that would fit. Unless the manufacturer can sort this out, there is simply no point in buying its cars. Because one day you will need, say, to take your mum to hospital, and you will have to phone and cancel. A fab car made useless by a puncture.

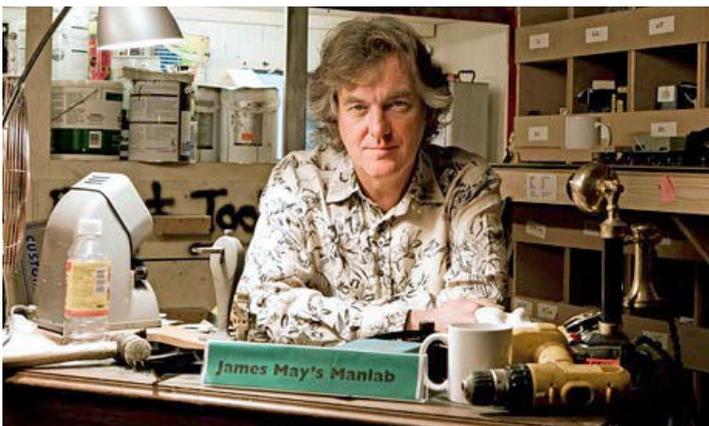
Jeremy Clarkson

## Old things - not as good as they once were.

*James May's Car Fever, 2009*

A common feature in a Sunday newspaper supplement is the one in which some person of significance describes his or her typical day. You know the sort of thing: get up at such and such a time, unlock the kids' bedroom, eat this, do that, meet these people, and so on.

These articles drive me up the wall. For one thing, no one important ever seems to do anything, which makes me wonder how they came to be so influential that a newspaper



wants to talk to them. Secondly, they're always thinly disguised boasts about how Fairtrade the coffee is, or how sophisticated the home appliances. There's always far too much mention of the juicer for my liking.

So, by way of contrast, I bring you a life in the Sunday of a slightly sad middle-aged bloke with a debilitating enthusiasm for mechanical items powered by internal combustion engines. It's not good and is intended as a warning.

The plan was simple. Make my way to the local flying club, using one of the nine modes of personal transport available to me, and go for a flip in the tenth, my little light aircraft. So we begin in the garage with my modest collection of classic motorcycles.



Most recent addition to this lot is my 1968 Honda CB250 twin. I like old Hondas a lot, and had been looking for one of these for a bit. Eventually I found one that a bloke had restored beautifully but couldn't make run properly, and so, exploiting his despair, I knocked him down substantially on the asking price on the basis that I'd be able to sort it back home.

And I did, after about three months, eventually tracing the fault to a tiny missing rubber bung inside one of the carburettors. The 250 burst into life, after a spot of fooling about with jump leads and a booster pack. It was even running on both cylinders! So off I went.

But within a mile I was rewarded with a damp leg, the result of petrol spouting from the carb assembly like some ornamental fuel fountain. But not to worry, because I have two more old Hondas. My early-60s C200, for example; a simple machine of 90cc and an uplifting, prosaic experience.



The least a motorcycle can be while still technically being one. This turned out to be as dead as Jacob Marley in A Christmas Carol; that is, as a doornail.

So I turned to the 1972 CB500 Four, one of the finest products ever to come from Soichiro Honda's bid for two-wheeled world domination. After reassembling it and extracting it from the back of the garage, I pressed the starter button and something exploded in the bowels of its complex four-pot motor. But at least moving that out of the way had given me access to the Moto Guzzi V11, which I've owned from new for many years and maintained fastidiously.

Obviously that didn't work, because it was built near Lake Como in northern Italy, a place famous for ice-cream and ancient chapels dedicated to St Anthony, the patron saint of things that are lost. So finally, after several hours of trying, I was forced onto the seat of my Triumph Speed Triple which, being new, started immediately.



But then Woman turned up and demanded to be taken to the airfield as well, and as she hates motorcycles this meant turning my attention to the cars. The old Bentley is a nice way to travel on a sunny day of fun, but technically it's for sale as I've bought an old Rolls-Royce instead. And the fuel gauge is broken. Meanwhile, the Royce isn't here yet because it's away with a man who's re-lacquering the cracked dashboard, after which it's in for some engine work.



The Porsche, then. It's my poshest car and a convertible to boot, and just the sort of thing in which a chap and his gal might arrive at an airfield. No, not the Porsche, because one of the windows has stuck in the open position so it can't be parked anywhere. And so, some three hours after I stepped out of my front door, we set off in the Fiat Panda.

And it didn't end there. At the airfield, I uncovered my

Luscombe 8 monoplane, an American-built machine of 1946 vintage. In its time, it was a radical aeroplane, the first all-metal light aircraft, something that could live outdoors without fear of the wings rotting away or anything like that. It is in excellent condition and has been rigorously serviced for its entire life, as you would demand of an aircraft.



I spent the usual half a lifetime on my pre-flight checks, fuelled up, strapped in and ran through the start-up procedure. The 100-hp air-cooled flat-four roared into lustful life. I taxied to the end of the runway, did some more checks for full power, magnetos, oil pressure and all the rest of it and then opened the throttle.

Halfway down the runway I was rewarded with what I regard as a porthole to the sublime; a view of a perfect English heaven, seen through the screen of a classic aeroplane in the moment it lifts from the grass at the historic White Waltham airfield. And then, at 800 feet, the engine cut out. Not permanently - it just faltered for a few seconds and then picked up again - but even so I nearly soiled myself. Five minutes later I was back on the deck covering it up again.



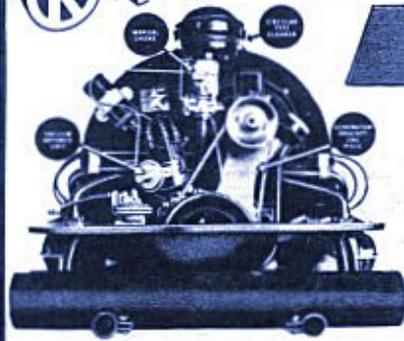
The message here is quite simple. All this old stuff is rubbish. None of it works properly. After almost a whole day of fart-arsing around with machinery I was forced to conclude that the only dependable things in my life are an Italian car and a British motorcycle. No one would have bet on that.

And here's the advice. Buy one new car, any car, and use that for everything. Then you can devote the rest of your life to something useful.

James May



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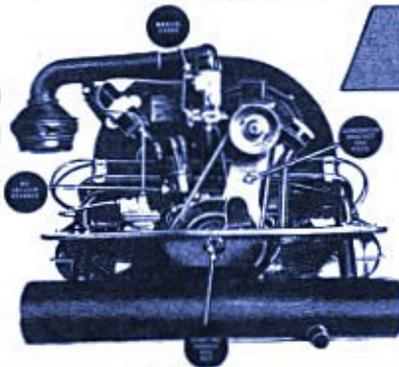
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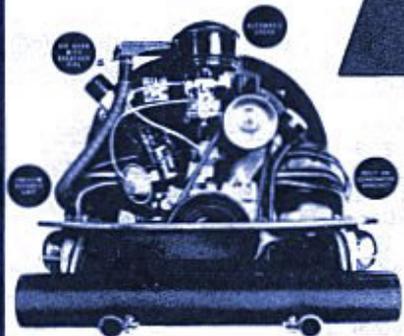
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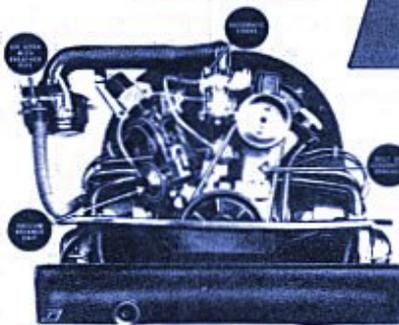
**COMPLETE ENGINE ASSEMBLY  
40 h.p. Transporter**

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Bolt-on Generator  
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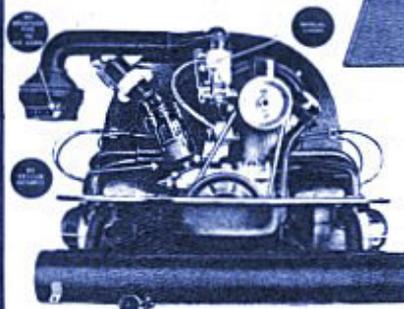
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Bolt-on Generator  
Bracket.  
Single Outlet Muffler.

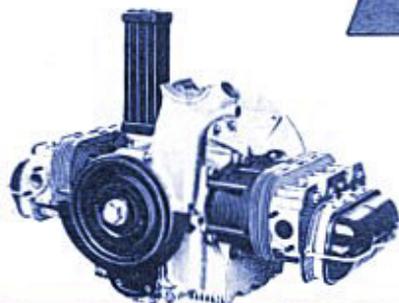
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Part No.  
1021 36 h.p. Car  
1022 36 h.p. Transporter  
1023 40 h.p. Car and Transporter

**To Suit**

**VOLKSWAGEN**



**EX 31**

**STOCK DISSECTION**

EXCEPT WHERE STATED OTHERWISE, PRICES SHOWN ARE LIST, SUBJECT TO CHANGE WITHOUT NOTICE, AND DO NOT INCLUDE SALES TAX.

**456**

**There are a lot of STAR EXTRAS in Repco GOLD STAR!**

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