

Zeitschrift



Beetle to end production in 2019.

October 2018

IN THIS ISSUE:

The Love Bug at the drive in
Appin Wheels Festival
Phil's US car show
Spring cleaning

ACT German Auto Day
Restorable Classics
Jetta - a last drive
Plus lots more...



The Legend Never Dies

Club VeeDub Sydney.

www.clubvw.org.au

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



Club VeeDub Sydney Committee 2018-19.

President:	Steve Carter president@clubvw.org.au	0490 020 338
Vice President:	David Birchall vicepresident@clubvw.org.au	(02) 9534 4825
Secretary and: Membership:	Norm Elias secretary@clubvw.org.au	0421 303 544
Treasurer:	Martha Adams treasurer@clubvw.org.au	0404 226 920
Editor:	Phil Matthews editor@clubvw.org.au	0412 786 339
Webmasters:	Craig Adams Aaron Hawker webmaster@clubvw.org.au	0404 184 893 0413 003 998
Book and DVD Librarian:	Carl Moll library@clubvw.org.au	0417 471 137
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Raffle Officer:	Christine Eaton	(02) 9520 4914
Vintage Registr:	John Ladomatos vintage@clubvw.org.au	0449 236 076
VW Nationals Committee:	David Birchall Zelco Jurkovic, Eddie Fleita	(02) 9534 4825
Motorsport Captain:	Rudi Frank motorsport@clubvw.org.au	0418 442 953
VW Motorsport Committee:	John Ladomatos Craig Adams Conie Heliotis	Eddie Fleita Martha Adams
General Committee:	Shirley Pleydon Zelco Jurkovic Conie Heliotis	Charlie Attard Joe Buttigieg Barry Parks

Canberra Committee.

Chair:	Willie Nelson	clubveedubact@gmail.com
Secretary:	Mandy Conway	clubveedubact@gmail.com
Treasurer:	Bruce Walker	clubveedubact@gmail.com
Registrar:	Willie Nelson	clubveedubact@gmail.com
Council/Events:	David Cook	clubveedubact@gmail.com
Social Media:	Dorothy Bryan	clubveedubact@gmail.com
Merchandise:	Jacqui Stenhouse	clubveedubact@gmail.com

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 324
Mortdale NSW 2223

Our magazine.

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

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

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

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

We thank our VW Nationals sponsors:

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

Presented by

Flat Four Vee Dub Club

& Kiama Makers & Growers Market



Black Beach Reserve Kiama

All VWs Welcome

Vehicle access from 8AM

Markets and Show from 9AM -3PM

Entry Fee: \$ 10 per car

Roll out your rides and cruise down to Kiama.

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

Peoples choice award and raffle prizes to be won.



Enquiries: Rod 0416 173 859





Mercedes-Benz Club of NSW Presents:

SYDNEY GERMAN AUTOFEST 2018

Car Show & Family Picnic

SUN 28th OCT 2018 Cars in place
9:00AM for 9:30AM

Gough Whitlam Park, Bayview Ave, Earlwood

Events Director: Greg Vains 0408 531 884

www.sydneygermanauto-fest.com.au \$15 p/car entry fee

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It's on again! Boris' VW Picnic Day & Swap Meet 2018

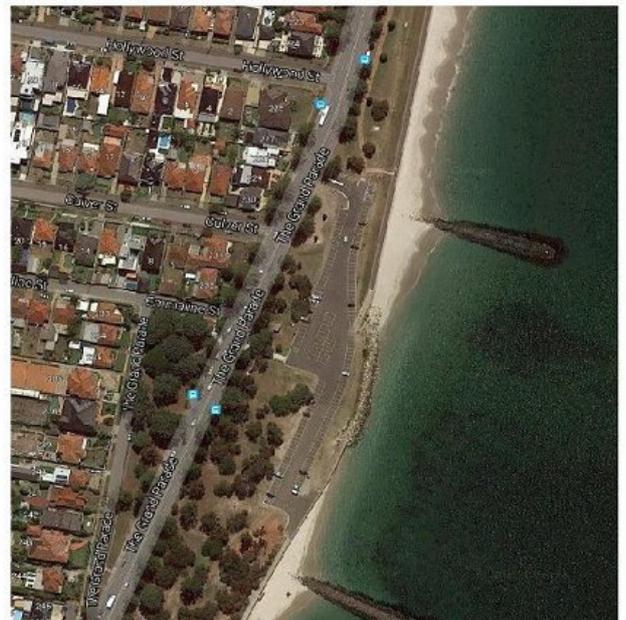
***** SAME GREAT VENUE *****

When: From 9:00am Sunday 4th November 2018

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.**



MELBOURNE



DAY OF THE VOLKSWAGEN

YARRA GLEN RACECOURSE SUNDAY 18TH NOVEMBER 2018 SHOW 'N' SHINE SWAP MEET TRADE DISPLAYS



YARRA GLEN RACECOURSE ARMSTRONG GROVE YARRA GLEN (MEL. REF. 275 C1). PUBLIC ENTRY 9AM. TRADE DISPLAY AND SWAP SITE ENTRY 8AM. SHOW AND SHINE ENTRIES CLOSE 11AM SHARP. IN COMPLIANCE WITH YARRA GLEN RACECOURSE HEALTH AND SAFETY REGULATIONS NO DOGS OR BBQs ARE PERMITTED ON THE VENUE GROUNDS.



Von dem Herrn Präsident.

Hi all, well we had some great events last month, including the ACT German Auto day. I took annual leave for this event because it always seems to fall on one of the weekends that I have to work. It was the first time that I've been to this event at the new winery venue. It's a great location but just a little dusty. I travelled down early Sunday morning in my Beetle, left at 3.50am as I was too excited to sleep anymore; I just love doing road trips in my Beetle, and so I arrived a little bit early. When the day wound down I drove up to Wakefield Park near Goulburn to meet up with my son who was running a drift event the next day in my Nissan as both his drift cars weren't running. We stayed the night with all of my sons drifting mates and had a great meal and a few drinks in town.

Willie has written a report with photos on the ACT German Day, which you'll find in this issue.

At the VW Spectacular my son David took Mandy Conway from our ACT chapter out for a run around Raleigh raceway in a dual seat go kart. He invited Mandy to come to Wakefield Park for a run in a drift car next time he was running there. Mandy had a ball and the organisers even let me take my Beetle out for run around the track with Mandy in my car in between drift cars. Needless to say I had my eyes peeled keeping out of the way but with amount of grip and power that my car has it wasn't a problem.

I had to miss out on the drags at Warwick again as my car still needs new clutch and I didn't want to stress it anymore by racing it. Watch out for the next VWMA in the newsagents next month for a report on all the action.

The Love Bug movie at Blacktown Drive In theatre was an awesome night. It was great to see so many VWs turn out to watch the classic Disney movie on the big screen. See the report with photos in this issue. Jeff has also reported on the Appin car show day, which looks like it was an enjoyable day even if no VWs won any trophies.

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 - the Kiama Markets Flat Four show and shine, Sydney German Autofest, The Melbourne Day of the VW and Boris' Picnic Day. Speaking of the Sydney German Autofest, we have been asked to supply a few parking marshals for a couple of hours in the morning, if you can help let me know.

See you with your VW at an event soon.

Steve Carter



Kanberra Kapitel report.

Greetings from Canberra,

Well, spring has sprung and Canberrans are coming out of hibernation and looking for things to do around the nation's capital. Thankfully, car enthusiasts are well catered for this

time of year in Canberra, with a number car shows and swap meets to attend. Of course the most important and the one that should be on the top of everyone's list is the ACT German Auto Day (GAD), which was held on Sunday 23 September. I may be a bit biased; however hundreds of entrants and hundreds of spectators seemed to agree with me. I would like to thank all those that attended, especially those that came from afar. There were entrants from Sydney, Newcastle, South Coast, Wagga and a number of other regional areas that made the trip and the efforts to travel these distances are greatly appreciated.

A special thank you to club members and committee members who volunteered their time to assist with tasks leading up to and on the day, ensuring the show ran smoothly. Special mention to Dot, who stepped up as the main VW representative on the GAD organising committee this year. Her hard work ensured the interests of club members were catered for and the flow of information supplied to all concerned. Club VeeDub (Canberra Chapter) are the lead organisers for 2019 and thankfully Dot has agreed to be our representative as the head organiser. A full report and plenty of pictures from this year's event can be found later in this edition of Zeitschrift.

Coming up on Sunday 21 October will be the club's annual Fish and Chip run to Batemans Bay / Batehaven, coordinated and sponsored by Dave Cook of Cookies Cycles. This event gives our members a chance to stretch the legs of their cars and get some mileage under the tyres. All those interested should register your interest by email to the club at clubveedubact@gmail.com.

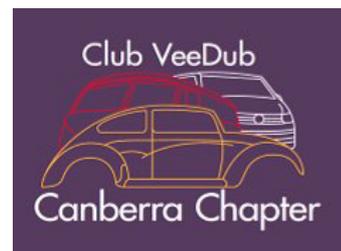
For our chapter members; please keep an eye on our Facebook page "[Club VeeDub Canberra Chapter](#)" and your email inbox for details on upcoming events. We also post feedback and pics from recent activities on the Facebook page and invite members to also post VW related info. The Facebook page is also a great way to get in contact with the committee with any enquiries you may have.

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 on our **new email address:**

clubveedubact@gmail.com

Cheers,

Willie



Klub Kalender.

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

October.

Thursday 11th:- Committee Meeting and magazine pack at the Arena Greyhound Sports Club, 140 Rookwood Rd. Yagoona (next to Potts Park).

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

Saturday 27th:- Shoreline Shakedown VW Show n Shine, organised by Flat Four VW Club. At the Black Beach Reserve, Shoalhaven St Kiama, from 8am. \$10 entry per car. Enjoy the Kiama Makers and Growers Markets from 10am; Kiama main street shops, and the lighthouse and blowhole close by. Trophies for market's Choice and Flat 4 Car of the day. **Join the VW Convoy from**

Sunday 28th:- Sydney German Autofest 2018 at Gough Whitlam Park, Earlwood, organised by the Mercedes-Benz Club of NSW. Come join us for the display day for all German makes - Audi, BMW, Mercedes, Porsche and Volkswagen. Bring your VW along (old or new) and join the VW display! \$10 entry per car. Food and drink stalls on site, trophies for the best cars. Cars in place by 9:00am. We have a website now for the event: www.sydneegermanautofests.com.au We hope to get a good turnout of VWs this year - the Bugs and Kombis are always a hit with the crowd. For more info contact Greg Vains (MBCNSW) on 0408 531884

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

November.

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

Sunday 4th:- Boris' Picnic Day 2018. Yes, it's on again! At Ramsgate Beach car park, same venue as last year. Head south on the Grand Parade and turn left into the entrance just past Hollywood St. You can't turn right coming the other way. Display your VW in the sunshine, car boot sale to sell/swap VW parts, Club VW stand, BBQ sausage sizzle, refreshments and coffee available. Shine up your VW, old or new, and enjoy a day beside Botany Bay! \$5 entry, \$10 for swappers. For more info contact David Birchall on (02) 9534 4825.

Thursday 8th:- Committee Meeting and magazine pack at the Arena Greyhound Sports Club, 140 Rookwood Rd. Yagoona (next to Potts Park).

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

Sunday 18th:- Melbourne Day of the VW, at Yarra Glen Racecourse, VIC. Shown n Shine, trade displays, swap meet, and more. Swappers and traders enter at 8am, Public entry 9am, show entries close 11am. No dogs or BBQs permitted on the grounds. Celebrating 50 years of the 12-volt 1500 Beetle. For more info contact the VW Club of Victoria www.vwclub.com.au

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

December.

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

Thursday 13th:- Committee Meeting and magazine pack at the Arena Greyhound Sports Club, 140 Rookwood Rd. Yagoona (next to Potts Park).

Thursday 20th:- CLUB VW MONTHLY MEETING at the Greyhound Social Club, 140 Rookwood Rd. Yagoona (right next to Potts Park). Get the latest VW news and views, plus VW socialising, drinks, raffles, trivia and plenty of prizes. Lots of fun, all welcome. **This meeting is also the Club Veedub XMAS PARTY!** Bring a wrapped present (~\$5 value) to receive free drink coupons. Warm nibbles and snacks provided. 8:00pm start.

January 2019.

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

Thursday 10th:- Committee Meeting and magazine pack at the Arena Greyhound Sports Club, 140 Rookwood Rd. Yagoona (next to Potts Park).

Thursday 17th:- CLUB VW MONTHLY MEETING at the Greyhound Social Club, 140 Rookwood Rd. Yagoona (right next to Potts Park). Get the latest VW news and views, plus VW socialising, drinks, raffles, trivia and plenty of prizes. Lots of fun, all welcome. 8:00pm start.

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

February.

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

Thursday 14th:- Committee Meeting and magazine pack at the Arena Greyhound Sports Club, 140 Rookwood Rd. Yagoona (next to Potts Park).

Saturday 16th:- Gerringong Motorfest 2019 at Mick Cronin oval, Blackwood St Gerringong, from 9am. Organised by the Gerringong Lions Club for prostate cancer research. We would like lots of Volkswagens to join our display of over 150 classic cars. Some famous race cars will be there, and hopefully a former famous rugby league player who now lives in Gerringong. Town markets on the same day, a short walk away. \$5 entry for all show cars. For more info contact Keith Watson on 0401 777130. **Join the Club VW Convoy from McDonalds at Engadine (Princes Hwy) from 7am for a**

7:30am departure – 95 km and 1 hr 10 min to Gerringong.

Thursday 21st:– CLUB VW MONTHLY MEETING at the Greyhound Social Club, 140 Rookwood Rd. Yagoona (right next to Potts Park). Get the latest VW news and views, plus VW socialising, drinks, raffles, trivia and plenty of prizes. Lots of fun, all welcome. 8:00pm start.

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

Marktplatz.

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

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

Photos can be included if you provide a JPG. All ads will appear in Zeitschrift first so our members have first chance to see them. They will then be transferred to the club website on the third Thursday of the month.

New ads.

For Sale:- I have a 1969 VW Beetle 1500 which I have not used for a few years as it is not in top condition but I have kept it for sentimental reasons. However although I have had several offers to buy it I would prefer someone who might like to restore instead of breaking it up for spare parts, so wondered if anyone in your club might be interested? I am currently away on holiday but will return on 9th October. Contact Mrs Pearl Moyseyenko on 6248 0337 or email pearlmoys@gmail.com



For Sale:- 1985 T3 Kombi, Koni shocks front and rear, Alpine cassette radio, front bull bar & tow bar. Rear seat folds down to bed. Rola roof racks included if paying full asking price. Asking Price: \$2000. Contact Merv Head on 0408 879865 or email mjhok@bigpond.com

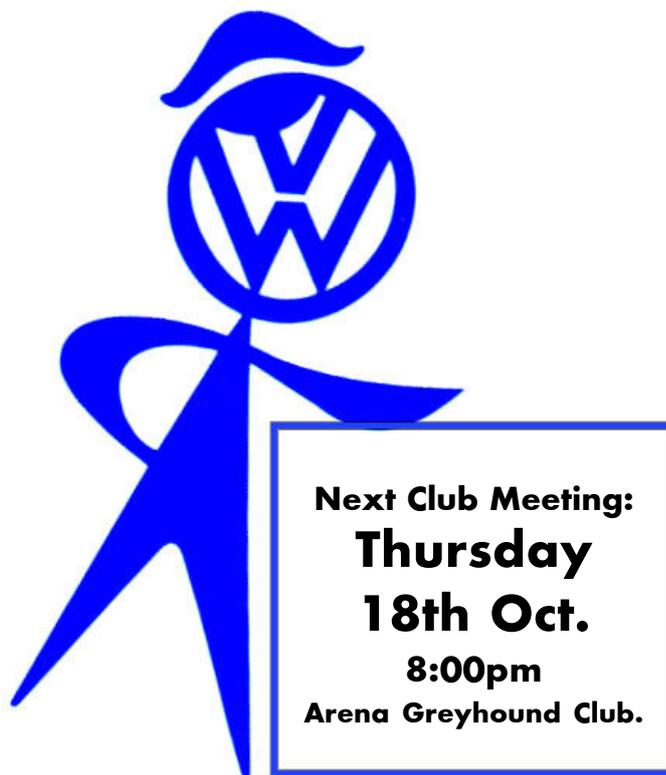
For Sale:- Hi, I have a 1964 VW Beetle that I need to sell if

you guys know of anyone that might be interested. It's all original and in great condition. I'm only selling it as a result from a divorce otherwise I would have kept it for a weekend driver. Contact me for any further information. Thank you, Mardi. 0402 167910 or email mbraunyy@gmail.com



For Sale:- 2000 Volkswagen New Beetle. 2.0-litre 5-speed manual, only travelled 145,000 kilometres. Pampered and well maintained since new by a fastidious VW Enthusiast. You can attract plenty of admirers with this immaculate car. Genuine sale due to too many Veedubs in the shed!! Price \$6,500. Super cool!! Contact Tony on 0479 156332 or email tonymudge@optusnet.com.au

For Sale:- Very tidy 1970 Beetle. Red and cream colour. 2 door 4 seat sedan. 4 speed manual. 4 cylinder 1500 L petrol. Rear wheel drive. Refit by professionals a few years ago stripped to bare metal, repaint, new seals, hood lining, new seat reline and good tyres. I purchased the vehicle in 1995 and has always been garaged undercover at home. Serviced and cared for. It has never let me down. Starts on first go. 78,269 original miles on the clock. The vehicle registration is paid



**Next Club Meeting:
Thursday
18th Oct.
8:00pm
Arena Greyhound Club.**



until July 2019. Overall this is a well loved car that has been looked after. Just beautiful to look at, great fun to drive and is an appreciating asset. Asking Price \$15,500. The car is at Abbotsford, Sydney. Contact Paul and Josie on 0414 971324 or email jegisto@optusnet.com.au



For Sale:- VW Golf 1976 1600cc engineer certificate convertible on club H plates \$3300 Ono. Contact Des Drury at mausyda@hotmail.com

For Sale:- For sale 2000kg hydraulic engine crane folds for storage and disassembles for transport, in good condition. No longer needed. \$150. Contact Robert White on 0419 437132 or email rwjwhite@bigpond.com



For sale:

Chrome Wheel Rim (no rubber) - 4 stud 14" (x4)
Steel Wheel Rim (no rubber) - 5 stud 15" (x4)
Mag Wheel (rubber and rim included) - 4 stud 14" (x4)
Guard for 1971 Superbug - (2 front & 2 rear)
Superbug 1600 Engine Twin Port
Superbug Bonnet, Boot, etc.
Call Sal on: 0401 542 609

For Sale:- Type 3 1971 Fastback. 1800 Engine, Oil Radiator, Electric Petrol Tank, Rego until December. \$11,500 Call Sal on: 0401 542 609

Wanted:- Hi there hoping you can help me out. My father purchased a **1975 L bug** in 2013 and on the rear window it had your VW club sticker on it. We are hopping to find the original owner and history about the vehicle. Hopefully you can help. It has the original plates on it Rego **JYO-401** If you know this car, would you please contact me? Many thanks. Contact Mr Matthew Gallo on 0478 030463 or email matthew.jgallo@hotmail.com

2nd month ads.



For Sale:- VW Multivan T5 swivel seats x 2 and rear seater bench, leather anthracite with seats belts and rear cargo cover. Also sell individually, used in good condition, fits T5 and T6 Transporter. Asking Price \$900. Contact Herwig on 0411 848724 or email drobodoc@gmail.com

For Sale:- I have an InterEurope manual for VW 1200 to 1600us good condition any one interested? Contact James Hitchen on 0408 269031 or email j.e.hitchen@bigpond.com

For Sale: - Mk5 R32 GOLF This Golf is in immaculate condition and has outstanding performance. Comfortable all leather interior with dual zone AC. All wheel drive, Auto with paddle shift, Cruise control, 18" alloys. The vehicle is registered till 10th September 2018 and has traveled 145,000 km. Located in Medowie NSW. Asking price \$11,000. For more details or to arrange an inspection, phone Mark or Leanne on (02) 4982 9566 or mobile 0423 514331

Wanted:- I'm searching for a **Golf Mark 1 convertible left roof latch...** does anyone have one to sell me, or any ideas how I go about it with your members? Please contact me if you can help. Cheers Kelly Mob 0402 118654 or email info@coastalclotheslines.com.au

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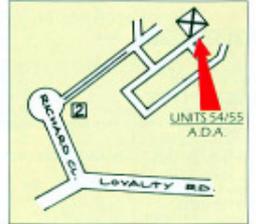
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Typical late model oil and filter service: \$315

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Typical early model oil and filter service: \$240

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

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Or call in at: Unit 20/6 Badgally Road,

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(Just off Blaxland Road)

We also stock a massive range of late model VW/Audi/Skoda new and used parts in our parts centre!

AUSTRALIAN V DUB PERFORMANCE Centre

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

vwperformance.com.au

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

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

Fax: (03) 9761-6216

Email: avwpc@vwperformance.com.au



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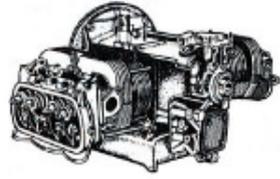


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Golf R Wagon Grid Edition DSG	\$52,990
Golf R Wagon DSG	\$58,990
Golf R Wagon Wolfsburg DSG	\$60,990

2019 Golf GTI released.

Volkswagen Australia has released pricing and specifications for the upgraded 2019 Golf GTI, which will kick off from \$45,490 plus on-road costs when it lands this month.

As revealed earlier, the 2019 model-year Golf GTI comes with the Performance specification as standard, meaning the 2.0-litre turbo petrol engine now makes 180 kW (up from 169 kW) and 370 Nm of torque (up from 350 Nm), mated exclusively to a seven-speed wet-clutch DSG transmission shared with the all-wheel drive Golf R.

That's right, there's no manual option.

Other upgrades include an electro-mechanical front differential lock, and a beefier brake package previously reserved for the Performance Edition 1 and R.

In addition to the aforementioned enhancements over the outgoing 169 kW model, the MY19 Golf GTI picks up the 31-cm Active Info Display as standard equipment, along with the Driver Assistance Package - meaning adaptive cruise control with traffic jam assist, park assist, lane assist and adaptive lane guidance are all included in the base price.

Carryover specification includes autonomous emergency braking with pedestrian detection, 18-inch alloy wheels, adaptive chassis control, a 20-cm navigation system with Apple CarPlay and Android Auto, automatic LED headlights, a leather sports steering wheel, 'Clark' cloth seat upholstery, electric folding side mirrors, a rear-view camera, along with keyless entry and push-button start.

Buyers can also choose from two equipment packages for the 2019 model, in the form of the Sound & Style and Luxury packs.

The Sound & Style Package (\$2300) brings larger 19-inch 'Brescia' alloys, a 23-cm navigation system with gesture control, along with the Dynaudio Excite 400W audio system.

Meanwhile, the carryover Luxury Package (\$3900) adds Vienna leather upholstery, heated front seats, electric adjustment for the driver with memory, a panoramic electric glass sunroof, and a memory function for the side mirrors.



2018 Golf R runout pricing.

Volkswagen Australia has announced drive-away pricing for the 2018 Golf R hatch and wagon, as it prepares to bring the MY19 range into showrooms.

The drive-away Golf R range will kick off at \$48,490 drive-away in Grid Edition Manual guise, jumping to \$50,990 for the DSG. Volkswagen previously priced the two from \$47,490 and \$49,990 before on-road costs respectively.

Headlining the spec sheet are 19-inch alloy wheels, adaptive chassis control, gloss black side mirrors, an 8.0-inch infotainment system, LED headlights, cloth and Alcantara interior trim, keyless entry/start, privacy glass and LED tail-lights.

Power comes from the same turbocharged four-cylinder engine as the wider Golf R range, making 213 kW and 380 Nm. It's put to all four wheels through a six-speed manual or seven-speed wet-clutch DSG transmission.

Six colour options are offered, while the Driver Assistance package is also available for \$1300. There's also a panoramic sunroof option, but it'll set you back \$1900.

The 'regular' Golf R manual is priced from \$54,490 drive-away with the six-speed manual, or \$56,990 with the dual-clutch transmission. That's compared to the previous \$52,990 and \$55,490 before on-road prices.

Atop the equipment in the Golf R Grid, the R gets a 23-cm infotainment system with gesture control, the 31-cm Active Info display, and leather trim with heated front seats.

The range-topping R Wolfsburg hatch is priced from \$58,990 drive-away, as opposed to its previous \$57,990 before on-roads sticker.

Moving to the wagon body adds \$2000 to the drive-away price of the relevant DSG hatchback across all variants. The new drive-away deals came into force on August 1.

2018 Volkswagen Golf R pricing (includes on-road costs):

Golf R Grid Edition	\$48,490
Golf R Grid Edition DSG	\$50,990
Golf R	\$54,490
Golf R DSG	\$56,990
Golf R Wolfsburg DSG	\$58,990

Finally, premium paint finishes command \$500 - and there's a new hue in the palette, Atlantic Blue.

The 2019 Volkswagen Golf GTI is available to order now, with deliveries commencing in October.

Recommended retail pricing (excluding on-road costs):

Golf GTI Performance DSG From \$45,490

2019 Tiguan pricing.

After the release of the extended seven-seat Tiguan Allspace last month, Volkswagen Australia has narrowed its 'regular' five-seat Tiguan range by retaining only the more expensive 132TSI Comfortline and 162TSI Highline all-wheel drive (AWD) variants, while adding a 162TSI Wolfsburg Edition range-topper.

This means the starting price for the Tiguan range is now \$42,490 before on-road costs for the 132TSI Comfortline all-wheel drive, climbing to \$49,490 for the 162TSI Highline all-wheel drive, and \$55,490 for the 162TSI Wolfsburg.

Axed variants (for the time being) include the cheaper front-wheel drive (FWD) Tiguan 110TSI Trendline and Comfortline models, previously priced from at \$31,990 and \$37,490 respectively, both 110TDI and 140TDI diesel options, and the de-specified 162TSI Sportline model.

Volkswagen Australia says the vast majority of Tiguan buyers, since the launch of the second-generation model in 2017, have bought the 132TSI Comfortline and 162TSI Highline anyway, with about 50 per cent overall sales volume for the latter version alone, despite short supply causing multi-month waiting lists.

It seems buyers after cheap FWD family SUVs don't see Volkswagen as their brand of choice, which no doubt helps the company's bottom line, if not its throughput.

Expect the 110TSI FWD Comfortline to return at some point, once supply improves. Why has supply been constrained? Blame WLTP regulations for that one. The new European environmental tests means all model variants and trims are individually assessed, and has forced some technical changes, meaning manufacturers are adapting their production schedules accordingly.

The remaining Tiguan versions for now both use VW's EA888 2.0-litre turbo-petrol engine in two states of tune - 132 kW and 162 kW power outputs - matched to a seven-speed DSG transmission and on-demand 4Motion all-wheel drive.



This revised trio will sit alongside five versions of the longer Tiguan Allspace seven-seater model, priced between \$40,490 and \$54,490 depending on grade and driveline.

2018 Volkswagen Tiguan pricing (excluding on-road costs):

132TSI Comfortline AWD	From \$42,490
162TSI Highline AWD	From \$49,490
162TSI Wolfsburg Edition AWD	From \$55,490

Australia is #1 for Amaroks.

Australia is now the world's top export market for the Volkswagen Amarok utility, and as such will almost certainly play an increasingly important role in all global decisions related to the vehicle line.



Only Argentina, where the now ageing Amarok is produced for many markets including ours, accounts for more volume. Australians bought 9,282 units last year, overtaking Brazil, though it still finished well behind most local rivals sourced from Thailand (Ranger, HiLux, Colorado, Triton and the like). The Amarok is the second-best selling VW model in Australia, ahead of the Tiguan and behind only the Golf.

More remarkably, about 80 per cent of these were the V6 versions, priced from \$53,990 drive-away and upwards of \$70,000 at their higher levels. A 'richer' mix you'll find nowhere, and this is almost as important as outright volume.

This V6 shows a wider trend in Australia, where utes now account for almost 20 per cent of the market, and where the Toyota HiLux SR5 and Ford Ranger XLT are the two most popular vehicles. Volkswagen rightly expects sales to grow further, once it introduces the new 190 kW/580 Nm Ultimate 580 and the circa \$50k Core V6 versions later this year, the former designed to head-off the new Mercedes-Benz X350d at the pass.

Australia's standing as the world's key Amarok export market is not merely about parochialism. It means we get more consideration from the chiefs in Germany when they're finalising the next model, due around 2020/21.

"It's quite exciting, I think there'll be some really strong Australian involvement in that, we couldn't be happier about it," VW Commercial's

local chief Carlos Santos said, though the specifics of this will need to wait.

We'd be surprised if there was anything as sizeable as a Ford-style Australian R&D program, or even a Toyota- or Holden-style tuning operation conducted by VW, but some level of local research and testing seems likely.

"We've got a great seat at the table and they definitely take notice of us. It's so big and competitive in Australia, the market offers and campaigns, it's more aggressive than any other segment," Santos added.

"[Head office in] Germany think, if Toyota can sell 45,000 HiLuxes and Ford can sell 40,000 Rangers in Australia..." the implication being that there's still an untapped volume opportunity here. VW doesn't like Toyota and Ford outselling it four-to-one in any segment, clearly.

The Amarok debuted back in 2010 and was first seen locally at the Sydney Motor Show that year. It was released for local sale in 2011. The V6 option was released in 2017.

No information has come to light yet on the second-generation Amarok yet, though we'd bet on it remaining a separate product to the MQB-based 'lifestyle' unibody pickup being considered by VW in the US (previewed by the Tanoak concept), where the Amarok is neither made or sold.

Caddy Beach coming.

Want a cheap camper van that can be driven out of the dealer? Volkswagen Australia reckons it has you covered.

VWA has announced the special edition Caddy Beach will be available from the fourth quarter of this year, priced at \$44,990 before on-road costs.

This spiritual little sibling to the Transporter Trakkadu is based on the \$39,000 Caddy Maxi Trendline derivative, with its 92kW/220Nm turbo-petrol engine and DSG transmission.

You get cool add-ons like a fold-out bed, walkthrough tent at the tailgate, two folding camp chairs and a table, block out curtains, a rechargeable torch and various storage bags. Alas, no 4Motion all-wheel drive or diesel heater...

All this can be stowed away, making the Caddy Beach a regular five-seater people carrier when not on camp duties.

Standard fare includes a touchscreen with App-Connect, plus safety tech including autonomous braking,



active cruise control and lane-keeping assist. There are also bi-xenon headlights, 17-inch alloys and six colour options.

"This marks our return to the (factory) campervan market in Australia," said Volkswagen Commercial Vehicles Australia marketing manager, Nicholas Reid.

"With the iconic and ubiquitous Kombi (Campmobile), Volkswagen forged a strong connection with travellers and explorers around the world. The Caddy Beach continues this tradition with the latest in engineering and technology."

Volkswagen Australia offered a similar Caddy version in Australia in the 2000s as the Caddy Maxi Life Weekender, but that was an options package rather than a distinct model.

Grand California released.

Volkswagen has taken their California camper and made it a larger again, with the launch of the Grand California ahead of the Dusseldorf Caravan Salon in Germany.



Unlike the regular California camper, which is built on the Transporter, the Grand California is based on the larger Crafter van. Volkswagen showed how the car might look with the California XXL Concept last year (see November 2017 Zeitschrift), and now with the production version has stuck largely to the theme, opting for pale furniture and wooden flooring inspired by the world of boating.

Large windows and a pair of skylights make for an airier-than-average interior, but we're a little disappointed the concept's full-length glass roof hasn't made the leap to production. Speaking of bits-and-pieces that didn't make the cut, the fancy kitchen suite and bathroom treatment were also left behind in the transition to production.

With a high roof, there's more space than you get in the regular California, with a double bed down back and the option for another in the roof alcove. Kids are the only ones who really need apply for that, though.

When it comes to amenities, there's a proper shower, toilet and a pop-out sink, along with cupboard space for all your toiletries – and necessities like toilet paper, naturally. There's even ventilation in there, which could be crucial for keeping the family together on long trips. You also get an outdoor shower down back.



Although it's lost some of the flashier elements offered by the concept, the kitchen in the Grand California still has a 70L fridge and freezer unit, a twin-hob stove, myriad shelves and a sink. Think 'inner-city apartment' and you're on the right track. There's a small dinner table on board as well.

Flashy, luxury touches aren't completely off the table though. There's wireless internet and satellite television capability on board, not to mention the outdoor awning and pop-out step. Camp chairs, bike racks and solar panels are also on the options list. Mosquito-haters rejoice, for there's a two-part mozzie net on board.

For the driver, there's 4Motion all-wheel drive along with adaptive cruise control, autonomous emergency braking, lane-keeping assist and blind-spot monitoring. Power will come from the Crafter's TDI410 four-cylinder turbo-diesel engine.

The Grand California will be revealed at the Dusseldorf show before hitting the European market at some point early in 2019.

Volkswagen Australia says there are no definitive plans to bring the Grand California to Australia, but pointed to the Caddy Beach and Kombi 70 Years as proof of their interest in the camper segment. The normal Transporter California is not sold here as it not made with a RHD interior layout. This could also be a stumbling block for the Grand California.

VW Takata recall.

Volkswagen Group Australia has initiated its recall for over 100,000 vehicles across various model lines fitted with faulty Takata airbags, as part of the Australian Government's mandatory safety recall that requires all defective inflators to be replaced by 31 December 2020.

In a statement released this week, the company said: "Our customers are our first priority, and, as a result of the Australian Government's mandatory recall of certain vehicles with frontal Takata airbag inflators, we will be conducting a staged recall of the affected vehicles between now and the end of 2020. We will contact owners to let them know when they should visit a dealer to have their Takata airbag inflator replaced, free of charge."

According to the statement, no VW/Audi/Skoda vehicles imported into Australia are fitted with the more

dangerous 'alpha' inflators.

The affected model lines are as follows:

* Skoda: Fabia, Kodiaq, Octavia, Rapid, Superb and Yeti - model years 2013-2018 fitted with driver-side Takata airbags

* Volkswagen: Polo (A04) and Transporter - model years 2007-2015 fitted with driver-side Takata airbags

As for numbers, there are 17,622 Skoda vehicles affected, along with a further 102,116 Volkswagen models (across the world).

Owners of the affected vehicles will be contacted "directly on an individual basis".

The Takata airbag recall affects more than 100 million vehicles and nearly 20 automotive brands

around the world. Among those are more than five million vehicles in Australia, the equivalent of four years of nationwide sales.

Globally, there have been 20 deaths linked to the scandal, and 230 serious injuries. One Australian motorist lost their life to a faulty Takata airbag in July 2017, one month after another Australian driver was seriously injured.



In February 2018, the recall of vehicles affected by the faulty Takata airbags was made compulsory under law, with affected manufacturers required to replace all defective airbags by the end of 2020. Last month the ACCC added some 1.1 million vehicles to the compulsory recall.

According to the Australian Government, the risk of a defective Takata airbag rupturing may arise between 6 and 25 years after it is installed in a vehicle. In areas of high heat and humidity, the risk of rupture may arise between 6 and 9 years.

If you are in any doubt, contact your local Volkswagen dealer for a vehicle check.

Beetle Final Edition.

Volkswagen has announced that it will end production of the second-generation 'new' Beetle in 2019, and will send off its famous namesake car with a special model variant for the US market called the Beetle Final Edition.

In addition to being the last version of the Beetle (for now), the 2019 Beetle Final Edition is a throwback to the Beetle Última Edición (last edition) from 2003, a car that marked the end of the air-cooled Type 1 Beetle's production

in Mexico. Like the Última Edición, the Beetle Final Edition is available in two unique colors; Safari Uni Beige and Stonewashed Blue, both tributes to past Bug paint jobs. For the non-nostalgic, the car also comes in Platinum Grey, Pure White, and Deep Black Pearl.

Última Edición-inspired features include chrome exterior accents and unique wheel styles. Other odd touches include a "Beetle" badge where the usual "Turbo" badge should be on the rear, as well as three-color ambient lighting, and a



classic "kaeferfach" (beetle bin) dual glove box if you option your Final Edition in Safari Uni Beige.

The Beetle Final Edition comes in two trim levels, the SE and SEL. The SE models receive cloth and leatherette seats, 17-inch wheels, Blind Spot Monitor Rear Traffic Alert, and a Composition Media infotainment system with Bluetooth, Voice Control, and VW Car-Net smartphone integration. The SEL models add Bi-Xenon headlights and LED tail lights, diamond-stitched leather seats, 18-inch wheels, Park Distance Control, and a Discover Media system with navigation and Fender premium audio.

The 2019 Volkswagen Beetle Final Edition SE coupe will start at US\$23,045 while the SE convertible begins at \$27,295. The SEL coupe and convertible will retail for US\$25,995 and US\$29,995 respectively.

"The loss of the Beetle after three generations, over nearly seven decades, will evoke a host of emotions from the Beetle's many devoted fans," said Hinrich J. Woebcken, president and CEO of Volkswagen Group of America.

"As we move to being a full-line, family-focused automaker in the U.S. and ramp up our electrification strategy with the MEB platform, there are no immediate plans to replace it. But as we have seen with the I.D. Buzz - which is the modern and practical interpretation of the legendary Bus - I would also say, 'Never say never.' We're excited to kick off a year of celebrating one of the true icons of the automotive world, with a series of events that will culminate in the end of production in Puebla in July 2019."

Australia has already seen a Beetle Final Edition. Just 53 were imported to see off the Beetle model in 2017, after slow sales forced its axing. With retro graphics, chrome hubcap-style wheels and a

black roof, it cost \$36,990 before on-roads. It was one of numerous special editions, the ranks of which included the Guitar-inspired Fender Edition.

Several local radio stations contacted Club VW Sydney last month for comment when they heard that the 'Beetle' was being killed off after 70 years. I was interviewed by 6PR Perth, ABC Radio Darwin and ABC Radio Adelaide, and had to explain that the original air-cooled Beetle ended in Australia in 1976, Germany in 1978,

South Africa in 1979, Brazil in 1996 and Mexico in 2003.

The 1998 New Beetle (first sold here in 2000) and the redesigned 2013 'Beetle' are just Golfs underneath, and thus not the same car as the original. Neither were anywhere near as successful as the original, selling only a few hundred each year in Australia compared with around 24,000 air-cooled Beetles at its 1960 peak and around 20,000 Golfs annually nowadays. And it had already been discontinued in Australia in 2017.

VW has produced many models based on the Golf, such as the Jetta, Scirocco, the current Polo, Caddy, Passat and Arteon, the Tiguan SUV and Touran people mover, as well as many equivalent Audi, Skoda and SEAT models. The 'new' Beetles were just two more uses of the Golf platform. They are no more a 'Beetle' in the original sense than all the other Golf-based cars are, apart from the name.

The stations and their talkback callers were much more interested in reminiscing about the long-gone but much-loved air-cooled Beetle, not the soon-to-end Golf-based models, once this was explained.





The Love Bug at Blacktown Drive-In.

On Saturday 15 September the Event Cinemas Drive-In theatre at Blacktown, Sydney's last one, played the most famous VW film of all, the original 1968 Walt Disney classic 'The Love Bug.' We had a big turnout of VWs there and it was a fantastic evening.

There were five Disney Love Bug films over the years. The Love Bug (1968) was the original and by far the best in the series. Dean Jones played loser race driver Jim Douglas; Buddy Hackett played his friend Tennessee Steinmetz; Michele Lee played Jim's girlfriend Carol Bennett, and David Tomlinson played the nasty baddie Peter Thorndyke. Herbie competes in the El Dorado Race for the Gold around the Yosemite area of California. This is the movie we saw last month.

Later Disney made Herbie Rides Again (1974) with Grandma Steinmetz in the San Francisco fire house and baddy Alonzo Hawk trying to knock it down; Herbie Goes To Monte Carlo (1977) with Jim Douglas reuniting with Herbie to race in the Trans France Race to Monaco; and Herbie Goes Bananas (1980), an awful movie set in central America with a new cast of goodies and baddies and a horrible little kid. Finally there was Herbie: Fully Loaded (2005), a train wreck of a movie remembered only for bad CGI and Lindsay Lohan, and the less said about that one the better.

Disney also made a 5-episode 1982 TV series called 'Herbie the Matchmaker', and there was also a TV movie in 1997 called (confusingly) The Love Bug, but it was a TV movie, not a cinema release. It had the black Horace the Hate Bug in it, and it starred Bruce Campbell who was famous for his lead

role in the Evil Dead movie series. It's awful; Disney have never released it on DVD (although our club library does have a custom-made copy...)

Anyway we're only going to talk about the original movie here. The Love Bug was the very last live action movie Walt Disney himself authorized for production before his death in 1966. As a G-rated family film, Disney used much of the production team that had already worked together on similar films for the Disney studio, especially the Mary Poppins team. It was directed by Englishman Robert Stevenson, and written and produced by Bill Walsh using a story from a book by Gordon Buford.

The Love Bug had its first limited release in the USA in December 1968, hence the recent '50th

Anniversary of the Love Bug' showing at Blacktown. However it didn't have a general release in the US until March 1969. Australians had to wait rather longer! The Love Bug wasn't released in Sydney until Thursday 18th December 1969, just in time for the Christmas school holidays. It began showing at the MGM-owned St James Theatre at 107-111 Elizabeth St in the city, next to David Jones, with session times of 11am, 2, 5:10 and 8pm. MGM had their own chain of Australian theatres in those days, and they had the rights to Disney releases which gave them an advantage over the

competing Hoyts and Greater Union chains. The Love Bug showing was preceded by a short featurette, the famous 1933 8-minute Disney cartoon 'The Three Little Pigs'. This cartoon had the classic song, 'Who's Afraid Of The Big Bad Wolf?'

The Love Bug was also released at the 'Metro' Twin Drive-In at Chullora (also owned by MGM), on both screens (7:30 and later at 10pm on one screen, 8pm on the other), as well as at Roselands Cinema (an amazing 5 sessions – at 9, 11, 2, 5 and 8), and 4 daily sessions at the MGM Metro suburban cinemas at Bondi Junction, Crows Nest and Manly.

On the Love Bug's opening night at Chullora drive in, there was a special promotion organised by VW Australia and the VW Club of NSW, in cooperation with the drive-in's owners MGM. Sydney Volkswagen drivers were invited in for free! The movie was shown on Chullora's south screen, and the field was completely filled with nearly 400 Beetles and Type 3 sedans. Club members Ray and Shirley Pleydon, Greg and Kay Hart, and Joe and Mary Buttigieg were all there. They all say it was a fantastic evening.

Sadly none of those original Sydney theatres or drive-ins exist today. The 1926 'picture palace' St James Theatre had a grandiose three-level auditorium and was MGM's premier movie theatre in Sydney for many years. But it closed in 1970 when MGM sold its Australian theatre business

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NEW FILM

"THE LOVE BUG"

● A small motor-car with a mind of its own, a handsome young racing driver, a pretty girl, a hippie sculptor turned mechanic, and a dastardly older racing driver are the ingredients of "The Love Bug," a Walt Disney fantasy entertainment for young and old, which is being released in Australia by Metro-Goldwyn-Mayer in the December-January holiday season.



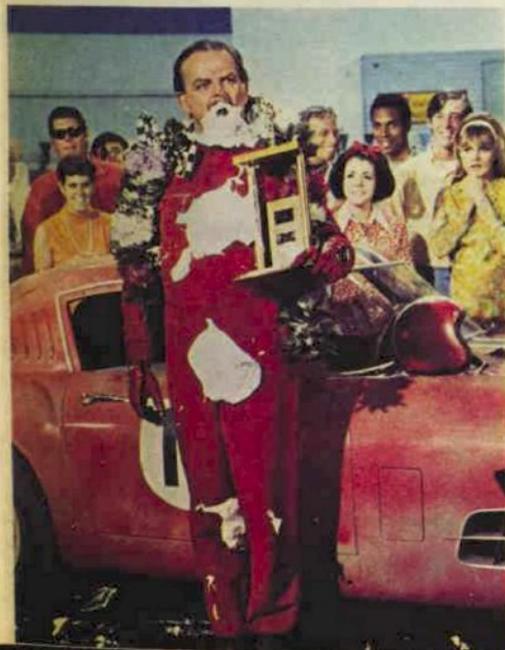
ABOVE: Dean Jones and Michele Lee star as an unlucky racing driver and a girl mechanic, brought together by Herbie, a Volkswagen with an unsuspected flair for winning road races and a secret yen to play Cupid.



ABOVE: Comedian Buddy Hackett and pert young Michele show their satisfaction at getting Herbie into what they hope is good racing trim.



LEFT: An incredulous trio watch in amazement as the mysterious little car decides to win a race without human assistance.



LEFT: Tricky rival driver, played by David Tomlinson, slyly doses Herbie with Irish coffee (with cream) and puts him out of a race, but gets his comeuppance from the enraged "bug."

RIGHT: Herbie is decked out for the predictable honeymoon. Producer-writer Bill Walsh ("Mary Poppins," "That Darn Cat") was in charge of "The Love Bug."



to Greater Union, and it was demolished for an office building in 1971. The Chullora Drive-In closed in 1978 (the first of Sydney's 14 drive-ins to close), and the Metro Big W shopping centre and an Islamic school next door were built on the huge block of land. The suburban Metro cinemas were all closed and demolished in the early 1980s when the 'multiplex cinema complex in shopping centre' boom killed off almost all the classic old city and suburban theatres. Roselands had opened in 1965, Sydney's first modern 'all-in-one' shopping centre, but the Roselands Cinema was demolished in 1987 and the shopping centre expanded into the space (sadly Roselands' iconic Raindrop Fountain was also demolished at the same time).

Almost all of Sydney's other drive ins closed in 1984 and were redeveloped into housing or industry, while Dundas and Caringbah closed in 1988. Bass Hill closed in 2007, leaving Blacktown (opened 1963) as the only surviving drive-in in Sydney. And there's only one other still going in NSW – at Heddon Greta, just outside Kurri Kurri.

Anyway, the Sydney Daily Mirror of Thursday 18th December 1969 gave a description of *The Love Bug*:

A loveable Volkswagen with a mind of its own stars in Walt Disney's family Christmas show, The Love Bug. Herbie, the star car, competes with Corvettes, Porsches, a Chev-powered Bizzarrini and other high-powered sports cars in various races. Dean Jones plays Jim Douglas, a second-rate racing driver who thinks he's a world champion. Herbie is all heart, and as reliable and steady as he is built. He has a will of iron, muscles of steel, the strength of ten (aided by a Porsche engine) and a stubborn streak. He's a matchmaker, too, and when it looks as if Jim is going to lose the race and his girl (Michele Lee) Herbie decides to do something about it. Together, Jim and Herbie thunder through a race which makes the Grand Prix look like a go-kart trial.

'The Love Bug' has something for everyone. It's a comedy, a love story, and full of excitement and thrills for those who like motor racing. It stars Dean Jones, Michele Lee, David Tomlinson, and one of the funniest men in show business, Buddy Hackett. Buddy plays a kookie mystic and sculptor who sees through Jim and realises that Herbie is quite capable of winning his own race without any help from any of them.

'The Love Bug' is filmed in Technicolor. The stunt driving is done by Carey Loftin, a veteran in Hollywood racing movies (He did stunt driving for Stanley Kramer's comedy film It's a Mad Mad Mad Mad World and for Steve McQueen in Bullitt. After The Love Bug he did stunt driving in Vanishing Point, and he drove the big truck in Steven



Spielberg's Duel in 1971. He died aged 83 in 1997 – Ed). In The Love Bug he suffered a punctured lung, broken jaw, cracked ribs and a dislocated shoulder! St James, suburban Metros, Twin drive-in Chullora.

About 30 Beetles were required for the making of the film, ranging in years from 1958 to 1964. Many of the film cars, especially the stunt vehicles, were patched up wrecks of various years stitched together but this is well hidden on screen. Herbie is a 1963-model US-spec L87 pearl-white deluxe sunroof sedan. How do we know he's a 1963? The defining cars used in this first movie have the narrow rear number plate light (pre-'64), but no Wolfsburg Crest on the front bonnet ('63 and later).

Most VWs used in the film were stock or modified somewhat with Hollywood tricks. However one Herbie was fitted with a Porsche 356 engine and brakes, the famous '#2' Herbie that survives today in a collection in England. The Herbies in this first film all have a mid-blue racing stripe, while the sequel film cars use a darker, navy-blue stripe.

After its original release in Sydney in December 1969, *The Love Bug* was often re-released for school holidays at the movies for several years afterwards; at least, until *Herbie Rides Again* came along in 1974. After that, it was rarely seen except for the occasional showing on TV on the *Wonderful World of Disney*. We had to wait until the late-1980s before it was released on VHS, and then later on DVD. You can buy all five movies on DVD, but there's nothing like the fun of seeing it at the movies – and especially at the drive-in.

Sadly, almost all the stars of *The Love Bug* have since passed away. Joe Flynn (Havershaw) died in 1974; Benson Fong (Mr Wu) in 1987; David Tomlinson (Thorndyke) in 2000; and Buddy Hackett (Tennessee) in 2003. Dean Jones



(Jim) sadly passed away in September 2015, aged 84. That leaves Michele Lee (Carol) as the only surviving star of The Love Bug today.

In the old days cinemas had to freight in numerous big reels of film in special boxes to show a movie, which as you would imagine was bulky, heavy, prone to damage and expensive. Nowadays everything is digital; no film at all. Thus, it should be much easier to show 'classic' release movies that were too difficult or too expensive in the celluloid days. And, in fact, many cinemas are now frequently show a mix of 'retro' films with current releases – the Orpheum at Cremorne, the Ritz at Randwick and even the Beverly Hills cinema, for example, do this all the time. Even the big multiplexes have 'retro' days. The Love Bug was just one of a group of classic films that Greater Union had scheduled for September.

Luckily one of our new members, Colin Adamson, contacted the manager of Blacktown Drive In, Trudy Manning, and confirmed that the film would be shown there on Saturday 15th September at 6:15pm. We drew up flyer, got it out on the forums and in the last couple of magazines, and on social media. Alison from Flat Four arranged for a meet and cruise to start at Maccas at Prestons, on Camden Valley Way. We all hoped it would be a good VW turn up – how many younger members have never been to a drive in before? And how would it compare with the 400 VWs from 1969?

Just a handful of VWs took part in the convoy from Maccas at Prestons, travelling up the M7 to the Light Horse Interchange, then the M4 to the east-bound Maccas service centre where another dozen or so VWs were waiting. It was a short drive from there onto Reservoir Rd (the old highway) and left at the Cricketers Arms pub to the Drive In entrance. There was already a line of more VWs trying to get in.

It was just \$12.50 entry per person, and we were directed onto Field 2 – the north-facing screen that was added in 1984 when the drive in was twinned. The original 1963 Field 1 has been much modified in recent years, with a newer smaller screen brought forward to make room for the ridiculous hotel development next door. On Field 1 you see the lights of the hotel rooms right next to the screen!

And that's why the snack bar, panorama windows and outdoor verandah face Field 1 – it was originally the only screen. Our Field 2 has the better screen with no distracting lights nearby, but the rear faces the toilets, bins, the now-demolished original swings area, and the radio and lights tower.

The VWs were parked in several rows, with the tall Kombis at the back and the Beetles in the rows forward. The drive-in doesn't use the old window speakers on poles any more; you just tune your car radio to a given frequency – 91.0 FM for our screen.

There was plenty of time to wander about the rows of VWs and chat, grab photos and head to the '50s-themed snack bar as the sun set and the daylight faded away. It was a fantastic turn up of VWs. Club member Alex turned up in his genuine Disney Herbie, which was parked in one of the front rows.



It was such a warm night that most of us set up our folding chairs at the front of our VWs, and we watched the movie in the open air. Any transistor radio could pick up the sound track on 91.0. Wayne even had chairs set up on the tray of his Kombi ute.

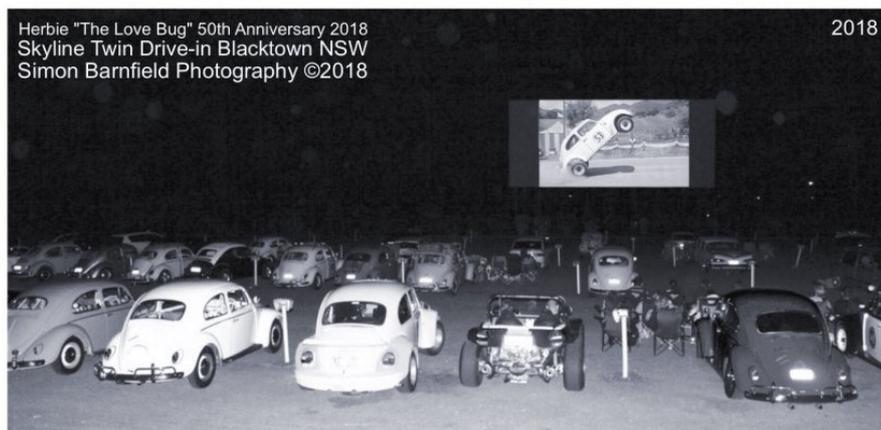
It was an absolute pleasure to watch the Love Bug again in such pleasant surroundings. We didn't get as many VWs as Chullora did in 1969 – perhaps not surprising as there were a lot more of them around and they were let in for free back then! Still, some people counted 50 or 60 VWs there.

There was some chaos when the movie ended about 8:10pm, as we had to be out of there to make room for cars coming in for the next two sessions (current release movies, whatever). Drive in staff came around with torches, urging us to start up and go as quickly as we could! So we started up, headed out and home.

It was a fantastic evening, and if you weren't there you really missed out.



Herbie "The Love Bug" attracts 400 VWs in 1969
MGM Metro Twin Drive-in Chullora NSW



Herbie "The Love Bug" 50th Anniversary 2018
Skyline Twin Drive-in Blacktown NSW
Simon Barnfield Photography ©2018



catch-up with other enthusiasts throughout the day.

The weekend started with a dinner on the Saturday night at 'The Big Tent' at Floriade (the annual spring flower show in Canberra). This tent is leased by Pialligo Estate to showcase their food and wine products at Floriade and was offered to the organisers of GAD to hold our inaugural GAD Dinner. A great evening was had with good company, a great 'grazing menu' and fine wine on offer for attendees. All German car clubs were invited; however the VW mob had the largest number and were the last to leave.

The venue for the car show was once again at Pialligo Estate. This

2018 ACT GAD - German Auto Day.

Canberra's biggest VW event of the year was once again a huge success, with nearly 100 Volkswagens turning up for the 2018 ACT GAD. Volkswagen was the largest contingent at the show; however this year Mercedes Benz was only a couple of cars fewer than us.

Mother Nature turned on a glorious day for us, with warm temperatures and only a slight breeze. Sunscreen was the order of the day and the shade supplied by the club's gazebo, our sponsor's gazebo and another super-sized gazebo supplied by one of the members proved popular spots to

venue offers a large, flat grassed area where literally hundreds of cars can park and be admired by the large number of spectators that come through the show. This year Pialligo Estate held one of their Market Days in conjunction with the GAD, to help entice more people to the venue. This proved to be a huge success and will probably be held again for 2019.

The quality of cars that entered was truly amazing. It doesn't matter if your preference is air-cooled or water-cooled, new or old, restored or original, standard or modified, shiny or ratty - you would have found a number of cars to your taste at the show.

Of course there were a number of trophies on offer again this year, with many well deserved winners taking home some tin-ware. This year we asked our three secondary sponsors to do the judging for us and they took to the role with



gusto. Most of the categories were pretty straight forward; however a couple of categories saw some robust discussion between the three judges in picking a winner.

In addition to the trophies awarded by Club VeeDub, the GAD committee also present one trophy for each marque and one for the overall 'Car of the Show'. This year the GAD committee VW trophy was awarded to Allan Edwards for his beautiful Type 34 1500S Karmann Ghia 'Razor'.

The 'Car of the Show' went to a 1961 Borgward Isabella TS Coupe, driven down from Dubbo for the show. A list of the Club VeeDub trophy winners is at the end of this report.

A huge thank you to our sponsors for their ongoing support to the club. This year we had three secondary sponsors, being:

A&R Mechanical Repairs, Mitchell;
Canberra VW Centre, Tuggeranong; and
Kims Car Detailing, Belconnen

Our primary sponsor once again for 2018 was Lennox Volkswagen.

2018 GAD Trophy Winners:

1. **Best Beetle up to 67**
1959 Beetle - Blue/White Greta Pfeiffer
2. **Best Beetle 68 >**
1973 Beetle - Blue Graham Ingram
3. **Best Kombi up to 67**
1967 Kombi Camper - Blue/White Jim Smith
4. **Best Kombi 68 - 79**
1976 Kombi Camper - Wattle James Falzon



5. **Best Type 3 / Karmann Ghia**
1965 Karmann Ghia Type 34 Allan Edwards
6. **Best Other Aircooled**
1964 Myers Manx Charles
7. **Best Golf up to Mk IV**
1977 Golf - Blue/Green Dan Howcroft
8. **Best Golf Mk V to VII**
2016 Golf - White Michael Molnar
9. **Best Polo / Scirocco / Up! / Caddy**
2016 Scirocco - White Dot Bryan
10. **Best Passat / Bora / Jetta / Arteon**
1974 Passat - Red Vince Nassar
11. **Best Amarok / Tiguan / Touareg**
2017 Tiguan - White Jon Prymas
12. **Best Transporter T3 - T6**
1988 Caravelle - Blue Grant Rollinson





We pulled into the school grounds at it cost \$10 to enter, which included registration for the car show and trophies. It was first in first park, so we were able to park together. More classic cars turned up, including a few more VWs that were parked away from us.

It was big turn up and the school oval was nearly full. There were kids rides at the top. We had a wander up and down the rows of cars. I liked the Dukes of Hazzard 'General Lee' Dodge Charger. It was nicely painted up just like the TV show car, but the doors were not welded shut.

There was a good range of mobile food vans and tents in the quadrangle, and a few trader stands to look at. We had lots of people come past our VWs all day, asking questions.

Appin Wheels Festival.

On Sunday 16 September I went to the Appin Wheels Festival, which is held in the grounds of Appin Public School.

There were five of us at the start at Uncle Leo's Caltex at Liverpool. I had my Superbug and Marino was in his custom red Beetle. Phil was in his Kombi Camper, Wayne brought his blue Kombi and Laurie and Gwen were in the white Kombi. Ken Davis was in his Superbug but he didn't go to the show. We enjoyed a coffee before we headed off. Marino led the way down the highway.





It was nice to see Hans turn up again, our former club president. He and his wife are now retired and touring Australia, but happened to be in the neighbourhood for the show. Their daughter Sarah was working in the RSPCA stand across the road.

It was also great to see Frank Watkins and his wife drop by. He has had some health issues and is in a wheelchair, but he was bright and cheerful and talked with the VW guys for ages. He told some very funny stories from the early days of the VW club.

Pinky was there in his mobile home and played '60s music and did the announcements all day. The trophy presentation was at 2:30 but no VWs won anything.

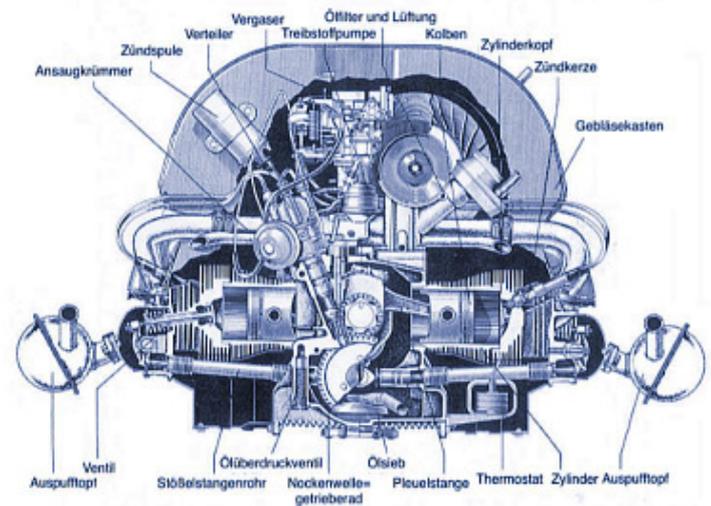
It was a slow exit from the grounds but it was a very enjoyable day.

Jeff Swords



Coming to terms with German.

(With German accent) You will now learn the correct German words for the Volkswagen air-cooled motor. Why did you not do this before? English was once German, you know. Who do you think the Angles and the Saxons were?



Part

Ansaugkrümmer
Zündspule
Verteiler
Vergaser
Treibstoffpumpe
Ölfiter und Lüftung
Kolben
Zylinderkopf
Zündkerze
Gebläsekasten
Auspufftopf
Ventil
Stößelstangenrohr
Ölüberdruckventil
Nockenwellegetrieberad
Ölsieb
Pleuelstange
Thermostat
Zylinder

Literal translation

on-suck bent thing
spark spool
distributor
gassifier
drive stuff pump
oil filter and airing
piston
cylinder head
spark candle
blowing thing box
out-shove pot
valve
plunger stick tube
oil over-pressure valve
cam shaft drive wheel
oil sieve
connector stick
you know this
it's not that hard

Rod Young





Restorable classics.

I'm often asked if there are still any restorable classic VWs lying around in the bush?

For the last 30 years my work as a service field technician has seen me drive all over this state and beyond.

My job puts me in peoples' back yards and all sorts of country towns, large and small, every week.

Also every time I took a holiday I'd drive around the bush looking for Volkswagens. I was only ever interested in old Volkswagens and Porsches and walked past countless old Fords and Holdens.

I always went that extra hundred metres to see what was around the corner or over that hill. Over the years I've had luck on my side and I've found a lot of cars.

I now have all the old VWs and Porsches I need, so I'll



have to leave it to other people to find more VWs out in the bush. But are there cars still out there?

Look, you're not going to find a split-window Kombi just sitting by the highway, but believe me there are still plenty of '60s Beetles, '70s Superbugs, Type 3s, and T2, T3 and even T4 Kombis out in the bush.

The way I found a lot of cars was by talking to locals, but if you had time and a flying drone who knows what you could find just over that ridge out of sight.

Old Holdens, Fords, 4x4s and utes are easy to find. Don't make the same mistakes as me and walk past them.



Also with the current drought these cars are sitting there in the dust, so it could be worth saving them or slowing them from decay.

I always enjoyed hunting in the bush, but sometimes rare VWs are right under your nose. It's best to work in a 30-km circle from your house; when you have finished this then take your search bush.

The towns I recommend you look are Goulburn, Cowra, Canowindra, Mudgee and Forbes; all these towns had VW dealers back in the day. But anywhere is a good place to start. South Australia, country Victoria and Perth are gold mines for rare old cars.

There are some rules I have learned over the years.



Never ask people straight out if the cars are for sale. Instead, ask them what they are doing with that old VW.

Never drive on to a farm to ask about an old car; farmers don't like that. A neat hand-written note in the letter box works, or if it's really something you want just camp at their gate until someone comes.

If people want too much money for their old car, don't tell them that. Just say OK, get their phone number and move on. You can always try again later.

I'm not going to tell you you're not going to find a split-window Beetle or an old Porsche 356 because anything is possible when you move in the right circles.

Get out there and make me proud!

Good luck.

Ashley Day



Klub Korrespondenz.

Dear Sir...

Recently a person who has, as he describes it, an Australian 1962-1/2 Beetle tells us that his car has an electrical Fuel Sender and Fuel Gauge.

Since no other 1962-'67 Beetle in the rest of the Volkswagen World has electrical senders/gauges, how can this be?

Can you explain how this happened?
Thank you for your help.

Jay Salser
Texas, USA

Hi Jay

We had electric fuel gauges in our Australian-made Deluxe model Beetle from late 1960. Australian Beetles were made here, not imported from Germany. We had a VDO factory in Melbourne, the same city where our VWs were made, that might explain it.

Our VW models were a little different from the rest of the world, and especially those from 1960 to 1968. There's some good reading here: www.clubvw.org.au/austvw001

Cheers

Steve Carter, President, Club VW Sydney



Hello from Texas, Steve!

Thank you for taking the time to respond to my question.

I have read about some of the distinctives of the Australian Volkswagens. This is one which I had not anticipated! Wow!

Thank you, also, for the lengthy treatise explaining the history of VW Australia.

I do some writing for a webSite called 1967beetle.com. Long ago, we realized that each country could have its own 'brand' of VW – depending upon regulations of that particular country, availability of parts, etc., etc.

Dealing with only the '67 Year-Model is a tough assignment – not to think of taking on the whole of the VW

Industry over its life-time.

Keep up the great work there.

If any in your Club have 1967 Beetles, please point them to 1967beetle.com

This will broaden their and our horizons.

Again, I appreciate your having taken time to respond.

Have a great Australian Wednesday there--when it arrives.
LOL

Jay Salser

Good afternoon,

I'm wondering if you or one of your members might be able to help me with info on type 34 Karmann Ghias. I've located one and am trying to convince the owner to sell it, given it is, what I think, pretty rare. I've not had a chance to look at it closely, and I actually think it might be a battle to get him to part with it, but I'm going to try. On your website it says only 20 were sold new in Australia, so how many are left that you know of? Given the number is so low, would there be any sort of record of which dealer sold them, what colour, sunroof or not (did any even make it to Australia with sunroofs), that sort of thing.



If I get an opportunity to pitch an offer, what do you think a suitable price might be for poor, ok and excellent condition. From what I've seen the car hasn't moved in over 20 years and has some front passenger side damage so would probably be called poor. I'd expect to pour \$10K or more into it, but might not be willing to even make an offer if you say they are worth \$5-10K for a wreck. Or, are they even worth restoring in the first place? Even though I'm intrigued by the rarity, I can't say they look as good as the type 14, so like many cases you could spend big and have a nice car no-one appreciates or values if ever I wanted to sell it.

Thanks in advance,

Matt Holmes

Thanks for your enquiry to our VW Club, Matt.

Unfortunately the detailed info on Australian sales and model colours etc you are after does not exist today (if it ever did).

The Type 3 Ghia was a 'special order' model only, available to special order through the major big city VW dealerships such as Lanock Motors in Sydney and then shipped in especially from Germany at great cost. They did NOT sit around on showroom



Ghia's styling could best be termed distinctive, or unusual, for few found it really attractive.

floors, waiting for buyers!

Sales records from the 1960s are only available from the Federal Chamber of Automotive Industries' yearbooks, which can be browsed in the NSW State Library in Sydney, and the National Library in Canberra. Their information is a bit scattered, with naming conventions and categories always changing, so definitive numbers are not really possible.

The Type 3 Ghia was first imported here in 1965 as the 'VW Karmann Ghia 1500S', and was tested by the Sydney Morning Herald on Monday 8 February 1965. It was also tested by Wheels magazine (Feb 1965) and was the cover car that issue. I don't know if it was also tested by Modern Motor; if so, I don't have the issue. Anyway, it was VERY expensive, being fully imported it was subject to high tariffs and import duties (the Beetle and Type 3 range were made here to avoid that). In 1965 a 1200 Standard Beetle cost £819 and the 1200 Deluxe was £925. The normal Type 1 1200 Ghia was £1,550, and the 1500S Ghia was no less than £1,860 - more than the dearest 6-cylinder Holden Premiers, Valiant Regals, Ford Falcons and even 6-cylinder Rambler Americans of that time.

The FCAI recorded 31 sales of Karmann Ghias in 1965, but most of these would have been Type 1. There is a suggestion that 19 of them might have been 1500 models, but it's ambiguously unclear and unable to be verified. We have therefore not split the data on our website. In later years there is no breakup between 1200- and 1500-Ghia sales figures anyway.

The 1500S Ghia was replaced by the 1600 Ghia at the end of 1966, and again it was tested by the Sydney Morning Herald, on Monday 19 December 1966. This time I know it was also tested by Modern Motor (Feb 1967) and Wheels (April 1967).

With decimal currency, the 1300 Custom Beetle was \$1,698, and the 1300 Deluxe was \$1,838. The 1600 Ghia was \$3,990!



The FCAI lists only 5 Ghias (all types) sold in 1966, none at all in 1967, and 2 in 1968, the last year they appear in the record. Hence, our estimate the total number of Type 3 Ghias sold in Australia was only about 20, give or take a few. It was never featured in Australian VW advertising - except for the one 'range' ad from 1966 that I found. Even so, it's not mentioned in the text.

I do know that several were bought by LNC Industries executives, such as chairman and then-VW Australia CEO Doug Donaldson. They were also bought by members of the German Consulate. Therefore, the barest handful were ordered and purchased by the general public.

There is no record anywhere of what colour any of them were, what accessories might have been fitted or at which dealership they were sold. Even the state registration authorities such as the RMS do not have historic registration records prior to 1980, as far as we know.

As for how many are left, I can think of maybe half a dozen I have seen at various VW shows in recent years. But then enthusiasts have also brought cars in from overseas in the years since, so who knows.

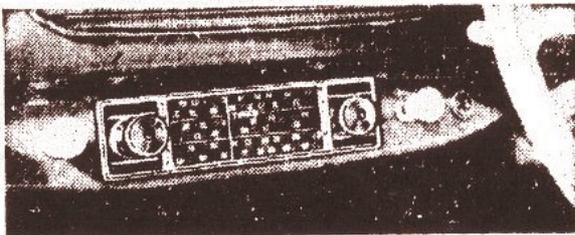
Anything is restorable - it only depends on how much time and money you want to spend on it. From what you describe, it will cost a lot more than \$10k to restore the vehicle you've found - perhaps twice, three or four times this amount would be more like it, and more still if you can't do much of the work yourself. Almost every replacement part will have to be imported specially from OS. It would be a major project that will take up several years of your life to do properly so don't take it on lightly!

Why not ring Boris at Vintage Veedub Supplies in Campsie (02) 9789 1777 or Andrew at Andrew Dodd Automotive (02) 9683 2184. Both these guys have owned Type 3 Ghias and can give you more advice.

Good luck with the project!

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VOLKSWAGEN



Actual Ferris fitting for Volkswagen, showing station-marked dial.



You'll like the way a Ferris matches your Volkswagen dash. When you fit a Ferris set you're certain of reliability, clearer reception, better tone, plus that essential longer range. Ferris sets are designed and sturdily built to withstand the worst Australian road conditions.

There is a Ferris set to fit every vehicle on the road. Ask your local garage, radio retailer or car distributor or:-

FERRIS BROS. PTY. LTD.
Cnr. William & Dowling Sts., East Sydney. FA 6643



I only saw one show, but was told that different cars turn up every week on a first come, first in basis. At this show, three splittys, one a deluxe bus, one a twin-cab and one a samba with a 2.3 engine with a Porsche style cooling fan and shroud, and 3 Beetles turned up.

I met Adam, who owns the blue splitty twin cab, and Lee who owns the oval, and had a chat. They, and the green and cream splitty bus owner (who I didn't get to meet), were members of the 'Surf City VW Club.' They told me about the multitude of car events that happen within a drive able radius, and that there was a local 7am-9am show which was on every Saturday at a bigger car park 20 minutes away.

Unfortunately I didn't get to see that one. Wish I had been told earlier, but I was on the plane back to Aus when that one was on. They

have a raffle, with tickets purchased by the car owners and the lookers, something similar to our club raffles with the prizes being oil, chocolates, and some automobile paraphernalia.

Come 9.00, the car park emptied quicker than it filled. Apparently, especially in California there are lots of these local car shows. The owners get to show their cars but they still have most of the day to do whatever they have to do. The first picture shows the view from my niece's window, the others are some of the steel on show.

Phil Warnecke

Phil's US car show.

I was recently in California, mid August to early September for a family wedding. Over the last year, my my niece, who lives at Newport, has been telling me of a local car show which happens every Sunday at a 50-60 car shopping centre car park directly opposite her apartment.

Apparently the local real estate agent organised it (he has a US muscle car). The sounds of V8s, hotted Bugs and Kombis and bikes start about 6.45 am for a 7 start. Usually by 7.15 the car park is full and plenty of lookers turn up as well.





Thanks to Brian Mannix for the clipping (below)

illawarramercury.com.au

Tuesday August 14, 2018 ILLAWARRA MERCURY 3

How a Kombi van named Marmalade got a new lease on life

IF YOU can't afford to open a bar, then maybe a Kombi van is the next best thing.

Especially if that Kombi has taps on the side that are hooked up to beer kegs.

That's why Wollongong couple Reanne Potter and Michael Turner started a Kombi Keg franchise in Wollongong, after a friend showed them a photo.

"Both Michael and I went, 'we need that,' Ms Potter said.

"For years we wanted to open a bar, which was one of the reasons we moved to Wollongong. But we quickly realised that was completely unaffordable so when we saw the Kombi Keg, we thought, 'ahh, a mobile bar.' "So we decided right there and then that we would buy it."

Their Kombi came with a history and a name - Marmalade.

"It was owned by an old couple in Tasmania and they used to make marmalade and sell marmalade from her," Ms Potter said.

"When her husband passed away she just let the Kombi go to wrack and ruin until Kombi Keg found her,



CHEERS: Reanne Potter and husband Michael Turner with their Kombi Keg, which is like a bar on wheels. Picture: Sylvia Liber

did her up and made her into a mobile bar."

The couple's Kombi Keg is available for hire. They can hang around to serve

the beers.

If the party is on private property, they can drive it up, let the guests serve themselves and pick it up

again the next morning.

They're not licensed, so people have to get the beer kegs themselves - though the couple can put them in

touch with some of the local breweries in the Illawarra.

"We're all about local, about supporting local business and we've got some

great relationships with brewers," Ms Potter said.

"And they're some of the best brewers anyway, their beer is really good."



I will bring colour prints of the above to the next meeting. See me if you'd more information on it.
I hope everyone will buy a ticket to try to win this at next year's VW Nationals!

Cheers,

Carl Moll

For next year's VW Nationals.

Our company imported these VW Kombi ride ons for a retailer in S.A.

The sample has been donated to our Club as first prize in the Nationals in 2019.

I have stored it in my garage until next May.

It features Mp3 player, working lights and horn, and has a 12 volt motor with charger as well as a remote for an adult to control.



Old Golfs.

Old Golfs make great race and rally cars.

Even if they invent flying cars tomorrow, old petrol cars will always have a home on the race track. We don't use horses for transportation any more but we still race them.

People from this generation will always love the smell of burning oil and petrol.

Only certain cars will live on to race, but don't think that they have to be expensive sports cars.

Volkswagen Golfs make great competition cars and you could build one for less than \$1,000.

Golfs have a proud racing history and has been Car of the Year many times in many countries. They have just as much right to be on the track as any other car.



seats and anything else, like the radio, spare wheel, jack . . . everything.

Obviously you can develop and spend money over time. Golfs respond very well after having a weight reduction. It frees them and makes all the difference under brakes.

So why not get an old model Golf and start getting it ready for next year's Supersprint, rally or hill climb.

Ashley Day

Golfs love the smaller or tighter tracks and will give more expensive cars a hard time.

To me the Rally Golfs look insane. Even to have one in the garage would be so good.

To build one, simply pull everything off the car that doesn't have to be there. Pull out the carpets, roof linings, rear





VW Jetta – a last drive.

The Volkswagen Jetta is already no more – in Australia, at least.

Volkswagen Australia confirmed last year that it will not import the Mexican-replacement to the Golf-based sedan in Australia, as it is only being built in left-hand drive. Rumours are circulating that the seventh-generation Jetta will be shown at next month's Detroit motor show where, fittingly, it will be revealed with a heavy American bent.

According to Volkswagen Australia's PR boss Paul Pottinger, the Jetta went into run-out across the national VW dealer network halfway through last year, and ceased to exist locally thereafter.

"The Jetta is no longer being made in right-hand drive, I understand that car is being purely made for North America," Pottinger said at the time. "The car is well into runout in Australia."

Pottinger pointed to Australia's increasing lean towards SUVs when asked why the Jetta wouldn't be replaced locally.

"It's a 51 per cent-plus SUV market share in Australia, and global demand is also shying away from traditional passenger car. The market tells its own story," he said.

The sales figures tend to agree. Volkswagen shifted just 1,026 Jettas in 2017, a 43 per cent decline on 2016. This compares with almost 20,000 Golfs and over 6,000 Tiguan.

The first Jetta was produced in Germany in 1979, basically a Golf 1 with a boot, but it was never sold in Australia. Neither was the Golf 2-based update in 1984. However the Golf 3-based version did make it here in 1994, but VW dropped the 'Jetta' name and called it the Vento instead. Likewise the 1999 Golf 4 version, which was called the Bora and marketed as a step above the Golf with engines like the V5. A 'Jetta' didn't appear here until the Golf 5-based version – built in Mexico and finally named the Jetta – was released in 2005. The current generation is based on the Golf 6 and appeared here in 2011. It was facelifted in 2015.

The Jetta was axed in Europe and the UK in late 2017, the same time it was discontinued in Australia. A seventh-generation Jetta has been released in North America, based on the Golf 7's MQB platform, but it is left-hand drive only and won't be exported outside of North America.

So let's take a last look at the most recent Jetta, an elderly, low-selling but worthwhile VW model that never really took off in Australia.

Just before it was discontinued, prices started at an attractive \$23,990 for the entry-level manual version, up to \$40,290 for the sporty, er, Sport model, which used the Golf 6 GTI engine.

The version tested is the 118TSI Highline, the most luxuriously-appointed version, which was priced at \$34,490 plus on-road costs, making it a little expensive compared to the likes of a top-spec Honda Civic (VTi-LX – \$33,590), but not as dear as a high-spec Mazda 3 (SP25 Astina auto – \$35,490).

For the most part, despite its age, the Jetta still has some redeeming features, like the amount of space on offer in the back seat, and in the boot.

Indeed, at 4659 millimetres long, the Jetta is only 79mm longer than a Mazda 3 sedan, yet it comprehensively smashes the big selling Japanese sedan for legroom, not to mention boot space, with 510 litres versus the Mazda's 408-litre capacity.

The boot has gooseneck hinges which could eat into that space, but it is deep and wide, with storage zones on either side, and the opening is a good size to make loading larger items easy enough. It has a remote 60:40 split-fold seat release operable from the boot, and there's a ski-port, too.

There's good space in the second row, with enough head-, leg- and toe-room for a pair of six-foot adults to sit comfortably, or three smaller kids. If the little ones are properly little, there's a pair of ISOFIX child-seat anchor-points, and three top-tether hooks. It also rear-seat air-vents and a 12-volt outlet.

Helpful for adults loading bubs in are the rear doors, which are quite broad and open up to a good angle to allow easy access, but because they swing quite wide you might have to watch energetic kids in carparks, as they may ding the car parked alongside.

There are storage options aplenty in the back, including dual map pockets and large door pockets as well as a pair of cup-holders in the flip-down centre armrest. In the front, there are huge door pockets, two cup-holders between the seats and a small covered centre console bin. Further, there's a nice cubby in front of the gear selector, where the USB, auxiliary and 12-volt points are.

The practicality is good, then, but the façade is quite dated by Volkswagen's current standards – it looks like a car that came out in 2011, but the materials used are all of a very





high standard, and it still has a nice flat-bottomed leather steering wheel, and very logical placement of all the major buttons and controls. And it has a manual handbrake rather than one of those new-fangled electric ones.

This specification has leather trim on the seats, and the front seats are heated, too. There's electric adjustment for the driver's chair, but manual for the front passenger, and there's dual-zone climate control as well, not to mention heated side mirrors (great for dewy winter mornings) that can be electronically folded in for tight street parking.



The instrument cluster is clear and easy to read, and features a digital speedometer – handy! Where the VW shows its age perhaps more than anywhere is the media system: the 16.5-cm touchscreen with sat-nav and Bluetooth phone and audio streaming is still pretty good in terms of its usability and layout, and it's quick to connect and re-connect with your phone. It has the latest smartphone mirroring tech (Apple CarPlay and Android Auto) found in other models in the VW range, too.

When you think a little more about the price being asked for this model, you miss out on the latest safety equipment that is now expected. Sure, there's a rear-view camera and front and rear parking sensors, not to mention six airbags (dual front, front side, curtain) and driver fatigue monitoring. And all of that is still very good, but you don't get any of the newer active safety tech, like autonomous emergency braking, blind-spot monitoring, lane-keeping assistance, rear cross-traffic alert... If that matters to you, you ought to look at a Golf or Passat instead.

The Jetta still uses the same 1.4-litre turbocharged and supercharged 118TSI engine as it launched with, with – you guessed it – 118 kW of power (at 5800rpm) and 240 Nm of torque (from 1500-4500rpm). The engine is teamed to the choice of a six-speed manual – only in the entry-level version – and a seven-speed dual-clutch automatic.

It's a drivetrain that can take some getting used to. There can be some hesitation and jumpiness at low speeds: for example, when you take off from a standstill, you may feel a jolt, or some abrupt lunging, which is mainly the transmission working out the clutches.

During our time with the car there were some rainy days, and we had some fairly big issues with traction at the front axle, including wheel-spin (which can happen on dry roads, too) and some axle tramp, where the front suspension bounces up and down under hard throttle.

At least there's no engine stop-start to contend with, and because the supercharger helps it get away without as much turbo lag, it's pretty rapid. The lack of stop-start doesn't have too big an effect on fuel use: VW claims 6.2 litres per 100 kilometres, and we saw 7.2 L/100 km.

At speed – on the open road or when you call upon the engine on the highway – it is certainly willing enough, and with great refinement as it picks and chooses the gears with smooth, crisp shifts. Don't bother with the transmission's sport mode, though, as it hangs on to cogs for too long.

The Jetta's hydraulic steering is another nod to its maturity (more modern cars have electric systems), and it is a bit heavy at low speeds and in corners. But it is direct, and has good feel to the driver's hands, albeit with some torque-steer (where the wheel tugs to the side under hard throttle).

The Jetta is based on the previous-generation Golf 6 platform, and there's a fairly sizeable difference between how the Golf and Jetta drive. The Jetta Highline we drove had a less-than-settled quality to its suspension, not quite absorbing small bumps – rather, shimmying over the top of them. That means that, in this spec at least, it isn't its happiest over crunchy country roads, but over sharp edges there's decent body control and not too much body roll in corners.

It is a tad noisy on the open road, particularly on course-chip, with wind and tyre roar present.

The Jetta was covered by Volkswagen's three-year/unlimited kilometre warranty, with the same cover for roadside assist included at the point of sale. VW has a capped-price service program spanning five years/75,000 kilometres, with maintenance due every 12 months or 15,000km. Over that plan, the average cost is steep, at \$558.

So yes, the Volkswagen Jetta still existed up to the end of last year, and to some degree it remained a decent alternative to the more well-known names in the segment while it lasted. But most local VW buyers found they didn't need a sedan – and they just bought a Golf instead.



Big car owners made to feel small.

This is the most famous Volkswagen 'gag' story of all time. It first appeared in famous satirist Art Buchwald's (1925-2007) column in The Washington Post in the late 1950s, and was later reprinted in The Readers' Digest and in the Volkswagen Club of America's magazine 'VW Autoist'. Here it appeared in the VW Club Of NSW's magazine 'Club News' in January 1964.

The trouble with people who own small cars in America, according to friends of ours, is they won't let up on people who don't.

They are always bragging how easy it is to park and how many miles they can get to the gallon.

It's got so that people who own big cars are developing inferiority complexes.

Two lawyers in New York decided to do something about it.

They had a partner who lived in the suburbs.

Their partner bought a new Volkswagen, and he hardly owned the car when he started bragging about how wonderful it was, how economical it was and how many miles he could get to the gallon.

He had been brainwashed by the Volkswagen salesman, and his enthusiasm, much to the consternation of his two partners, knew no bounds.

So while the lawyer was on his first tank of petrol, the partners paid the parking lot attendant to fill the tank each day in the parking lot. (Remember the Volkswagen had no petrol gauge; its reserve tank lever rendered this unnecessary.)

Normally a Volkswagen gives its owner about 340 miles on a tank full of petrol.

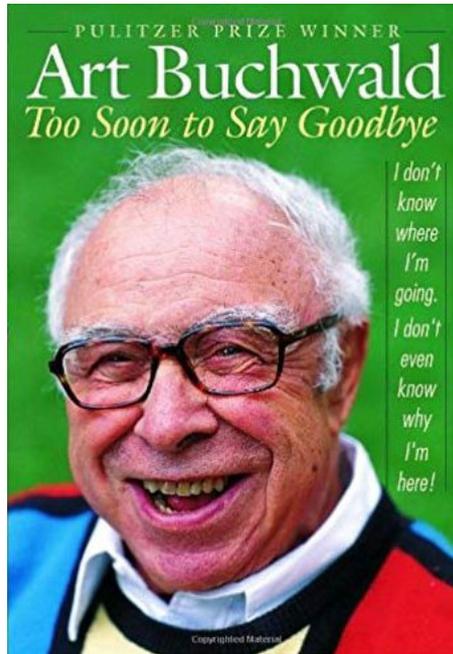
As the days wore on, the lawyer was elated. He was getting 450 miles, then 500 miles, then 600 miles and he still didn't have to buy any petrol.

But as it got up to 650, and then 700 miles in the third week, he started getting nervous.

The car was running perfectly, he hadn't spent a dime on petrol, but there was no reasonable explanation for the mileage.

By the time it had reached 750 miles he stopped bragging to his partners, who had shown a deep interest in the car.

At the point when the lawyer refused to discuss the performance of the automobile, the two partners put the second part of their plan into effect.



Now the man in the parking lot was ordered, instead of adding petrol, to start siphoning it off daily.

The first time the lawyer ran out of petrol he was happy. He had his sanity back, and he started bragging to his partners again.

There was no car on the market, he said, which gave an owner 750 miles for a tankful of petrol. His partners were as enthusiastic as he was.

But then almost every day afterwards the lawyer discovered he was running out of petrol.

Instead of getting 750 miles for a tankful, he was now getting just 100 miles.

The lawyer was very upset. Finally he took the car to the Volkswagen agency and told them the whole incredible story - how for a while he was getting 750 miles to a tankful of petrol, but now he was only getting 100.

The VW agency, sure they were dealing with a nut, checked the car thoroughly and found nothing wrong with it.

The lawyer returned to work a shaken man.

The following weeks were frightening. Some nights he barely made it home; then for a week the car needed no fuel.

The Volkswagen's petrol consumption became an obsession with him. He could think of nothing else.

It was only after the lawyer looked as if he was going to lose a couple of cases in court that his partners gave the news to him about the petrol.

Ever since then the owner of the Volkswagen has not mentioned his car in the office. The other two partners do not talk about their large American cars.

It's a period in their lives each man wants to forget.

Art Buchwald



Volkswagen Service.

VW Club of NSW 'Club News', August 1965

With considerable interest I read the short memos to the Editor on Service of Volkswagens, and it reminded me of a notice I saw in a V.W. Service Station. "If we please, tell others; if we don't, tell us." And that is what I have always carried out, with good results.

From the time I bought my first VW 1200 in 1955 many 3,000 mile (5,000 km) services have come and gone. In that period I have had some complaints, which were brought to the notice of the service manager as quickly as possible. So I carried out the "tell us" slogan, and have always had good

results. As a poor service can get past the-service manager also, he must rely on the word of the mechanics that the job was carried out correctly. Another factor is pruning down costs, and time limits are the ones that get preference over others. So there it is, more services per hour, less time spent on each vehicle, and something must go by the board. I do not say that all complaints are justified, or all service stations are right, but these situations can be overcome by each side getting down to the trouble concerned.

Back in 1955 I bought my first VW 1200, and the vehicle had a few minor troubles that were fixed in the first 3,000 miles (5,000 km). Then in 1959 I bought another brand-new VW. After taking delivery of the car I was shocked to find that it jumped out of fourth gear after driving five miles. The Dealer was contacted by phone and a young fellow answered, and when told the news he asked did I know how to change gears? After putting him in the picture quick smart, an appointment was made for the next day.

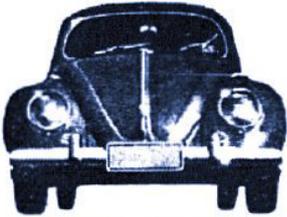
When the car arrived at the dealer I asked for the head mechanic to check this out. Even then I was not believed until the car was taken for a drive. Within minutes it was back; yes that was correct, it was found that the selectors were loose as two peas in a pod. This trouble went right back to the production line, and one would wonder how this could ever happen. Within the 6,000 miles (10,000 km) period the car was 100%. No troubles for 64,000 miles (103,000 km), used every day, also in all types of events, trials, motorkhanas, hauled caravans, worked hard, driven hard and when sold was in excellent condition.

Then in 1964 I bought a new red VW 1200 Deluxe. Now here was a car that confounded owner and service man alike. From the day it was bought it was a noisy runner. The car drummed like mad, the gears whined, and when cold it made such a racket it was thought that at any moment the transmission would blow apart. But it went like a jet, and the faster it went the quieter it got, and at full chat it ran perfectly. At each service it was checked out and the transmission was pulled down and completely overhauled. Still it was a noisy car. On the second check it was found to be perfect, not one thing was wrong with it. As a last resort the connection between gear box and gear lever was changed to a different type and there it was. The car was quieter from then on, but that howl when the car was cold could not be stopped, it lasted up to two miles and then would go. It seemed that this was just something that we would have to live with and so we did, and enjoyed many long trips. Other than this strange noise there was nothing to complain about. Load it down with four passengers and luggage and with no effort it would cruise at 75 to 80 m.p.h. (120 to 130 km/h) and give 40 m.p.g. (7.0 L/100 km). In fact, at one time it revved out to well over 70 m.p.h. (113 km/h) in third gear with four up (it was not intended to do this - I forgot to change gear). It paced other 1200s and beat them loaded down. On a certain road from point A to point B the 1500 S is not much faster than this car was.

Getting down to the point of the matter. I have been more than satisfied with services and the cars I have owned over the years. While VWs are made I would never change, because point for point VWs are far ahead of the others higher or lower priced. A friend of mine owned a BMC vehicle and decided to go to a bigger car and he bought a local product. This car is the same age as my 1500 S. He has had the push

rods replaced, a new water pump and a self starter replaced, and he is not happy at all. It's cold as blazes in the winter and last heard he was buying a heater to stop freezing. His economy is way down, he pushed it a bit on a trip to Melbourne and when asked how he went he replied "I got there."

One thing to remember is there is no car made that is perfect in every detail, but some are a hell of a lot worse than others. I am proud to own a VW and though at times I have not been happy with the product, I would not change over for any price.



Attention all V.W.

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SWANTON'S

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With the present VW 1500 S I have pushed it to the limit, 97 m.p.h. (156 km/h) on the flats with no effort. It gives over 44 m.p.g. (6.4 L/100 km) with four up. On a 160-mile (260 km) trip, which was up and down mountains, and also in an Economy Run, it put up a terrific performance, pushed past the red line in motorkhanas and at the last Interstate Motorkhana it hurled around like a bullet. It has no vices, and all this comes back to excellent service this car has received. I don't have to say who handles this job, but just look at the Hurstville VW dealer sticker on the rear window.

Eric Willington

Spring cleaning.

Do you want to hear a story dirtier than the VW NOx emissions scandal?

It's the interior of a 25-30 year old second-hand Volkswagen.

Some owners just don't care and interiors can get pretty bad.

So what can you do when spray can foam cleaners just won't cut it?

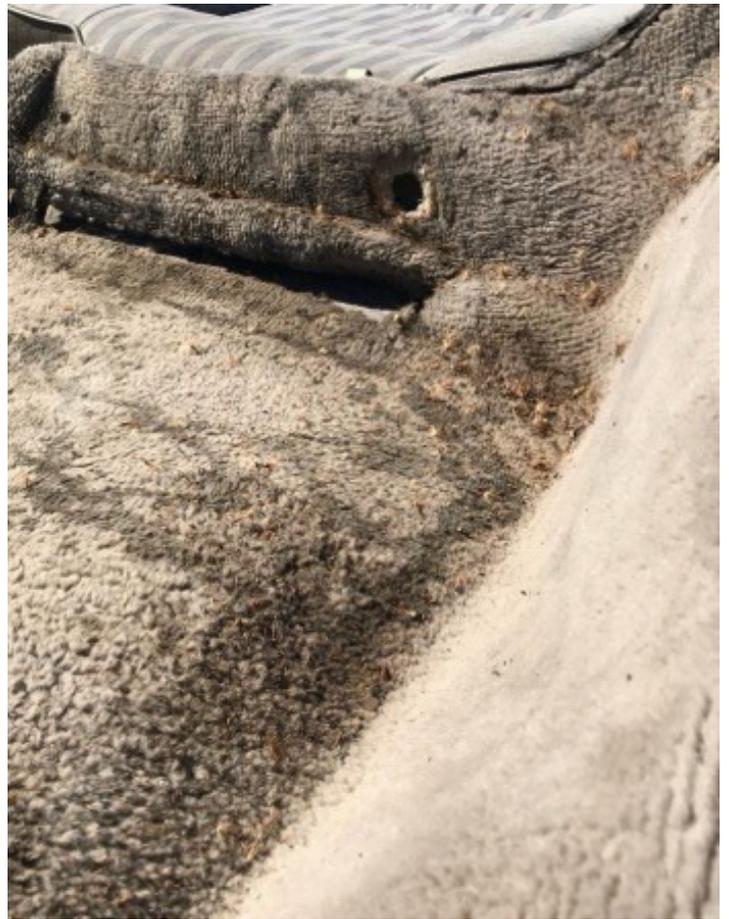
If you haven't got any rips in the seats, you're in luck. Anything (except maybe for paint or superglue) can be cleaned off.

Even interiors considered to be too far gone, can come up like new.

The first thing to do is remove seats, carpet and door cards.

It's an easy job but you have to take the air conditioning fan out if your car is air conditioned. Don't worry, it's only two screws.

Once the interior is out, vacuum clean inside where the interior used to be. Be thorough. Hopefully you'll find a



couple of two dollar coins.

Take out the seat belt attachments and any speakers in the door trims. Load the interior into your other car and take it to your local self-serve car wash.





Then use the high-pressure water to rinse until all the green wheel cleaner is gone.

Let some of the water drain and load the interior back into your car and take it home.



Press the tyre clean button and soak interior parts.



Let the interior dry in the sun.

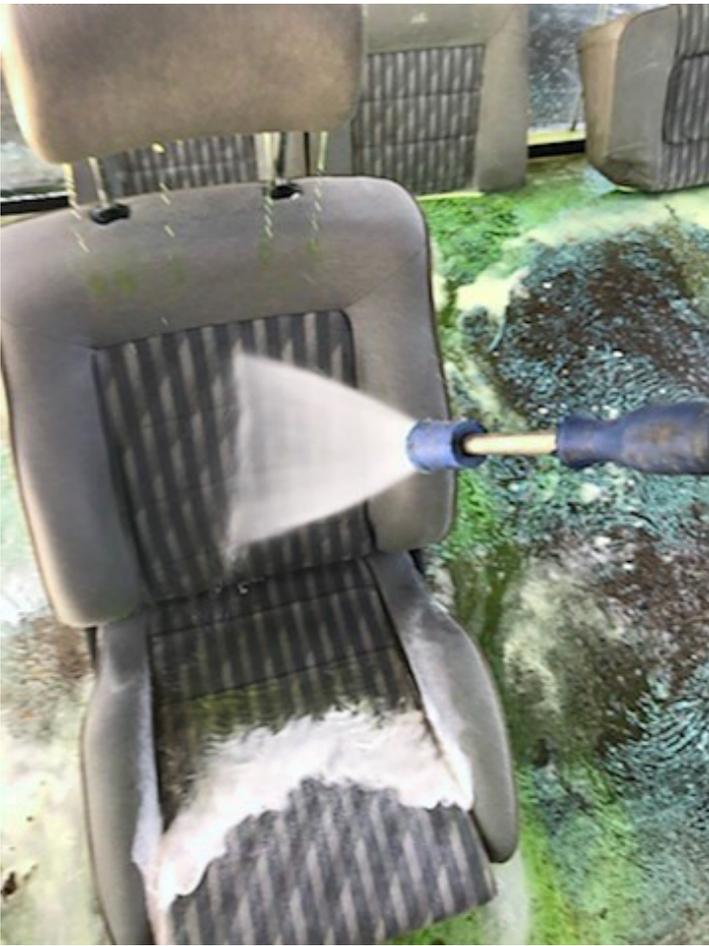
Dab the interior with a towel until it dries; this prevents high tide marks.

Install the interior back into the project car.

This job takes three days to do. One day to remove, one day to clean and dry, and one day to reinstall.

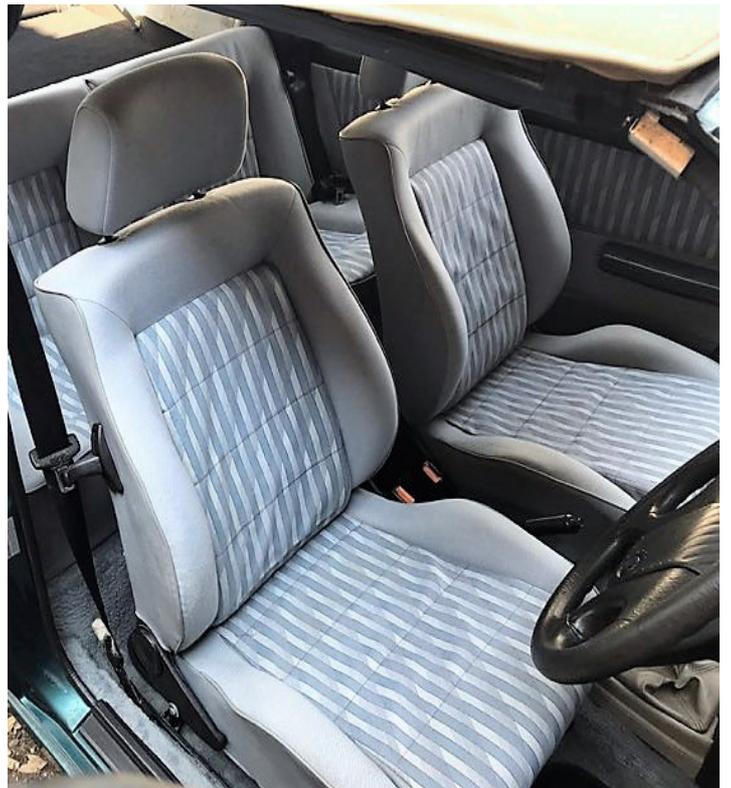
After a week your Volkswagen will have that beautiful smell it had when it was new.





I used this car as an example because a homeless person used to sleep in this car. If I could make it clean and smell like new again, your car should be easy.

Ashley Day



Herbie the movie star.



You are looking at the romantic lead of a big new Hollywood picture. (Please, no autographs.)

The picture is Walt Disney Studio's, "The Love Bug." And our VW appears (in all its real life splendour) as Herbie, the main character.

Why would a big film studio want to make a movie star out of the Bug?

Why not? Its services cost less than they have to pay other movie stars in a single day.

Once signed up, the Bug won't suddenly start making crazy demands. (A gallon of gas for every 30 miles or so is all.)

No studio could ask for a less temperamental star. (It'll work any time, anywhere and in any weather.)

Or one with fewer bad habits. (It doesn't even drink water.) Or one that ages so gracefully.

And of course, there isn't a performer around that's better known to the public.

Who else makes over 13 million appearances on roads all over the world every day?



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