Zeitschrift



Ash loves VWs - and Porsches.

March 2019

IN THIS SPECIAL ASH PORSCHE ISSUE:

Porsche 356 and 914 Canberra Cars and Coffee
Porsche 924 and 984 Gerringong Motorfest
Canberra Tarago AGM Mentors
Rick Feruglio's VWs Plus lots more...



Club VeeDub Sydney.

www.clubvw.org.au

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



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Conie Heliotis

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

Club VeeDub membership.

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

Monthly meetings.

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

Correspondence.

Club VeeDub Sydney

PO Box 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.

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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THE MANLY KOMBI RALLY Presented by Volkswagen. Come & join us for on Saturday, 23rd March 2019!



Info:

Cost: Free

Departure/Meeting Location: Dobroyd Scenic Drive, Balgowlah

Date: Saturday, 23rd March 2019 Meeting Time: 7.30 – 8.15am Departure Time: 8.30am Finish Time: 4.30pm Sharp

The registration form below is to completed prior to the event and you will receive a confirmation of your entry into the Rally.

Be quick - numbers are limited!

www.3cmg.com.au/kombi/

Robertson Heritage Railway Station Classic Car Show Sunday 14th April 2019 = 9.30 am - 1.30 pm



Berry Blast From The Pas

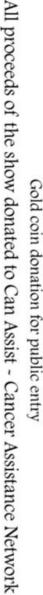
Sunday 5 May 2019 at the Berry Showground held in conjunction with the Berry Markets











Proudly supported by Rod Penrose Racing





People's Choice Award and raffle drawn at 1pm Vehicle entry is \$20 with gates open from 9am

Camping is available at the showground, contact the caretaker directly on 0427 605 200

For more information contact Dave Becker on 0402 003 965



Supersprint

Saturday 25th May Sydney Motorsport Park

Show Day

Sunday 26th May Fairfield City Showgrounds

Learn more at www.clubvw.org.auOr phone David Birchall on 02 9534 4825



Von dem Herrn Präsident.

Hi all, can't believe it's autumn already but it still feels like summer. This year I was able to attend the Gerringong Motorfest held in February, what a great day in fantastic location. We had a small group travel down in convoy and some others met us down there. Jed won a nice trophy. Report and photos in this issue.

I attended an event in Sydney called Powercruise in my Beetle, it sounds lame but what you do is travel around Sydney Motorsport Park racetrack and have races with other cars on the straights, my Beetle performed very well. It's a bit like what used to happen in the old days on the streets of every town in Australia but its held in a relatively safe environment, some people were driving cars with more horsepower than they had talent.

The Roberts family are again opening their home to all things Volkswagen. If you haven't been before this is a must attend event, and unfortunately it clashes with the Blast From The Past VW Show at Berry.

In May is the event you have all been waiting for, the VW Nationals 2019. We desperately need flaggies for the Supersprint on Saturday! We are offering a \$100 Bunnings voucher for all helpers at the Supersprint. Contact Craig Adams if you can help out.

Planning is well underway for the big day at Fairfield and all details will be on the website soon We will need some help setting up and packing up, and during the day If you can lend a hand at either Sydney Motorsport Park or Fairfield it would be much appreciated. Please let us know.

There are lots more events coming up, so keep an eye on the club calendar in the magazine or on the club website for more details about upcoming events.

See you soon,

Steve Carter



Kanberra Kapitel report.

At this year's AGM or the Canberra Chapter, two long-term and influential members retired from the committee for a well-earned rest from office. Whilst people come and go in any club and/or committee, these two deserve recognition for the many years of hard, selfless work they have provided to Club VeeDub. Let's hope they don't wonder too far and maybe even see them back in a role in the future.

First was Mandy Conway, who has been a passionate supporter of the club for many years, and has held the position of Secretary for the last four years. Mandy's enthusiasm, memory of just about every past and present club member and her energetic persona will be missed. Known for her passion for 'Griffin Bug', her 1963 bright yellow Beetle, Mandy will remain a club member and continue attending many of our events; it's just time for a well-earned break from



Canberra Chapter, who did all the ground work to convince the Sydney club to approve the chapter and then worked tirelessly to prove to them it was a great decision. Bruce was the previous President of the Chapter, a position he held for approximately eight years. Through the early years of the chapter, if it wasn't for the hard work and many long hours he put in, the chapter could have quite easily faded away. He persisted in

committee duties. A huge thank you to Mandy for all the assistance and support you have given the club for many years. We also saw Bruce Walker retire from the committee this year. Bruce was one of the founding four members of the



recruiting new members and promoting the club to all VW owners in and around Canberra to build the membership and, more importantly, ensure retention of those that did join. While Bruce will also remain a club member, a move to country NSW, managing a small property and still working full-time will result in less spare time for Bruce to attend some of our events.

From all the members of the Canberra Chapter past and present, a heartfelt and giant thank you to Bruce as our founding father of the Chapter.

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.

March.

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

Thursday 21st:- CLUB VW MONTHLY MEETING at the Greyhound Social Club, 140 Rookwood Rd. Yagoona (right next to Potts Park). Get the latest VW news and views, plus

VW socialising, drinks, raffles, trivia and plenty of prizes. Lots of fun, all welcome. 8:00pm start.

Saturday 23rd:- The Manly Kombi Rally, presented by Volkswagen Australia as part of the Vissla Surfing competition in Manly. Meet at Dobroyd Scenic Drive, Dobroyd Head at Balgowlah Hts, from 7:30am. Directed cruise departs at 8:30am to reserved boardwalk parking at Manly Beach. Cars stay in place until 4:30pm. You must bring a drip tray. Entry is free, but you MUST pre-enter. Go to www.3cmg.com.au/kombi/ to register. Entries are limited, so be quick.

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

April.

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

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

Sunday 14th:- Robertson Classic Car Show at historic Robertson Heritage Railway Station. Yes it's back! Gold Coin Donation for exhibited cars appreciated; free public entry for browsing. 9.30 am to 1.30pm weather permitting as the cars are precious and the grounds can be soggy. Lots of activities: Railway Station open for History Display. Working model trains. Historic Farm Machinery. Art Show in the Fettlers Shed Gallery. BBQ sausage sizzle. Food - tea and home made cakes. Gourmet Coffee Van. Robertson Monthly Markets at the School of Arts is on the same day. Inquiries: Steve (02) 4885 2393 or email stevercarey@bigpond.com. Join the Club VW Convoy from Uncle Leo's Caltex, Liverpool Crossroads, 7:30am for an 8am departure.

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

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

May.

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

Sunday 5th:- Berry Blast From the Past show at Berry Showgrounds. Gates open at 9:00am \$20 entry, includes an event plaque. Gold coin donation for non-showers for a look around. People's Choice award and raffle draw at 1pm. All funds to Cancer assistance Network. Berry markets to explore as well. Hosted by the Shoalhaven Volkswagen Club., contact

Supersprint Team Members wanted!

On Saturday 25 May Club Veedub is again holding its annual VW Nationals Supersprint at Sydney Motorsport Park, Eastern Creek South Circuit.

We are calling out for volunteers to help out on the day. We desperately need flaggies! Volunteers will get to go trackside, grid area, scrutineering, etc and get provided with



free lunch and drink. We are also offering a \$100 Bunnings voucher for all helpers at the Supersprint.

We are hoping that within our Club's almost 500 members, we should be able to rustle up about 20-25 volunteers. If Club members are unable to help out on the day, you may know other members of other clubs who may be able to help.

Please contact Craig Adams if you can help us out.

Craig Adams 0404 184 893 craig.adams71@bigpond.com

Dave Becker on 0402 003965. Proundly supported by Rod Penrose Racing.

Thursday 9th:- Committee Meeting and magazine pack at the Arena Greyhound Sports Club, 140 Rookwood Rd. Yagoona (next to Potts Park).

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

Saturday 25th:- VW Nationals Supersprint at Sydney Motorsport Park, Eastern Creek. We're back at this famous Sydney track, on the south 'Amaroo' circuit. VW racers wanted, air or water-cooled. Stock is OK! CAMS licence and helmet required. Phone Rudi Frank on 0418 442953 for information on licencing, registration and entry.

Sunday 26th:- VW Nationals 2019 at Fairfield Showgrounds, Sydney. Our biggest VW show of the year, with 44 peer-judged categories, a special concours category and 3 perpetual trophies. VW trade stands, new car display, VW swapmeet, kids rides, Club shop, German dancing, entertainment, great food and drink, VW fun all day.

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

June.

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. 8:00pm start.

Monday 24th:- 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 VW Golf 2012 Turbo Diesel that I would like to sell, as new engine head is required. Please contact Ms Rosemary Luce on 0403 691575 or email rosemary.luce@gmail.com

Wanted:- G'day, I have been searching for a part for a VW T4 Caravelle 1995 - (Dashboard insert frame - photo attached) - VW T4 Part - 706858089A 01C - for UK right hand drive can't seem to find one in the UK and wondered whether by any chance one of your members might possible have one? It is like the image below. Not sure if there is a way to message them but I would be grateful if you could help! Please email me back if possible. Thank you! Regards Clive Riddle cliveriddle@hotmail.com



For Sale:- I have a **79 model kombi** which I'd like to sell and need help with setting a fair price. Is there someone that could help me? Thanks contact Mr Peter Gleeson on 0425 379191 or email pgleeso@hotmail.com

2nd month ads.

For Sale:- 1972 VW Superbug automatic; complete not running in reasonable condition very little rust Plus another manual Superbug for parts. A large assortment of parts for same. Situated at Childers, Qld. \$5000. Contact Russ Hopper on 0427 821328 or email hopper.russ@gmail.com

For Sale:- Hello I'm looking to sell my 1970 type 3 notch back VW. I recently reconditioned the engine and it's just about up to its last run in service. I'm looking for advice on pricing it and also wondering if anyone in your club would want to buy it? It's in Canberra. Thanks for your time. Contact Clare Solomon on 0430 163981 or email claresolomon 1@gmail.com



For Sale:- Hi, I have a 1992 VW Transporter van. I have been told that it has a leaking head gasket or cracked head. It still drives. I would like to sell it. Can you give me a guide as how best to sell it and what it could sell for? Or make me an offer! I am in Mount Isa, Qld. Thank you for your assistance. Nicolle. Email me on nicollemcleod@yahoo.com.au

For Sale:- Number plates VW 567. Best offer to Steve on 0412345138 please, or email williamwebellis@yahoo.com

For Sale:- Hi I have a 1966 VW Beetle for sale. I am really not sure what model it is or what it's true value is either. The car belonged to my friend's father and she inherited it when he died. She listed the car recently not truly knowing what it's value is and has since removed the ad. If I can discuss the vehicle with someone that would be great. If you are interested, please contact Mr Sam Lawson on 0423123646 or email lawsonsamuel@yahoo.com.au

For sale: VW Kombis parts. Prices - Best Offers - No Reasonable Offer Refused. - Original Recommended Retail was \$499 in Total.

Heater Cables, left/right (1 of each) - \$60 Retail.

Hella Headlight Lenses (3x): - \$80 each. Retail.

Inner Headlight Surround (Plastic) (1x)

Side Opening ½ Window Seal (1x) - \$79 each. Retail.

Flat Galvanised Strip Cable (Used)

Kombi Bulb Holders (3x Used) - \$20 each. Retail.

Plus: - AWA Clarion 900EQA. - 9 Band Under Dash Graphic Equaliser/Amplifier. Near new condition. Best offer over \$75 For more information, contact John on 0412 293 889. The items are located in Wyoming, NSW.

The sincerest form of flattery.

The quarterly VWMA has now reached 61 issues, the longest-running commercial VW magazine in Australia. It's currently on sale in newsagents, a terrific magazine and we VW enthusiasts should all support it.

Having said that, the last couple of issues, for me, create a very strong feeling of deja vu! They're like reading Zeitschrift again, several months later.

Issue #60 (Nov 18-Jan-19), for example, contained a report on Barry and Eddie's outback trek, with almost the same words and photos we published in September '18. It had a report on 'McValla,' just as we did in September '18. It had a report on Herbie the Love Bug's 50th anniversary, which we had done in October '18 (VWMA's version had numerous historical and technical mistakes). And, most pertinently, it had a story on Antarctica 1. We had done that in June '15, September '15 and February '18.

Issue #61 (Feb-19-Apr-19) followed the Antarctica 1 story with a follow-up about the late Ray Christie, his daughter Sue and her Antarctica 1 replica. We did that in August '18, and earlier in July '16 when Norm interviewed Ray himself when he was still with us.

Now there's no problem with this, it's all good. As the English cleric and writer Charles Caleb Colton (1780-1832) once wrote, imitation is the sincerest form of flattery. We take

this as a complement and enjoy knowing that Zeitschrift is so influential.

But - for VWMA's article on Antarctica 1 in issue #60, the information has been taken directly from our club website www.clubvw.org.au/antarctic-vws, carefully summarised and rephrased but some sentences copied verbatim. The photos too, have been taken straight from our website (and from the Zeitschrift issues mentioned above).

Dave Long and I originally researched that material for our 1994 book, Knowing Australian Volkswagens (published by Bookworks Pty Ltd), and after more research and speaking directly with Ray McMahon and other ANARE veterans, I published the club webpage in March 2015. Norm Elias also spoke with Ray McMahon, and we both visited him in Melbourne, and we added more information that Ray gave us. Norm also personally visited Ray Christie in Queensland.

Our Antarctica 1 webpage information and photos have been used since by numerous other publications around the world, including by VW's press department in Germany, a museum in England, and by the Australian Antarctic Division and the ANARE Social Club. In all cases they gave Club Veedub and our website a nice acknowledgment in their articles. There was, however, no acknowledgment at all in the VWMA article.

Further, in the following issue #61, Craig answered a 'letter to the ed' from Ken and Sally of Colac, Vic, and included the comment, "...Having spent time researching the Antarctica 1 story..."



Reading our Club Veedub webpage and right-click-saving the photos is not 'researching!'

Craig, all the VW information on our website and in our Zeitschrift is there for you to use and enjoy as you wish. We have put a lot of work into them over more than 34 years and it's there for all VW enthusiasts to use; it's not copyrighted. You can reprint our material whenever you like. However, I do insist that you please pay us the professional courtesy of acknowledging Club Veedub when you use us as an information and photo source in future.

There is still plenty of material on the orange Antarctica 2 and 3, for example, on our webpage that VWMA has not used yet. Will we see this rephrased and published in a future VWMA with 'Story by Craig Hughes...'??

Phil Matthews

Trades and services directory.





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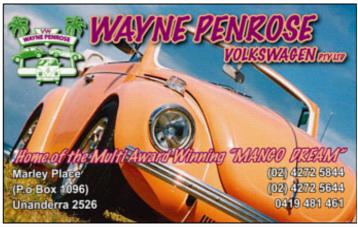
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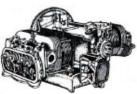
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Northmead (02) 9630 1048





Club Veedub Sydney Membership	/ Subscription Form.
New Member: Renewal: Name:	Do you want to participate in CAMS motor sport? NO YES Which of the following activities are you
Address:	interested in? Please number in order: Cruises and observation runs Show n Shines, Concours
State: Postcode:	Swap meets (VW parts) Social days and/or nights out
Email:	Drag or track racing Meetings and tech talks
Phone: (BH) (AH) (Mob)	Other (you tell us!):

Trades and services directory.



Michelle Thomas 0433 323 573 1 Highgate Street Auburn N.S.W. 2144 Ph: (02) 9647 2056 Fax: (02) 9647 2043 Email: michelle@pacer.com.au Web: pacer.com.au Web: pacer.com.au

Trades and services directory.

Club Veedub Merchandise

For club polo shirts, jackets, hats, mugs, etc.
Contact Raymond Rosch
(02) 9601-5657

Club VeeDub Membership, Sponsorship and Merchandise payments can be made securely online via PayPal.

You don't need an account but there is a small fee for the service. Please visit our web site at www.clubvw.org.au or email Raymond at sales@clubvw.org.au for more information.

Wanted:

Your business ad in this space.
The cost for 11 months is \$110 - this does not include the VW Nationals issue.
Post your business card and a cheque for \$110 to the Secretary, Club Veedub Sydney, PO Box 1340, Camden NSW 2570

Club Veedub Sydney Membership / Subscription Form.

Please tell us about your Volkswagen(s):

Year	Model	Engine Size	Rego No.	Colour	Please enclose a cheque or money order for \$45.00,
					payable to Club Veedub Sydney, and post it with this
					form to:
					Club Veedub Sydney,
					PO Box 324 Mortdale NSW 2223
					You will receive 12 issues.

Golf GTI TCR.

The production version of the Volkswagen Golf GTI TCR has been unveiled, and it looks identical to the concept car displayed at last year's Worthersee event (see Zeitschrift Aug '18).

Under the bonnet the TCR has a 2.0-litre turbocharged four-cylinder engine with 213 kW of power to its name, up from 180 kW available in the GTI Performance.

That's on-par with the Golf R, although the TCR's engine drives the front wheels instead of all four.

Equipped with its standard seven-speed dual-clutch transmission, the TCR is capable of completing the 0-100 km/h standard in 5.6 seconds, just 0.6 sec slower than the AWD Golf R.

Standard features on the TCR include a front-axle differential lock, ventilated disc brakes, sportier front seats with new microfibre trim and red-trimmed belts, a leather steering wheel with a red mark at 12 o'clock, and TCR puddle lights.



Inspired by the TCR race car, the road-legal model is fitted with a front splitter, sill extensions, TCR-specific rear spoiler and diffuser, black wing mirror caps, and 18-inch alloy wheels.

Options include honeycomb side decor, a black roof, carbon-fibre mirror caps, and a selection of 19-inch alloy wheel designs all fitted with 235/35 tyres.

The car's top speed of 250 km/h can also be optionally increased to 260 km/h.

The Golf GTI TCR is now available for order in Europe. The car is scheduled to enter Australian showrooms some time during the first half of this year.

Tiguans recalled.

Volkswagen has recalled the 2015-2018 Tiguan and Tiguan Allspace, over concerns about an issue with the LED module for the sunroof backlight.

According to the company, heating of the module could cause a short-circuit because of 'humidity ingress' into the LED module. If the problem occurs, the backlight may stop working, and passengers might notice a burning smell in the cabin.

Although it doesn't label the issue a high fire risk,



Volkswagen says "under unfavourable conditions" there is a risk of fire.

A total of 8879 Tiguan models and 907 Tiguan Allspace models are included in the recall.

Volkswagen will contact owners of the affected vehicles and advise them to organise a free fix with their nearest dealer. Owners in any doubt should contact their local Volkswagen dealership.

VW 5-year warranty now permanent.

Volkswagen is the latest manufacturer to make fiveyear warranty permanent across the range after announcing it will extend indefinitely the trial coverage it launched last October.

"The business has gauged reaction to its five-year warranty campaign and so decided to implement it on an ongoing basis," said Volkswagen Group Australia's Director of Customer Experience and Marketing, Jason Bradshaw.



Volkswagen's five-year/unlimited kilometre protection will apply to all models across the range, from the Polo hatch to the Crafter van and everything in between. It will also include authorised accessories purchased with the vehicle.

The addition of Volkswagen to the roster of brands with extended warranty coverage means seven of the Top 10 manufacturers now go the extra mile.

Among the Top 10 only Toyota, Nissan and Subaru are holding out with a comparatively short three-year warranty.

Volkswagen is the fourth manufacturer this year alone

to boost warranty coverage from three years to five, after Ford, Holden and Mazda. Honda added five-year coverage in 2017

Volkswagen is also the first German manufacturer with a five-year warranty locally; Audi, BMW and Mercedes each have three-year coverage. Skoda, Volkswagen's Czech brand increased warranty coverage from three years to five from January 2017.

The boost to factory-backed warranties follows an investigation by the Australian Competition and Consumer Commission (ACCC) which has taken several leading brands to task over how they handle customer complaints.

In the past 18 months Ford, Holden and Hyundai have each signed court enforceable undertakings with the ACCC to get cars fixed quicker or, where appropriate, offer a refund or a replacement vehicle.

Kia, which has the best warranty among the Top 10 brands with seven-years/unlimited kilometre protection, said in April this year it would consider boosting coverage to 10 years if other brands closed in.

Outside the Top 10, other brands with five year warranty include China's LDV and Haval, and French twins Peugeot and Citroen. Ssangyong and MG have seven year coverage on certain models.

Increasing warranty coverage is not necessarily straightforward because car-makers must budget for it.

Each manufacturer holds back a portion of the profit from each vehicle to go into a pool of funds to cover future warranty costs. Adding a longer warranty means more money must be kept aside for each new car sold.

Some car companies pay for the extra warranty coverage out of their local marketing budgets, others are paid for by the factory overseas.

Caddy Beach Camper.

Volkswagen Australia has announced details for the new Caddy Beach camper van, with prices starting at \$46,990 drive-away.

Dubbed as the "most affordable and cleverest recreational vehicle on sale today" by the director of Volkswagen's local commercial division, the Caddy Beach is based on the long-wheelbase Maxi Trendline grade and gains a host of lifestyle-oriented features.

Headlining the spec sheet are a $2.3\,\mathrm{m}$ x $2.0\,\mathrm{m}$ tailgate tent with walk-through feature and ventilation window, a removable fold-up bed, storage bags for the rear windows, two folding camp chairs and a folding camp table, opaque block-out curtains for the windscreen, tailgate, along with the front and rear windows, in addition to a magnetic





rechargeable torch.

On top of the Beach-specific content, the camper van sports five seats (the second row folds and can be removed), automatic bi-xenon headlights with LED daytime-running lights, dark-tinted tail-lights, rear privacy glass, 17-inch 'Canyon' alloys with a full-size spare, 701 mm sliding rear doors, body-coloured bumpers, handles and mirror housings, cloth trim, and a 16-cm touchscreen with Apple CarPlay and Android Auto.

There's also a rear-view camera, rear parking sensors, front fog-lights with cornering function, autonomous emergency braking, adaptive cruise control, rain-sensing wipers, along with an array of storage cubbies and three 12V sockets.

Power comes from a 1.4-litre turbo four-cylinder petrol engine with idle stop/start technology, producing 92 kW (@4800rpm) and 220 Nm (@1500-3500rpm).

Drive is sent to the front wheels via a seven-speed DSG automatic, while Volkswagen claims the Caddy Beach will sip just 6.0 L/100 km of premium unleaded (95 RON minimum) on the combined cycle.

Unladen, the Caddy Beach weighs in at 1653 kilograms, and has a braked tow rating of up to 1300 kg. Behind the first row of seats, the camper van offers up to 3880 litres of cargo volume depending on the interior configuration.

Seven exterior paint finishes will be available locally, including the eye-catching Sandstorm Yellow (pictured) and Viper Green metallic finishes, with premium paints available at no extra cost.

Volkswagen is also offering a range of accessories, from bike rails to roof boxes and tow bars, so buyers can further equip their Caddy Beach according to their needs.

Like the wider range, the Caddy Beach is now covered by Volkswagen Australia's five year, unlimited kilometre warranty with capped-price servicing and 12 months of roadside assistance. It's available to order now.

2019 Volkswagen pricing: Caddy Beach Camper from \$46,990

More VWs in Takata recall.

Volkswagen Australia has recalled the Gen-6 Golf, Gen-6 Passat and Passat CC as part of the ongoing Takata airbag recall.

Affected units span the 2009 through 2016 model years depending on nameplate, affecting both the driver and passenger front airbags.

Like previous Takata recalls, the fault revolves around degraded airbag propellant as a result of exposure to high temperatures and humidity over time.

If the condition occurs and the vehicle is involved in an accident that triggers the airbags, the metal inflator housing could rupture when deployed, shooting metal fragments into the cabin.

This poses a significant risk of injury, even death, to the vehicle's occupants. Volkswagen has, however, previously indicated none of its vehicles are fitted with the more dangerous 'alpha' airbags.

Number of affected units by model line are as follows: * Golf 'Mk6': MY2009-13, supplied 6 February 2009 through 30 August 2013, 8277 vehicles affected

* Passat 'B6': MY2010, supplied 19 August 2009 through 30 August 2011, 2349 vehicles affected

* Passat CC: MY2009-13, supplied 30 December 2008 through 22 June 2016, 4121 vehicles affected



Owners will be contacted by Volkswagen Australia directly to arrange for a replacement airbag free of charge. Alternatively, customers can contact their local VW dealer, or call 1800 504 076.

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. The ACCC earlier this year 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.

VW owners can check if their vehicle needs a new inflator at www.IsMyAirbagSafe.com.au

Upgraded 2020 Passat.

Volkswagen has revealed the updated 2020 Passat range, sporting a range of equipment and technology upgrades in addition to minor design revisions.

While it may not look all that different, the Passat has received a raft of new assistance and infotainment technologies to re-assert it as a flagship model in the Volkswagen stable, after being knocked down a rung or two by the related Arteon and larger Touareg SUV.



Headlining the changes is the new 'IQ.Drive' driver assistance and active safety suite – Volkswagen has rebranded its autonomous drive functions under this new label.

VW says the Passat is the first model in its range to offer "partially automated driving across practically the whole speed range (0-210km/h)", combining the adaptive cruise control and lane-keeping systems to form 'Travel Assist.'

Volkswagen says the adaptive cruise control function also reacts to speed limits, bends, roundabouts and junctions with corresponding speed adaptation using front-facing camera and GPS data.

Emergency Steering Assist also debuts in the new Passat, which uses the brakes to maintain vehicle control during "sudden evasive manoeuvres," while vision is improved with the available new Matrix LED headlights, dubbed 'IQ.Light.'

Aesthetically, the updated Passat gets new bumpers front and rear, a revised 'Passat' rear logo, along with redesigned LED head- and tail-light units now included as standard.

Vehicles fitted with the Matrix LED IQ.Light system also get sweeping indicators at the front and rear.

Inside, the Passat gets a range of new appointments,



including a new range of trims and finishers, an updated version of VW's Active Info Display, and an upgraded infotainment system.

The second-gen Active Info Display now measures 29.7 cm, and offers "better graphic performance, greater pixel density, improved brightness and contrast as well as more intense colours" – as you may have gathered, it's better than the last one.

Compared to the previous iteration, which stuck with either small or large dials with information displayed in the centre, drivers can now choose from three layouts that offer a greater degree of customisation and more distinct looks.

Nestled in the centre stack is the third generation of Volkswagen's Modular Infotainment Matrix (MIB3), which offers cloud-based apps and services, and the availability of wireless Apple CarPlay integration.

The Passat GTE plug-in hybrid has been upgraded with a 13.0 kWh battery pack (up from 9.9 kWh), a 31 per cent improvement. Volkswagen claims the zero-emissions range has been improved to 55 kilometres on the WLTP cycle, equating to around 70 km on the old NEDC cycle – 20 km greater than the outgoing model.

As before, the GTE combines a 115 kW 1.4 TSI turbo petrol engine with an 85 kW electric motor, making for a system power output of 160 kW, with drive sent to the front wheels via a six-speed DSG automatic tailored to hybrid vehicles.

When connected to a conventional 230V/2.3kW charger, the Passat GTE's battery pack will fully charge in 6 hours 15 minutes, dropping to around four hours with a 360V/3.6kW wall box or charging station.

Three driving modes allow owners to tailor the petrolelectric system to their tastes – E-Mode, GTE and Hybrid. E-Mode is for pure-electric driving (the vehicle always starts in this mode if the battery is charged sufficiently), GTE uses full system power for more sporting performance, while Hybrid is the more conventional profile that shifts between the two power sources as required.

Joining the updated range is the revised Passat Alltrack wagon, described as a "progressive all-rounder that comes into its own when the going gets rough."

Like its lower-riding siblings, the Alltrack gets a design makeover inside and out, and is offered with three powertrains overseas: a 200 kW 2.0 TSI petrol, a 140 kW 2.0 TDI diesel, and a 176 kW 2.0 TDI bi-turbo diesel.



All versions come as standard with permanent 4Motion all-wheel drive, mated to a seven-speed DSG. Ground clearance is rated at 172 mm for Alltrack variants, which is 2 mm lower than the measurement given for current Australian-delivered models.

The wider range is available with a total of seven powertrains (three petrol, four diesel) if you exclude the aforementioned GTE.

Petrol power comes in the form of the 110 kW 1.5 TSI, the 140 kW 2.0 TSI, and the 200 kW 2.0 TSI.

For diesels, there's an 88 kW 1.6 TDI, a 110 kW 2.0 TDI Evo, a 140 kW 2.0 TDI and the 176 kW 2.0 TDI (biturbo).

All petrol versions get a particulate filter in Europe, while diesels are all fitted with a particulate filter and SCR catalytic converter.

Volkswagen Australia has confirmed the updated Passat will be coming here, with new models likely to hit showrooms around November and December. The MIB3 infotainment system will be available locally, likely on higher variants.

Australia will get a new 162TSI petrol engine for the Alltrack and Highline, borrowed from the Tiguan SUV.

VW Australia has also confirmed a new 140TSI petrol engine for base models, while the 206TSI 4Motion wagon will continue to serve as the flagship variant. As before, the GTE won't be coming here, nor will the diesels, unfortunately, although the TDIs may come later when VW's European WLTP certification is completed.

Ford and VW confirm partnership.

Ford and Volkswagen have confirmed the first stage of their global alliance on the second press day of the 2019 Detroit motor show.

As expected, the two automakers will work together on utes and vans across the globe. The two companies were at pains to point out their new partnership will not involve any form of cross-ownership. Instead a joint committee, featuring both CEOs, will run the alliance.

Financial benefits from the alliance should become apparent from 2023, the automakers say, with savings starting out at around US\$500 million (\$695 million) per year.

The two automakers have also signed a memorandum of understanding to cover further collaboration discussions, largely centred around electric vehicle, mobility services, and autonomous car development, with Ford and Volkswagen continuing to work "through details in the coming months."

Reports indicate Ford is interested in using the Volkswagen Group's MEB electric vehicle platform, while the two companies could combine their self-driving car development projects.

In this first stage of their new alliance, Ford will be responsible for engineering and building the next-generation medium-sized ute sold throughout the world. Due to go on sale as early as 2022, the new utes will replace today's Ford Ranger and Volkswagen Amarok.

The Blue Oval will also take the lead role in



developing and manufacturing the next-generation of "larger commercial vans for European customers." This will probably include the replacements for the Ford Transit Custom and Transit, and Volkswagen Crafter (and possibly Transporter).

According to the automakers, Volkswagen "intends to develop and build a city van." likely as a replacement for today's Volkswagen Caddy, as well as the Ford Transit Connect and Transit Courier.

It's not clear yet how much differentiation these jointly developed utes and vans will have, but if recent history is anything to go by, it's possible the new Ranger and Amarok will have significant superficial differences.

As we've seen in other van collaborations, styling changes may be limited to different bumper, grille and headlight treatments.

This is not first time Volkswagen and Ford have worked together. Previous collaborations have included the first-generation Volkswagen Sharan and Ford Galaxy people movers in Europe.

There was also AutoLatina, a joint-venture in Brazil and Argentina during the late 1980s and early 1990s, where Ford and Volkswagen rebadged each others' cars and trucks.

Chinese Atlas Cross Sport

A production version of the VW Atlas Cross Sport appears to have been leaked this week, with a Chinese website publishing images of an un-camouflaged example of the upcoming coupe-styled SUV.

The white vehicle pictured looks remarkably similar to a concept shown earlier this year at the New York motor show, though in typical fashion has had certain design elements toned down for production.

Up front is a sleeker fascia that differs from the sevenseat Atlas/Terramont sold in the US and China, featuring a new grille, unique bumpers, and a more rounded overall look.

The sloping roofline isn't too tapered, meaning rear passengers should still have plenty of headroom, while the fastback-style tailgate is probably the most significant change between the Cross Sport and the standard Atlas.

Large alloy wheels fill the flared guards, though they aren't as massive as those used on the concept car, while the tail-lights bear a strong resemblance to those used on the seven-seat version.

This Cross Sport dons a mostly body-colour finish, similar to R-Line versions of other Volkswagen models, keeping the design very similar to the concept and differing a bit from the more rugged two-tone look of the Atlas/Terramont.

The low-ish resolution of the images makes it difficult to read the badging on the tailgate, though the script on the chrome strip – which spans the width of the rear – appears to read 'Terramont, which is the Chinese name

for the VW model called the 'Atlas' in America.

Power in the Cross Sport should come from the same 175 kW/350 Nm 2.0-litre turbo and 206 kW/361 Nm 3.6-litre V6 petrol engines as the Atlas in the US, while a plug-in hybrid version (as previewed by the concept) should be offered as well.

The Cross Sport concept paired the 3.6-litre V6 with two electric motors and a dual-clutch DSG transmission, for combined power output of 265 kW. Volkswagen claimed the concept could hit $100 \, \text{km/h}$ from a standstill in $5.4 \, \text{seconds}$, and top out at $209 \, \text{km/h}$.



Also fitted to the concept's hybrid system was an 18 kWh lithium-ion battery pack, good for an 'anticipated' EV driving range of 42 km, while a mild-hybrid version with a smaller 2.0 kWh battery was mentioned as another option.

It's possible the release of the Atlas Cross Sport could also coincide with a mid-life refresh for the seven-seat Atlas first launched in 2016.

Key changes could include the revised frontal treatment seen on the Cross Sport, while the interior should get nicer displays and materials. We'd expect Volkswagen to add a plug-in hybrid powertrain to the line-up too, given increasingly strict emissions regulations in the Chinese and US markets, and VW's push towards electrification.

Expect the production model to make its official debut in China and the US early next year, with the American version likely to be revealed at one of the major motor shows ahead of a market launch later in the year. Given its left-hand drive focus, neither the Cross Sport Coupe or the Atlas SUV it's based on will be coming to Australia.



Shannon's 2018 Xmas Cars and Coffee.

A popular event in Canberra for Car enthusiasts are the regular Shannon's Cars, Bikes and Coffee events. The Xmas Cars, Bikes and Coffee was held on 09 Dec at Exhibition Park in Canberra (EPIC), one of the many venues used by Shannon's to conduct these events. The events are casual affairs where you come and park your car, view all the other cars and bikes, have a coffee and chat to other enthusiasts. You are parked as you arrive - no areas put aside for clubs and no holding a spot for your mate who may be running late. If you want to park in a group, then you need to arrive all





together.

Once again the Canberra VW enthusiasts turned up on mass after meeting at Old Parliament House (OPH) before our convoy through the northern suburbs and on to EPIC. Coordinated by Club VeeDub (Canberra Chapter), all VW owners are invited and welcome to join us when attending these open events. Arriving in the first half of the arrivals ensured we scored part of the undercover area rather than being out in the hot sun. Literally hundreds of cars from all marques lined up in rows in all their glory.

On this occasion, I was privileged to drive the yellow Karmann Ghia (KG) of one of the local VeeDub enthusiasts. Having only recently purchasing the KG, he wanted to also bring his beautiful black rag-top Beetle to advertise it for sale. A duty I relished, as I have never had the pleasure of driving a KG before. They truly are

beautiful cars, not only to look at, but also to drive.

After a visit to the coffee vendor for my caffeine fix, I then wondered off to check out all the cars. As I knew most of the VWs on display, I decided to take a closer look at some of the other marques on display. What I have noticed at a few multi-marque car shows recently is the growing number of Japanese cars that are being restored and shown. They (especially the '70s models) really bring back some memories, as these were not only the most numerous on the roads in their day, but also the cars most of my mates could afford as









their first and second cars. It really is great seeing these cars getting quite a following. Of course after a while I found myself back with the VeeDubbers to have a chat with the rest of the crew.

For not the first time, we were congratulated by the organisers for our turnout, with the largest number in one group for the day. Our cars also proved very popular with the public, with many questions and conversations about our cars with passers-by.

These events always prove popular and I would encourage all VW enthusiasts in and around Canberra to join us when attending them. Keep an eye on the Facebook page for information and dates for all upcoming events.

Willie Nelson

Gerringong Motor Fest.

On Saturday 16 th February our club attended the annual Motor Fest at Gerringong. We had been invited by the organisers, the Lions Club of Gerringong.

The gates opened at 9am, so we met up at McDonalds at Engadine from 7am for coffees and a chat before we headed off at 7:30am. There were only four VWs at the start – Dave in his orange Beetle, Steve in his Superbug, me in the Campmobile and Bob and Roberta in their Type 3 wagon.

We counted on a drive of about an hour and 20 minutes to Gerringong, with Dave leading the way down the Princes Hwy motorway. We cruised along at 90-100 km/h, except for the longer hills where my stock auto Kombi struggled up the grades at 60. But it was quick trip down the hills.

We took the second exit into town, past the Cronin Hotel and up to the football oval just behind the main strip.

There was a bit of a queue to get in, but the entry was only \$5 and included a Shannons showbag. We were directed onto the oval and to our designated VW parking spot. There were already half a dozen other VWs there, and more were arriving as we set up.

The weather was clear, hot and sunny and we quickly put up the Club shade tent – the one you've seen before at









Boris' Picnic Day and the Summer Run to Stanwell Park. It gave us some shade out of the bright hot sun.

It was a good turnout, both of VWs and of classic cars in general. I'm sure it was a bigger turnup than last year, which was great to see.

There were a few trader stands, a central Lion Club tent, and a coffee van. The oval's kiosk was open for snacks, ice creams and drinks too.

We took in turns wandering up and down the rows of classic cars, and sitting in the shade of our tent, talking to the many interested visitors who peered into our VWs and took selfies in front of them. As usual, many of them told us that they "used to own one of these."

The town markets were also on, a short walk up to the main shopping strip on the park around the community hall. Not a lot to see this year, unless you like scented soaps, leatherwork, wood carvings and wind chimes.

Most of the VWs were parked together in our allocated space for 12 cars, which we filled. There were a few other late-comers scattered through the show in other rows. While I think the Toranas had the biggest turnup, it was a very respectable showing by the Volkswagens.

The Lions Club drew their charity raffle just after











lunch, with all proceeds going to cancer research. At this point most of the cars were starting up and heading off home, so we followed suit. I believe there were some general car show trophies, and Jed's VW won one for 'BestCollectable.'

I took the slow way home through Wollongong and the Thirroul-Stanwell Park sea cliff drive.

Thank you to all the club members who came along. It was a very enjoyable day and we're looking forward to going back again next year.



Canberra AGM & Tarago Cruise.

The Canberra Chapter of Club VeeDub held a cruise to the historic Loaded Dog Hotel in Tarago, NSW. Not far from Goulbourn, on the road to Bungendore, this historic hotel serves great meals and cold beer in the tradition of a true Aussie country pub. As a bit of an incentive, any financial member that attended was given a \$25 food and beverage voucher to spend over the counter on the day. Being a true pub menu, most meals were under this amount, meaning a free meal for those who came along.





We met up at our favourite meeting spot - Old Parliament House (OPH) where we gave directions and attempted to arrange the convoy in some sort of order. It lasted about one set of traffic lights! We had 13 cars in our convoy, from a 1963 Beetle to a 2017 Scirocco. Air-cooled,









water-cooled, modified and standard - all types were represented and of course very welcomed. We even let a Mazda join us!

From OPH, we set off though Queanbeyan and Bungendore, onwards to Tarago. No breakdowns were experienced and all members enjoyed the beautiful weather and scenery through this fantastic part of Australia. Two members from Sydney and two members from Bowral made the trip and met us at Tarago. Another member and his wife from Bowral drove to Canberra and joined the cruise back to Tarago. Once we got to the pub, we all parked up where many photographs were taken before heading inside for the meal.

The club also used this event to hold our AGM, where the 2018 committee was retired and the 2019 committee voted in. This meeting also saw the retirement from the committee of two long term members of the Chapter's committee. See the other article in this issue on the farewell of these two great club members.

A huge thank you to all the 2018 committee members.

Your hard work and dedication did not go un-noticed.

The 2019 committee of the Canberra Chapter is as follows:

President: Willie Nelson
Secretary: Dot Bryan
Treasurer: Dave Cook
Registrar: Willie Nelson
Events: Dave Cook
Merchandise: Jacqui Stenhouse
Council Rep: Dave Cook

GAD sub-committee: Dot Bryan & Duan Moger

The social media position has now been rolled into the secretary's duties.

Another great day with our VW family.

Willie.

Carl and Joe's report.

This year the Canberra chapter held their AGM meeting at the Loaded Dog Hotel, Tarago on Sunday 25th of February.

Me and Carl decided to make the 225 km trip and enjoy the pleasant drive in my Tornado Red 2016 VW Beetle. Carl turned up at my place at precisely 8.50am just like he said he would and on the way I let him drive the Beetle on the freeway (the boring bit). I took over the steering from Goulburn to Tarago, the scenery is just beautiful. The weather was great.

We were first to arrive at Tarago at 11.45am followed by a couple from Bungandore, than came Greg and Phil from Bowral in Greg's black Beetle, complete with Okrasa twin carby kit and semaphores that actually open and close and also blinked! After them came a couple in a blue and white 1971 Beetle which they bought from Jeff about two months ago for \$15,000, a bargain. And then came the convoy from Canberra. I counted about 22 people in the meeting. The big tall man Peter from Moss Vale was there too.







Before we had lunch (which was terrific), Willy paid tribute to Bruce and Mandy who stepped down from their respective positions of President and Secretary, presented them with gifts, and also gave Bruce a copy of the Canberra Chapter banner.

Willy then thanked me and Carl for being there representing Club VeeDub in Sydney.

I took the opportunity to remind the members that

Craig Adams is looking for volunteers for the Super Sprint at Eastern Creek on 25/05 and promised them a \$300 gift voucher from Bunnings, free lunch with alcohol - the works (just kidding Mr. President, it's lunch and a \$100 voucher, OK?). One Canberra member put his hand up and some others showed interest as well. They will contact Craig in due course.

After lunch Willy conducted the meeting and the two positions vacant were filled by Dave Cook and Dot Bryan. He also announced that sadly he will only serve one more term as President.

We left Tarago at 2.30pm and had a great run home, arriving home at 4.45pm saving 30 minutes going on the M7. A great day out.

Note: This story is a combination of wit and sarcasm by both me and Carl.

Joe Buttigieg and Carl Moll



Shannons Twilight Cars, Bikes and Coffee.

Another one of Shannon's fantastic gatherings here in Canberra was held on the evening of Saturday 23 Feb. Competing with the Canberra Show for attendance, many of Canberra's car enthusiasts made their way to the Old Bus Depot in Kingston to show off their pride and joys and to catch up with other local car nuts.

VW were once again well represented; however this time we found ourselves dispersed throughout the display. To park together at these shows, you must turn up together. Cars are parked in the order they arrive, with no saving a spot for your mate allowed. Being a Saturday evening, it proved harder than herding cats to get everyone to meet up prior to the show to cruise in together. But this didn't prove to be a big

problem. It forced us to interact with others rather than sticking in a VW group and I believe assisted in all cars being viewed and admired equally.

What was really encouraging at this show, was the Karmann Ghia's that turned up. Whereas they are quite often the least represented VW model, this show saw four of them in attendance. There would have been five; however the fifth owner decided to bring his Hot Rod instead this time.

Once the show participants dispersed, an unofficial cruise up and down Northbourne Ave and the CBD seemed to take place with a great number of fantastic cars everywhere you looked. A great spectacle for all the people out and about in the city that night.

These low key, casual events are growing in popularity and are becoming a 'must do' on most local club and individuals calendars. Shannon's are on a winner here and it must do wonders for their business. A great initiative.

Willie.











Let's have Porsches too.

Sorry if these stories don't fit a Volkswagen club magazine, but Porsche is under the Volkswagen umbrella and we used to have a Porsche expert in the club in the old days.

I know, because it was me.

I'm going for Porsche expert in Club Veedub again. I've also been a member of the Porsche Club since 1987. I used to work at the Porsche dealership in Lindfield in 1987 where the club meetings were held.

Everybody used to laugh at my Beetle with Porsche wheels and worry that I would back into something expensive, or accidentally not put my handbrake hard enough.

Honestly now, did you spend your youth dreaming about someday owning a Nissan or a Mitsubishi?



There is still only one car that looks, feels, and performs like a Porsche 911: a Porsche 911. It is the one sportscar that manages to be both timeless and ahead of its time. And we're now making it very affordable for you to drive one. After all, we know how many decades you've waited.

PORSCHE

I also used to work for John Newell Porsche at Bass Hill. It's a motel now.

At the Porsche Club meetings, everybody gives a gold coin donation. The money is used to buy cakes, tea and coffee for everyone. Obviously they use the money from the month before. By comparison, here at the VW club we just go to the bar at the Greyhound Club to buy beers and soft drinks ourselves. Club Veedub picks up the tab at the Christmas meeting and at the AGM in July.

At the Porsche Club meetings, sale material on new Porsches is freely available, and you can look at all the new cars at the same time, because

club meetings are at the dealerships. Here, we can't seem to interest the VW dealers in taking part, and even VW Australia doesn't want to sponsor the Nationals any more.

If we therefore get rid of the 'Volkswagen Group Australia Car of the Day' trophy at the Nationals, I think we should instead have classes for Porsches. We already have classes for Audi, for Skoda and even Seat. It makes sense to have a Porsche category (or two) also. Maybe Best Early and Late model. Or Best Air-cooled and Best Water-cooled Porsche.

That way we have something to take back to the Porsche Club. And maybe we can steal some of their members! It costs \$150 to join the Porsche Club, while you can join Club Veedub for only \$45 and get vintage rego too.

I remember in South Australia the Volkswagen and Porsche show used to be on the same day in the same park. They took up separate ends and never the two mixed. Year after year. They used to see Volkswagen as the poor cousin.

The same thing happened in Melbourne, they moved to the other side of town on the same day.

Porsche people aren't normally interested in swap meets in Australia, they normally just give stuff away if not needed.

But people in Club Veedub who own Porsches will bring them.

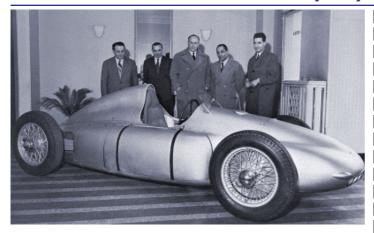
Who's the poor cousin now?

Ashley Day

The Porsche 356.

The birth of Porsche's first proper sports car was not an easy one. The Porsche Bureau was struggling to remain solvent in the immediate post-war years. The VW factory was up and running under British control (and would soon be handed back to the Germans under Heinz Nordhoff), and Porsche's input was no longer needed. Life for Porsche's engineers was much more mundane; if they were not designing tractors, they were helping with the repair and maintenance of vehicles for the occupying Allied forces. Some of these vehicles were Beetles; others were surviving Kübelwagens and their derivatives.

Then an Italian businessman named Piero Dusio



commissioned Porsche to design a new rear-engined Grand Prix car. This, the Cisitalia (more properly known at Porsche as the Type 360), kept the company going until mid-1947. More importantly, the contract provided Ferry with the one-million franc bail he needed to free his father, whom the French had imprisoned - but never tried - for war crimes.

By the time ailing Ferdinand Porsche returned to his native Austria, work had already begun on the Type 356. Two things about the car's development were significant: It was being financed entirely by the Porsche organization, and it was a sports car.

To business-minded observers, the 356 must have seemed the height of frivolity. The war had ravaged nearly all of Europe, and for many people, simple survival was difficult. Something on the order of a sports car seemed absurd to many. Ferry Porsche, however, knew such a car was not only possible, but would have considerable appeal.

"During the war I had an opportunity to drive a supercharged VW convertible with about 50 horsepower, which was a lot of power then," he later explained. "I decided that if you could make a machine which was lighter than that, and still had 50 horsepower, then it would be very sporty indeed."

The talented Porsche team began work on the 356 project in June 1947. The first designs, which had been sketched out at the Konstruktionsburo in mid-July by Erwin Komenda and Ferdinand's old colleague, Karl Rabe, were completed at Gmund, Austria. The resulting prototype was almost totally different from those that would eventually go on sale.

"The basis for our development work was the Porsche Type 60 K10, the sports car that had been built for the 1939 Berlin-Rome race," recalled Ferry. "The new car was known as the Type 356 and was to be a sports car. It had a tubular chassis which we had designed ourselves and welded together from steel tubes. The power unit was a 1131cc Volkswagen engine fitted in front of the rear axle, while the gearbox was flange-mounted behind the axle. The front-wheel suspension, as well as the steering and gearbox, were also original Volkswagen components, as was the entire running gear . . . "

All the elements of the Beetle's torsion-bar rear suspension were employed on the 356. However, this was a true mid-engine car, with the engine and gearbox turned 180 degrees, so the suspension had to be reversed, too. Therefore, the transverse torsion bars were at the back and the 'trailing' arms became the 'leading' arms. This was a recipe for dangerous oversteer, so the engineers made front/rear weight distribution nearly even. Front suspension was stock VW, as

were steering and the cable-actuated 23 cm-diameter drum brakes.

To circumvent the breathing restrictions deliberately designed into the Beetle engine, the 356 motor had higher compression, 7.0:1 versus 5.8:1. That boosted horsepower from the Beetle's 25 at 3300 rpm to 40 at 4000 rpm. Porschemodified cylinder heads with larger intake valves and ports also contributed to the power gain.

The 356 was an open two-seater weighing a mere 598 kg with a full fuel tank. It first ran as an unclothed chassis in March 1948, was completed in May, and got a roadworthiness certificate from the Austrian authorities in June 1948





All along, Ferry Porsche had been doing research, asking his contacts what sort of car his company might be able to sell in small numbers and pondering how he could raise the money to build it. Almost everyone agreed that although 'Porsche No. 1' was a fine car, it was not the sort that could be built in great quantities. The cost of fabricating the tube-frame chassis in small numbers was prohibitive. Further, such a frame took up a great deal of space, and market research showed that if the car were to have mass appeal, it would need a coupe top and a larger cabin with a better-trimmed cockpit and more luggage space.

During 1948, Porsche's team started again, developing a new version of Type 356 dubbed the 356/2. Four were built in 1948, all by hand. It was slow going. By the spring of 1951, just 51 had been assembled. But this was the variant that would ultimately achieve world fame, not only as a development of the VW Beetle itself, but as the definitive ancestor of every Porsche road car for the next three decades.

The original 356 had been purchased for 7,000 francs

by a wealthy Swiss enthusiast named R. von Senger. He also committed to buying a batch of Porsche cars to sell in his homeland. Porsche was delighted with the deal because Senger was also able to arrange the supply of certain VW parts from Switzerland, and to supply the sheet aluminium needed by the Beutler coachbuilders to construct the bodywork.

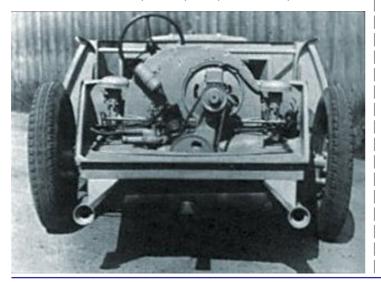
Although Porsche might once have considered using the Beetle's platform chassis, as had the Berlin-Rome cars, the idea was eventually discarded because the chassis was thought to be too long and insufficiently rigid. For the Porsche production car, yet another new chassis was designed. It was a pressed-steel platform with integral bulkheads anchored at the cowl and behind the seats.



The engine was now in the tail, behind the rear axle, as on the VW. The only dimension shared with a period Beetle, however, was the track, at 1290 mm front and 1250 mm rear. The Porsche's wheelbase was a full 300 mm shorter, at a brief 2100 mm, and its body was 205 mm shorter, at 3850 mm.

Most of the running gear of the first Porsches was lifted straight from the VW Beetle even though many components were not supplied directly by Wolfsburg, and instead were bought (via Herr Senger) from AMAG, VW's distributer in Switzerland.

Porsche's chassis was carefully detailed so the Beetle parts could be fixed directly to it without modification. At the front, the entire Beetle independent suspension, steering, and tubular cross-member structure, complete with trailing-arms, transverse torsion bars, brakes, hubs, and wheels, was bolted



into place. At the rear, the Beetle engine (modified by Porsche), transaxle, gearbox, transverse torsion bars, flexible trailing arms, swing axles, brakes, hubs, and wheels were all employed. And an inspection of the exterior showed that other items, such as headlamps and wheel covers, clearly came from the VW parts bin. If it had not cost Porsche so much to fabricate the frames, and to have the light alloy bodies beaten into shape on a wooden form, the bulk of the first Porsche's costs would have been in VW components.

Once automotive writers got their hands on the production Porsche, they quickly realized that the new sports car had not only inherited many of the Beetle's components, but its tail-heavy handling. Despite the almost 50/50 weight distribution, the car could be treacherous on slippery roads and in crosswinds.

The basic problem was twofold: slightly more weight at the car's tail than at the front, and the sizeable camber change of the rear wheels as they moved from bump to rebound. Porsche, like VW, spent years denying there even was a handling problem, followed by years of trying to deal with it without actually admitting to anything. A completely satisfying solution, as owners of early Porsche 911s would have agreed, eluded them for years. With practice, though, good drivers learned to deal with the 356's oversteer, and motorsport successes mounted.



Flaws aside, the 356/2 amplified the good qualities that had distinguished the Beetle: surprising performance, astonishing reliability, credible fuel economy, excellent traction, and a reasonable expectation of a long life without breakdowns. There was something else too: character. Although the 356/2 was slower than some rivals, and certainly cost more than nearly all of them, it had solidity and an animal appeal that many enthusiasts found irresistible.

In September 1948, Ferry Porsche solidified his company's financial security by completing a multi-faceted licensing and consulting deal with VW's new boss Heinz Nordhoff. Porsche also became the Volkswagen import agency for Austria, gaining favoured status on delivery of VW parts used in its own cars. Components and subassemblies could now be supplied directly from Wolfsburg, without having to be bought through AMAG of Switzerland. And, of vital importance, Porsche now enjoyed joint use of the growing worldwide VW sales organization.

By the end of 1948, small-scale production of Porsches had begun at Gmünd, though only a handful of cars left the converted sawmill each month. Growing demand had

triggered another problem: it would not be possible to make more cars, even those using so many standard VW parts, until bodies could be built on a production-line basis.

In mid-1949, Porsche struck a deal with Reutter Karosserie, a noted Stuttgart coachbuilder, to produce body shells - but now in steel, not aluminium. In return, Porsche would rent a 500 square-metre section of the Reutter factory in the city.

Porsche's first contract with Reutter was for 500 body shells and the first Stuttgart-built Porsches were completed in the spring of 1950. Now called simply the 'Porsche 356,' they retailed for DM9,950, the approximate equivalent of \$6,000.

Once Reutter began delivering new shells, production increased, though not very quickly. In the 1950 model year, a mere 410 cars were built; most days just one new Porsche rolled out of the small wooden-floored shop. If two made the trip, there was rejoicing.

In the meantime, the Gmünd factory was closed after turning out just 46 cars in a little over two years.

For the next few years Porsche concentrated on building more of these VW-based sports cars, while gradually making them increasingly distinct and more and more Porsche-like - until Porsche could claim that the last of the Type 356s, built in the mid-1960s, used virtually no standard Beetle parts.

Porsche's work on the flat-four, air-cooled engine is a case in point. The original Porsche powerplant kept the original cast-iron cylinder barrels from the 1131cc Beetle engine, but used newly designed aluminium cylinder heads. For the 1950 model year, the first Reutter-bodied cars used a 1086cc version of the engine, and modifications followed every few years. Subsequent 356 engines ranged from 1286cc and 44 horsepower to 1582cc and 75 horsepower. But none of the specially developed Porsche engines or even equivalent sizes were ever used in Beetles or in any other VW models; by the mid-'50s, Porsche had persistently followed its own line of engine development. Redesigned crankcases, chromeplated cylinder barrels, roller-bearing crankshafts, and different carburetion were visible differences between the Porsche and VW engines, but there also were unseen departures, such as oil pumps and camshaft profiles.

By the end of the decade, the Porsche engine was still similar to that of the Beetle in that it was a flat-four with air cooling, but was different in almost every other detail.



A slightly altered variant of the 356, the 356A, made its debut in the fall of 1955, and by the end of the '50s, physical links between Porsche production cars and the VW Beetle were few. The 356A was the first model to offer the



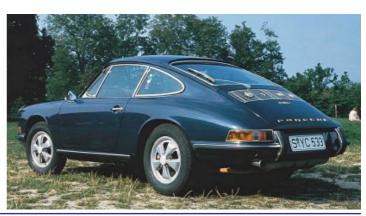
four-cam Carrera GT engine as an option. With the launch of the disc-braked Type 356B late in 1959, Porsche said the only VW parts were the two rear trailing arms and their bearings, the half-shafts, the crown-wheel-and-pinion assembly, and the differential housing.

The last revision was the 356C in late 1963, which featured disc brakes all around and the most powerful versions of both the pushrod 1600 (95 bhp) and four-cam Carrera engine (130 bhp). Production of the 356 peaked in 1964, with 14,151 cars produced just as a new Porsche model was appearing.



Porsche built the 356 series from 1948 to September 1965, turning out more than 78,000 of the cars - peanuts by Beetle standards, but a great achievement for Porsche. And even as the 356 was in its prime, Porsche was developing a second model. Work on it began in 1956, under the code 695, and it eventually came to fruition in 1964 as the classic 911. With a rear-mounted air-cooled flat six-cylinder engine, the 911 surpassed the 356 in both performance and price.

Graham Robson





The VW-Porsche 914.

By 1967, Ferry Porsche realized the 911 was headed invariably upmarket. He also saw that sales of the four-cylinder 912 were slowing (it would cease production in 1969). Unless the Porsche line-up was expanded to include a lower-priced entry, the marque would become too pricey to survive. But Porsche couldn't afford to develop a new model alone

At VW, Heinz Nordhoff was influenced somewhat by Porsche's success and he recognized that his Karmann-Ghia 'sports car' was a paper tiger, being a stock standard VW underneath. VW's Type 3 1600TL was fast by VW standards, with front disc brakes and the world's first production electronic fuel injection, but was slower than other makers' 1600cc cars. Nordhoff was now contemplating a genuinely sporty addition to his line.

Ferry Porsche saw a way to bring his interests together with VW's, and Project 914 was born.

Ferry's planners had studied the market and conceived a car that would be smaller and considerably less expensive than the 911. This, it was thought, could effectively take over from the 912, and would redirect Porsche to the size, price, and performance of the much-loved but by now-obsolete Type 356.

With sketches and promising cost projections in hand, Ferry Porsche travelled to Wolfsburg, where Nordhoff listened enthusiastically. A deal was struck: Porsche would engineer a new sports car, and VW would build it. In addition, Porsche could use the car as a springboard to develop a more specialized version.

Right from the start, the project was an awkward one with too many masters. By mid-1968, with Nordhoff dead and new VW chief Kurt Lotz (with a background in accounting and finance, rather than engineering) fast developing his own empire at Wolfsburg, friction developed between VW and Porsche.

According to the original deal, the new sports car would be badged as a VW, but Porsche could pick up the unit-construction body shell for its own use with a Porsche powertrain. An incidental benefit was to give the Wilhelm Karmann works something to build in lieu of the terminated Type 3 Ghia, thus avoiding employee layoffs. Lotz, however, believed VW would never sell enough of the cars to make much money off the deal, and he proposed that Porsche's cost of each unit be increased.

An impasse was broken with a compromise deal. The new cars would be assembled in two places, and a new sales and marketing company would handle merchandising. VW-Porsche Vertreibsgesellschaft GmbH was the new organization established to sell the cars. It was owned 50-50 by Porsche and VW, and was headquartered on neutral ground, at Ludwigsburg, close to Stuttgart, in premises owned by Porsche.

Since the new company also assumed responsibility for the marketing of existing Porsche models, speculation arose that the arrangement was merely a prelude to a takeover of Porsche by Volkswagen. Ferry Porsche denied this, and was proved correct: even in the cash-strapped 1990s when Porsche began to sustain heavy losses, and Ferdinand Porsche's nephew Ferdinand Piech became VW boss, VW never came close to taking control. It was only after the stock market raids and corporate and financial restructures of the late 2000s that Volkswagen finally took ownership of Porsche.

In the meantime, it was decided to make not one, but two closely related cars. They would have a common structure and style, but two entirely different types of aircooled engines. One car would be badged as a VW and would use VW Type 4 411 engines. The other would be a Porsche, an altogether faster car with a more-powerful air-cooled flatsix Porsche engine.

The choice of a mid-engine layout was the key to the project, for by the late '60s, the configuration had become

Now it's a 100 m.p.h. Volkswagen

By CLYDE HODGINS, "Sun-Herald" Motoring Writer.

A VOLKSWAGEN capable of over 100 miles an hour is expected to be on sale in Australia towards the end of next year.

of next year.

Known as Volksporsche, or People's
Porsche, the car has a centreplaced engine (just behind the
driver), a departure from the traditional rear engine.

drivery, a departure from the traditional rear engine.

Pictured here is the first of the Volksporsches which goes into production this month and will be shown at the Frankfurt International Motor Show.

at the Frankfurt International
Motor Show.

The Volksporsche is expected to cost
\$5,000 in Australia with the 1,700c.c. VW 411 engine and \$6,000
with a Porsche engine.

The Volksporsche could bring a much needed new image to VW in Australia, which after a sales slump has returned to full importing instead of assembly in Melbourne.

VW executives in Australia have been testing and surveying the sales outlook of the four-door 411 model. However they feel it would be too dear to become a big seller here.

DISAPPOINTING

Even in Germany the four-door has not sold as well as expected. With the VW combine now the fourth biggest motor company in the world (behind G.M., Ford and Chrysler) two other four-door models are outselling the 411. They are the Auto Union Audi 100 and the B.M.W. 2000.



SUN-HERALD Sunday 3 August 1969

both fashionable and successful. Lotus had already put the mid-engined Europa on the market, and all modern racing cars were midengine. Porsche, stung by criticism of the sometimes-squirrely handling of its rearengined 911, was willing to break with precedent.

Because Porsche was small enough and aggressive enough in the late 1960s to move forward quickly, 914 development did not hesitate. It was agreed that the car had to be marketed at prices lower than the 911's, and that it should also look unique, neither like a VW nor a Porsche. But because the engine was to be located ahead of the rear axle, this placed severe limits on the size and shape of the passenger compartment. There would be no space for rear seats or even minuscule '+2' seating; the 914 could only be a two-seater.

Establishing design parameters for the new car's platform and finding space behind the seats for the engine was relatively easy. Settling on the styling took longer. VW had never built a two-seater, and except for the 356 Speedster of the 1950s, neither had Porsche. The seats had to be a long way ahead of the rear wheels, which would make it difficult to provide graceful lines. Beyond this, Nordhoff did not want the new sportster to look like a VW, and Ferry Porsche didn't want it to resemble a 911.

VW had never demonstrated a feel for striking style, and all Porsche's previous series-production road cars had been rearengined machines, so perhaps the two teams were wise to entertain proposals from several ice outside consultants. An angular-looking en study prepared by Gugelot Design GmbH wn got the nod. Gugelot had developed a prototype to demonstrate the properties of a infoam core body material sandwiched between layers of bonded fiberglass. Tests suggested the material was unsuitable for its. mass production, but the prototype interested VW and Porsche. When design refinements executed by Ferry's son, Butzi, made the

prototype look better and showed that it would work with the mid-engine layout, VW and Porsche gave the go-ahead.

Though it was no beauty - one cynic once described it as an oblong box with another oblong box on top of that - the 914 was certainly unique, with no obvious similarities to any VW or Porsche ever seen in public.

Wedging a motor between the cockpit and the transaxle meant the floorpan had to stretch, so after allowing space for various engine possibilities, the team settled on an all-steel monocoque structure with a wheelbase of 2450 mm. A shallow cargo trunk was in the nose, ahead of the passengers' feet. Because the engine was so far forward, a second luggage locker was located in the tail, above the line of the rear axle.

Prominent features of the steel body included pop-up headlamps, carefully integrated bumpers (shortly reworked to

SUN-HERALD Sunday 14 September 1969

Volksporsche on market in 1970

FIRST of the revolutionary Volksporsche sports cars are due in Australia in December.

The cars, to be sold through Porsche distributor, Norman Hamilton, are expected to cost \$4,954 for the VW engine model and \$7,900 for the Porsche engine model.

Hamilton claims the vehicles, which he has driven in Germany, bring performance and handling qualities previously only available in vehicles built for the racetrack.

The new models are known as types 914/4 and 914/6.

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The four has a 1700cc pushrod fuel injected engine which develops 92 horsepower.

In the six there is a twolitre overhead camshaft engine of 125 horsepower.

As well as regular Porsche dealers, a number of VW dealers also will be appointed to handle the car.

First cars arriving here will be used to train service operators for the first full shipment due early in 1970. The Volksporsche excells

The Volksporsche excells in steering, suspension and brakes.

As in all the latest sports racing cars and grand prix machines, the engine is placed ahead of the rear axle for better weight distribution and cornering.

Both models will have an optional four or five-speed gearbox, with a four-speed Sportomatic system available at extra cost.



The all-independent suspension has torsion bars, together with telescopic shock absorbers and wishbones, both front and back.

Brakes are dual system, with discs all round. Those on the six are ventilated for improved cooling.

The handbrake is worked off the drums, as well as on a special disc brake at the rear.

Steering is by the usual Porsche rack and pinion system.

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The fuel tank holds 13½ gallons. Weight of the vehicles is 16½ cwt.

Top speed of the six is 127 miles an hour and it goes from 0 to 60 m.p.h. in 8.7sec., compared with 112 m.p.h. and 11.8sec. in the four.

New style



The new Dodge four-door hardtop

ENTIRELY new aero-

11 inches longer overall and just on two inches

meet American safety legislation), and a solid centre roll-bar structure that served as the aft mounting for a Targa-type fiberglass roof panel. Engine access was via a hinged panel behind the seats, a poor arrangement that in the words of one observer, "allowed you to reach almost everything except the spark plugs."

The new car's front suspension and steering was lifted from the Porsche 911. So much for trying to reduce unit costs; this was a notoriously costly subassembly. There was, however, a novel semi-trailing arm independent rear suspension, with combined coil spring/telescopic shock absorber units mounted immediately behind the line of the rear drive shafts.

The VW version used a fuel-injected version of the 411's 1679cc air-cooled flat-four engine rated at 85



horsepower. Although this was the most powerful VW engine yet put on sale, it was the least-powerful to be used in a Porsche sports car. This car was badged the 914. Some historians later referred to it as the 914/4, though such a name never appeared on the car.

The Porsche version used the 110-horsepower 2.0-litre air-cooled, carburetted flat-six from the entry-level 911. This iteration became the 914/6. The cars shared a Porsche five-speed gearbox, and although Porsche's own semi-automatic Sportomatic transmission was available, very few were ordered.

Lotz had decided the 914 would never sell in large enough numbers to justify being built at Wolfsburg. On the other hand, Porsche's plant at Stuttgart-Zuffenhausen could not cope with the numbers. So Lotz turned to Karmann of Osnabruck, which was VW's long-time associate in the production of the Karmann Ghia and Beetle convertibles. Karmann got the job of tooling up the new shell for manufacture, and was also contracted to build the VW version of the car.

For the 914/6, Karmann provided Porsche with slightly modified shells, painted and completely trimmed, so final assembly could take place at Stuttgart.

The four-cylinder 914 was launched in February 1970, and its styling was just one of several items of controversy. In Europe, the car wore a new 'VW-Porsche' badge on the steering wheel and tail. In West Germany the name was soon colloquialized to 'Vo-Po.' The problem was that 'Vo-Po' was also the diminutive for the much-feared East German police, the Volks-Polizei.

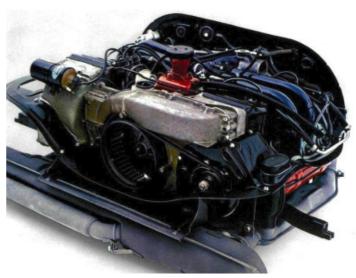
U.S. versions were visually and mechanically the same as the European cars, but wore only the Porsche name in block letters on the engine cover. In the USA they were marketed through the new 'Porsche+Audi' dealership network and there was no mention of Volkswagen at all.



The six-cylinder model appeared near the end of 1970. In all markets, it wore only Porsche insignia. It was further distinguished from the 914/4 by fatter tires, ventilated front brakes, full 911-style instrumentation, and a vinyl cover for the 'basket handle' targa bar.

There was a clear difference in acceleration. The 914/4 had less-than-thrilling acceleration, running 0-100 km/h in an average of 12.5 seconds with a top speed of 172 km/h. The 914/6 was much quicker - under nine seconds 0-100 km/h and 198 km/h in top speed. Handling was similar, and very different from that of other VWs and Porsches. Traction was as good as ever and the powertrain sounds were all familiar, but anyone expecting the usual tail-happy behaviour would be disappointed. Like many other mid-engine cars, the 914 handled in a very precise manner, the only disadvantage being that rear-end breakaway, when it came, was sudden and particularly dangerous.

Once they got a look at the cars, Porsche fanatics were unhappy with the obvious VW sourcing of many visible pieces. American journalists in particular were critical of what was perceived as materials and workmanship below the Porsche standard, made worse because stiff spring rates brought out unseemly squeaks and rattles.



Most reviewers concluded that the 914/4 was too slow for the money, and that although the 914/6 was fast, they'd rather pay a bit more to get the better-built 911. Indeed, far from heralding the return to much cheaper Porsches, the 914s turned out to be rather expensive. In the U.S., the 914/4 started at \$3,500, where it was outclassed by the new, less-expensive Datsun 240Z. The 914/6 listed for \$5,999, but for about \$400 more, a buyer could get the tighter 911-T which used the same 110-horsepower engine, but was a 'genuine' Porsche. Neither version attracted much of a following, and even within both VW and Porsche there were many willing to write the 914 off because of its unorthodox layout and mixed-breed origins.

Only 3,107 of the 914/6 versions were built before Porsche killed it off in mid-1971. The 914/4 did better, selling at the rate of about 20,000 per year, some 15,000 of which went to North America.

Karmann was quietly satisfied by this figure - it was, after all, producing the car on a contract basis - but by VW standards, these figures were disappointing.

The 914/4 soldiered on. In 1973, it gained an optional

91-horsepower 2.0-litre flat-four that brought performance closer to that of the defunct 914/6, but at a much lower cost. For 1974, all American 914s got the 1.8-litre flat-four from VW's new 412 passenger car. It had fuel injection to help with emission control and produced 72 horsepower. After grafting bigger bumpers onto American-market '75s, VW and Porsche gave up on the 914. In 1976 production stopped after 118,947 had been built, including 914/6s - not a paltry total, but not what the partners had hoped for.

Volkswagen already had a new sports car that replaced both the VW-Porsche 914 and Karmann Ghia - the water-cooled, front-drive Scirocco. The 914's Type 4 2.0-litre engine was used in the Porsche 912E, the entry level model 911 that replaced the 914 until Porsche's new entry-level sports car appeared in 1977 - the 924.

Graham Robson

The VW-Porsche 924.

Long before production of the 914 was closed down, VW and Porsche had already embarked on a new joint project, initially given the code EA425. As with the 914, its birth, development, production, and history were to be swathed in controversy. The difference was that this car went on to be a huge success. It was the Porsche 924.

Kurt Lotz had been eased out of VW by the end of 1971, replaced as boss by Rudolf Leiding. Leiding had an aversion to complex mid-engine designs and it was he who froze further development of the 914. Leiding did not feel any obligation to ancient VW traditions, either, and he was ready to get rid of air-cooled motors and rear-engined layouts as soon as viable alternatives could be found. His first priority was the new Passat and Golf programs, but his next was to look again at the development of sporting VWs.

By early 1972, Porsche had started the design of its own water-cooled/front-engined luxury V8 sports car (to be launched in 1977 as the 928), so its planners had already worked through many of the problems that would have to be solved with Project EA425. Still, it would be a challenge to develop a new and strictly cost-controlled sports car that also would be Porsche's first front-engined design to make it to showrooms, the first to have front-engine/rear-drive running gear, and the first to have an inline four-cylinder engine.

EA425 (or Project 924, as it was always known at Porsche) took shape initially as a new Volkswagen, and one that would be an even more-extreme example of parts-bin engineering than the 914. Porsche believed that an all-new unibody coupe could be designed, but that the engineers must



then use as many of the existing VW and Audi components as possible. This philosophy came to be known internally as Baukastenprinzip or 'building blocks,' and its roots lay with the accountants. Not only would the building-blocks edict reduce costly development time, it would also limit the investment that had to be made in expensive major items such as engines, transmissions, steering, and suspension.

VW and Porsche soon agreed that the new car would have to sell strongly in North America, where burgeoning emission and noise regulations made a water-cooled engine essential. It was this fundamental requirement that shaped the EA425 project.

From the start, the new car was planned as a front-engine/rear-drive 2+2 coupe. It had to have better performance than the best of the 914s, which meant the chosen engine would need at least 120 horsepower. VW's understanding was that although it was being developed by Porsche, the new car was to be a VW, not a Porsche. Porsche, on the other hand, quietly assumed it could persuade VW to allow a Porsche derivative to be developed, as it did with the 914.

During planning of the V8 928, Porsche had looked at the layout of existing front-engined sports cars from Mercedes-Benz, British Leyland, Fiat, Alfa Romeo, Nissan, and others and became convinced that the 924 could improve on their traction and handling.



For the first time on a VW or a Porsche, the engine and transmission would be split, with the engine up front and the combined transmission/rear axle at the rear. The two units would be connected with a solid torque tube carrying a propeller shaft. Wheelbase would be an efficient 2400 mm, the same as a Golf/Rabbit (and the Beetle/Transporter!); suspension would be all independent, and overall weight distribution would be a very good 48 per cent front/52 rear.

The styling of this 2+2 coupe with its large rear window/hatch was originally drawn by Harm Lagaay, a Dutch designer in Porsche's styling department. Lagaay's work was modified over a period of months following suggestions by VW's Leiding, who like many other top automotive executives, was a manager who loved to dabble in design.

Many expensive detail changes were made before the final shape was settled on. The finished car was less bulbous than the original, with larger wheel openings, more glass, and more detail in the flanks, which had started out totally smooth. Pop-up headlamps were fitted, not because VW and Porsche thought them trendy, but because this was the only way to provide a smooth front end and pass headlight height



requirements in many countries, including the United States.

The cabin had considerably more space than the 914's; the 2+2 seating in fact was more spacious than that of the Porsche 911 family, although adults could never get comfortable in the tiny rear seat of either car.

The parts-bin engineering now began in earnest. For the engine, Porsche chose a modified version of the 1984cc four-cylinder currently being used in the VW LT commercial vehicle. It was an evolution of an engine that had been used in Audi models for years. Audi applications included an overhead valve layout, but for the LT, an overhead-camshaft layout had been developed, and this was picked up for the 924. The final-drive assembly itself and the four-speed manual gearbox were direct swaps from the front-drive Audi 100. Porsche split the gearbox from the engine and moved it to the back of the car, turning a front-drive transaxle into a rear-drive transaxle. It was a neat solution to a potentially complex problem.

The 924's MacPherson front suspension included Golf struts, Golf-related Scirocco lower locating arms, and Golf rack-and-pinion steering. The semi-trailing arm rear suspension, complete with torsion bars, came from the latest version of the VW Super Beetle, where it was known as the 'double-jointed' suspension. Added points of ingenuity included drive shafts taken from VW's Type 181 (The Thing), and front disc brakes and rear brake drums lifted from the VW K70. To their credit, Porsche engineers spent months poring over all these parts and more, making myriad detail changes to coordinate one subassembly with another.

The LT-derived engine was given fuel injection to bring its output to 95 horsepower in the U.S. and 125 in Europe, the difference being a compression ratio of 9.3:1 in Europe and 8.0:1 in the 'States. Because the engine was too large to fit under the hood of the shell that VW had in mind, Porsche tipped it to the right by 30 degrees. The propeller



shaft was encased in a stout tube 85 mm in diameter. To ensure that the lengthy gear-change linkage would be as positive as possible, the shift lever and its bracketry were fixed firmly to that tube rather than to the body shell. To a VW/Audi expert, the transaxle looked very similar to the Audi's, except for the aluminium-alloy casting that covered the front of the empty clutch housing and linked it all to the torque tube.

Once design and engineering were completed, development went rapidly, with the first complete body shell finished in June 1973. Production tooling was ordered and all looked promising - until the 1973 Yom Kippur War erupted in the Middle East and was followed at year's end by the Arab oil embargo and the subsequent Energy Crisis.

Within a matter of weeks, the decision-makers at Volkswagen lost much of their faith in the future of sports cars. With another front-engine, water-cooled sports coupe, the Scirocco, having hit VW showrooms in March 1974, the EA425 project was put on hold.

Porsche tried to buy rights to the car, but was refused by Leiding, who apparently entertained his own hopes of reviving it. But Leiding resigned in December 1974, and it was weeks before the new VW chief, Toni Schmucker, could review the project.

After studying forecasts that said EA425 sales would never exceed 20,000 per year, Schmucker decided VW really should not be in the sports car business after all. He seemed ready to kill the project altogether. Once again Porsche approached VW, and this time its proposition was accepted. Porsche would take over the project, the car would become a Porsche instead of a VW, and assembly would be in VW's ex-NSU Neckarsulm plant.

The arrangement made a lot of sense. VW needed something to fill assembly lines stilled by the faltering NSU Ro80 or the Neckarsulm factory would have to be closed. Porsche had no room at its own Stuttgart-Zuffenhausen plant to build a completely new model line, and Neckarsulm was a convenient 40 minutes from Porsche headquarters.



The Porsche 924 went on sale in 1976. It wasn't a road rocket - 0-100 km/h times were in the 11-12 second range, but handling and control were at the top of the class. Porsche soon recognised the need for a higher performance version, and chose to use the turbocharger technology from their race cars and the 911 Turbo. The 170-bhp 924 Turbo appeared in 1979, recognisable by its NACA duct in the bonnet and air intakes in the nose panel.

Porsche also made race-car homologation versions of the 924 Turbo, such as the Carrera GT and GTR with as

much as 420 bhp for Group 3 and Le Mans racing. Production of the 924 Turbo ended in 1982, replaced by the 944

Whether with or without a turbo, the 924 was a sales success for Porsche, with just over 150,000 produced during a production run that lasted until 1988.

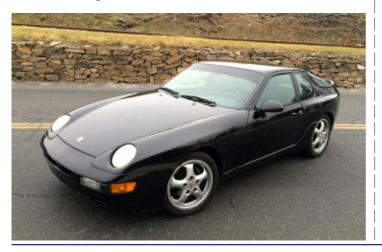
The 924 begat the Porsche-engined 944 of 1982, which replaced the 2.0-litre VW engine with a purely Porsche engine derived from one half of the 928 V8. Its 2.5 litres produced 165 bhp and used Mitsubishi-style balance shafts for smoothness. Its body was still the 924's but with muscularly bulged guards. The 944 S with 190 bhp appeared in 1987, and the 944 S2 in 1989 when the engine was enlarged to 3.0 litres.



Meanwhile the 944 was also suitable for turbocharging, and the 944 Turbo appeared in 1985 with 220 bhp. The ultimate 944, the Turbo S, followed in 1988 and produced 250 bhp; these turbo engines were always 2.5 litres. The last 944 was made in 1991.

The last development descendent of the 924 was the 968, which replaced the 944 in 1992. It was an extensive revision of the 944 with so many parts modified or replaced that Porsche chose to give it the new model name of 968. Even so, it still shared about 20 per cent of its parts with the 944. Production was moved from Audi's Neckarsulm plant to Porsche's own factory at Zuffenhausen.

The 968 looked like a stretched 944, with 959/928-style round pop-up headlights and 928-style taillights. It was powered by an updated 944 3.0 litre engine that produced 240 bhp. A light-weight 968 Clubsport was available from 1993-95. A turbocharged model, named the 968 Turbo S, also appeared in 1993 and produced 305 bhp. The last 968 was made in 1995 (replaced by the new Boxter), which brought the 924 development line to an end.



It had been a long journey and a worthwhile one; if not for Volkswagen, then certainly for Porsche.

Graham Robson

Porsche 984.

Everybody now knows the story of the Porsche 914, and the 924, the other entry-level Volkswagen-Porsches. But here's one you might not have heard of.



Porsche has always been as much of an engineering company as a carmaker.

In the early 1980s, one of its main projects was engine development for Spanish car maker Seat. This was a decade before Seat was bought by Volkswagen; in the early 1980s they were making rebadged Fiats under licence.

Seat contracted Porsche to develop in-line 4-cylinder engines for its Ibiza, Malaga and Ronda models. The resulting 1.2-litre (52 kW) and 1.5-litre (66 kW) 4-cylinder inline Seat engines had 'System PORSCHE' cast into them.



In 1984, after these engines were done, Seat was also considering building a small sports car, to be called the 'PS' (for 'Porsche-Seat.') It was supposed to be a small car (3675 mm long and 1100 mm high) with a transparent bubble roof. The low roof meant the headroom was sacrificed for the design. Naturally the engine would be the 'system Porsche' inline-4 with a 5-speed gearbox. The weight target was a low 880 mm.

Although the PS looked very good on the drawing board, the project didn't materialize with the thengovernment-owned Seat. But Porsche did not give up on it so easily.

After the PS project was cancelled, Porsche designed their own new roadster called the Porsche Junior (Type 984). It was envisioned as a budget sports car with a \$14,000 price tag, catering the young audience with a rear-mounted flat-four engine with 4WD system.

The 984 Junior was more down to earth in terms of occupant headroom than the Seat PS was, and so the roof was made higher. While the 4WD idea was soon dropped, the optional retractable hardtop remained an interesting feature. In the beginning it was still a transparent plastic design, but no longer the double-bubble design seen in the PS project. The 984 retained an interesting folding hardtop design that was similar to the one that eventually made it into production on the limited-edition Ferrari Superamerica in 2005.





For the 984 Junior a new 110 kW Porsche 2-litre flat-4 air-cooled engine was specified, with a 5-speed manual gearbox. While the mid-engine design of the Seat PS placed the weight in front of the rear axle, the flat-4 in the Junior was mounted behind the rear axle, like in the 356 and the 911. The engine used in the single prototype was a 4-cylinder air-cooled Volkswagen unit, although a new Porsche flat-4 would be developed for production (and also for aircraft use).

The Junior was designed to be a very affordable car and many parts were taken from other Porsche models to save development costs.



It used a 928-style bonnet and the headlamps were from the stretched 928 that was presented to Ferry Porsche in September 1984 for his 75th birthday

Door handles and locks also came from 928. The so-called 'elephant ear'-mirror was in use with other Porsche models already from 1976. The interior looks very much like the 944's interior from May 1985 onwards. The instruments included a cylinder head temperature gauge.

The seats were 928-style and door openers were from the 911. The ashtrays came from the 924.

The rear turn signal lamp design was later used on the 911 993 launched in 1993.



As with the PS, the focus on making the 984 Junior was on giving it lighter weight instead of higher power. Thanks to the light weight, even with the relatively low engine power the estimated top speed was 220 km/h.

From day one the 984 Junior project intended a car with the sales price lower of the Porsche 924 and dramatically lower of the 944, but that couldn't be achieved. Despite putting so much effort into developing the 984, Porsche terminated the project in 1987 as a consequence of a sales crisis and the stock market crash.

Only one 984 Junior was built, and it currently resides in the Porsche Museum in Stuttgart along with the Panamericana one-off and the T7 911 predecessor.

The 984 Junior's multilink rear axle designed by Georg Wahl was later used in the 4-door Porsche 989 prototype, and was finally put into production with the 993-generation 911 in 1993. The Porsche Boxster, Porsche's true low-cost sports

car (and a completely new design), was introduced in late 1996.

I put a lot of thought and research into the 984 story. I liked it because it was a flat-four cylinder, and I bet nobody has ever seen, or knew it existed.

I think it would have been good if they made it.

Ashley Day

Mentors.

Everyone needs to have role models, heroes or mentors.

There are real heroes (like Mick Doohan) and there are everyday heroes.

Everyday heroes come in all shapes and sizes, and they are in people's lives daily. They show us the way to succeed in life, whatever life we choose.

Many years ago, when I was only 16, I was at Parklea Markets (they were built in the early 1980s on the site of a closed Skyline drive-in theatre). In the middle section they had a lineup of about 10 rally cars. The cars were on display, trying to raise awareness for a forthcoming bush bash.

One of the cars was a Porsche 911.

I couldn't believe that someone could make a rally car out of a 911. That was the day I met my hero and mentor, Rod Garnett.

I asked him – how come he had made a 911 into a rally car? He told me that he had wanted to make a Rolls Royce into a rally car but someone had already done it, so he decided on a 911 instead. He explained to me that 911s make great rally cars.







Rod asked me where I lived, and said he had to run up some kilometres before the rally and so he would dive out and visit me.

I was so excited that he would do that for me, especially because I had always loved everything Porsche from an early age.

When Rod bought the 911 out, I told him I wanted to be on the team.

For many years I would visit Rod and his wife Helen and we would play with the car, getting it ready for the next rally.

Many times I dropped in unannounced and I was always greeted with smiles, even though they were very busy people.

Rod had his own street 911, Helen had her own 911, and they also had the rally 911.

I had only ever dreamed of having a 911 myself and I just couldn't believe that Rod and Helen had three!

Many times I would sleep with the 911s in the garage, ready to work on the rally car the next day, cleaning off mud and polishing paintwork.

Over the years Rod eventually sold me the car, and years later bought it back off me – to use it again in rallies. That's the way it goes between friends.

As we get older, we love to see young people with energy and we try to help them.

Rod and Helen allowed me to play Porsche for free and



I can never thank them enough.

Throughout the years I've tried to help young people with energy for Volkswagens and Porsches.

Many times over, though, as younger people get older, they end up teaching me a thing or two – thereby turning the table.

Ashley Day

Rick Feruglio's VWs.

I was reading the February issue and came across the article 'Be kind to VWs,' reprinted from the April 1974 Volkswagen Club 'Wageneer' newsletter. That was written by my dad Rick Feruglio - 3 months before I was born!

The last lines of that article mention "CUT 423 and the Galloping Maggot" - so I thought I would catch up with my dad Rick and get the back story about what he was referring to 45 years ago for the magazine readers.

CUT 423 was the number plate on a 1962 1/2 Deluxe Aussie-built Beetle that Rick bought as his first car around 1965 (it was before Feb 1966, as he remembers paying for it in pounds not dollars)

He joined the Volkswagen Club and the ARDC (the Australian Racing Drivers Club) and the Beetle was used for commuting to work during the week and competing in motorsport events on the weekends.

The VW was white with red interior and was soon modified with a 'big bore' 1385cc piston set on the original 1200 engine and a Lukey extractor exhaust with a chromed 'Sonic' muffler.

Here is CUT423 on track at Warwick Farm coming up to the left hander at 'the causeway' around 1970.



The car had 2x 6 volt batteries mounted under the back seat wired in parallel to run fog and driving lights on the front bumper and an interior map reading light. It had front beam support bars fitted like the 'works' Southern Cross Rally VWs.

The fog light switches were mounted on the radio delete panel with a Smiths Tacho on a centre dash mount.

Music on road trips was provided by an AM transistor radio attached to the interior coat hook with a leather strap!

The VW was used at super sprints at the now long gone

Warwick Farm, Amaroo, and Oran Park race tracks in western Sydney, as well as grass track Motorkhanas and navigational style rallies and trials that were often overnight events that ran through places like Oberon and Braidwood. Rick often took various friends in the passenger seat as Navigator to read the maps and and the stopwatch to minimise the loss of points.

Here it's competing in a grass track Motorkhana at Queenbeyan around 1972.



The VW was driven to Adelaide, Victoria and Canberra to attend interstate VW club Bug In events and to the Snowy Mountains for ski trips - with an original rear ski rack attached to the air intakes under the back window - and then driven to work again on Mondays.

The bonnet was damaged after hitting a stray horse (!) on the Hume Hwy one night on a run from Sydney to the Southern Highlands and was replaced with a used black one that he didn't get repainted because it looked cool like European rally cars. Here is CUT 423 with fog lights and the black bonnet around 1973 at Bowral



CUT 423 was eventually sold around 1975, and replaced by a more family friendly 1971 Type 3 squareback when Rick married my Mum Jenny, and my brother Michael and I were born.

The Galloping Maggot was a Baja style 60s Beetle that Rick used in both VW club events and open NSW Championship Rallycross and Motorkhana events.

It was painted a pale beige/yellow colour, as that was the only paint he had on hand at the time. (This colour may

have been the source of the 'Maggot' nickname)

The VW was extensively lightened with the Baja modded body and the interior gutted except for the drivers seat and a basic rollcage. The doors and glass were removed completely and even the center section of the roof panel was cut out like a giant sunroof.

The VW engine was later replaced with a worked Datsun 1600 engine using an adapter on the original gearbox and a radiator mounted in the spare wheel area.

With around 100hp it made nearly 3 times the power of the VW engine while still being within the 1600cc engine capacity class and dramatically improved the power to weight ratio in the light VW body.

With no need to be road legal or to fit under standard bodywork, the entire engine conversion was very basic and 'low cost,' so made sense in terms of dollars per lap.



This is The Maggot on the car trailer at the town of Young for a multi car club event. The Maggot was often towed to events around NSW including to Young in the southwestern part of the state behind the Type 3 squareback on a shortened and lightweight car trailer. He remembers that even though the car and trailer were very light he still had the towbar brackets crack on the Type 3 and needed to call in for rewelding at a local workshop.

The last photo shows me playing hide and seek near the Maggot and another beetle in the back yard around 1977.

With a young family, and with rallies changing to 'special stage' style events in the late 70s the Maggot was eventually retired and became a cubby house in the backyard for my brother and I to play in. It was finally stripped and sold for parts to other VW club members.

Rick continued with VWs in special stage rallying as a part time co-driver for fellow VW club member John Condy in John's red 1968 beetle with Bob Whyms-built 2076cc Okrasa power. That VW won the NSW Group 7 Rally Championship in around 1985 or '86.

But further rule changes that restricted rally cars to production specs with standard bore sizes and manifolds essentially meant the end of the line for high power air cooled VWs being competitive in the NSW Rally Championship during those times, and so both John and Rick bought Datsuns to continue in motorsport and kept their other future VWs for the street.



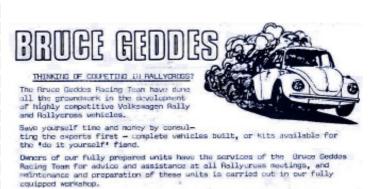
These days the Maico front disc brakes that were always going to be fitted to the Maggot "one day' have been recently rediscovered and are now restored and fitted to our 1961 Beetle (that also has its own competition history in VW club motorsport events) along with the club bumper badges and one of the fog lights from old CUT 423.

The Type 3 squarerback has always stayed in the family and is now back on the road so our kids can ride in the back but in much safer child seats than Michael and I had in the 1970s...

David Feruglio

For any further advice

(Many thanks to David and his dad Rick for their memories and photos - Ed.)



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From our website 21.

Here are more messages left on our Club website by members of the public. All of these messages were posted over two years ago. They make interesting reading and show the sort of enquiries we receive almost every day.

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



26/7/16 I've just recently finished a full resto of a 56 Oval Beetle and was wondering, as a non club member, if it would be possible to put it up in your for sale section? If not then if you know any members looking for a well restored Oval then I'd really appreciate you passing the word on. Thanks Mike

30/7/16 Dear VW Club, I am a VW beetle lover searching to buy a for a 1971 Superbug in immaculate original condition. Any help or leads would be very appreciated. Regards, Declan

31/7/16 Hey there I'm driving a Golf 3 fuel injected 1800. Problem is the engine crank but car won't start; there is spark, pulse on injecters, fuel pump is feeding petrol and making the spark plugs wet, engine was done timing set and everything the only way the car start is when towed because its making the plugs wet and then when its in neutral and you ref it up it sounds like excess petrol is making a small bang sound, and small jerks when driving. please please can you respond with a solution or what to check please Sadrach

31/7/16 Hi, I've got a 73 type 2 that is in need of some body work (rust). Do you (or the club) knows of any good panel beaters in the Southern Sydney area? (I'm in Beverly Hills, near Hurstville). Thanks Lewis

2/8/16 Hello I am considering joining your club and have a few questions.1. do I have to attend 3 events per annum? Do all of them need to be with my vehicle? 2. How much are club fees? 3. How much is club rego? I have just purchased a 71 beetle. Regards Colin

4/8/16 Dear Sir/Madam ,I'm Sergei from Moscow, Russia and I'm very interested in Australian kit car history. I have many years of trying to find the original VW Porrera/Poraga brochure by Creative Cars but unfortunately my search

without result. I was trying to find on Australian ebay but in vain. Please help me. Probably someone from the members of the club has an extra copy for me. Sincerely Yours, Sergei

4/8/16 Hi there,I'm interested in possibly joining the club but just wondered if there might be any VW 550 spyder replicas in the veedub club nsw. I have just imported one from the UK and am keen to go about registering it and joining up with an affiliated club. I have had beetles when I was younger and lived interstate. Keen to hear from you and would be keen to come to an event or chat more with someone if the club does has owners or interest around these unusual vehicles. Thanks you time and look forward to hopefully hearing from you soon. Linton

6/8/16 I remember vividly the fleet of VW beetles used by Pacific film in the 1970's they were fitted with Rolls Royce and Mercedes fibreglass bonets Until they were threatened with legal action by these 2 iconic cars. There was also a marketing ploy by a firm known as American Chocolate Chip Coookies who fitted VW beetles with a fibreglass body of a minaturised 1928 Ford delivery van. This venture was very short lived. But I have never seen any of these vehicles on the market and no pictures either, I wonder what happened to them perhaps your members know a little more. Chris

9/8/16 Hi: Will there be GAD 2016 this year in Canberra still? With Regards, Jose.

12/8/16 Mittagong RSL is proud to present a motoring community meet and greet event. Breakfast with the Cars Sunday 11th September from 8.00am Mittagong RSL Old Hume Hwy, close to McDonalds Enjoy a great Breakfast at the RSL and if you are not a member ask for details to join. If you own a very special car no matter if Classic, Vintage, Hot Rod, Custom, or Muscle you and your car will be made most welcome. Come and meet locals and visitors, exchange stories and above all just come and say Good Day. Cars will be in a safe area away from club patron's cars so you can leave your car to check out the club facilities or have breakfast with comfort knowing your baby is fine. For more details contact Kate Stephan at the RSL John

13/8/16 Hello, I have a 71 Superbug for sale in NSW and am looking for places to advertise if you can please assist? Also happy to talk to take recommendations on a price point. Thanks! Nat

13/8/16 I have a variety of NOS and SH parts purchased some years ago for restoration of a Type 1 1967 sedan which are available for sale. This includes a pair of cylinder heads pn 041 101 375 5. Would there be any interest from club members? Please advise via email. Peter

15/8/16 I have just bought a 59 Beetle which i am restoring and would like to join VW car club with my car Regards Greg

18/8/16 Looking for a honest new beetle mechanic in the Illawarra...thanks guys...ive got oil leak leaving 3 spots of oil on driveway...looking for someone that knows where it would b coming from.. (rocker or oil cooler)..most mechanics will "suck and see"..try this...scratch head...try

that...rrrrrr....thank you Chad

21/8/16 Can you advise date of 2017 nationals Barry

21/8/16 Hello, My name is Stephanie, my dad William joined your club a few weeks ago. I'm currently doing a history major at Sydney Uni and part of my course is that I do voluntary work for a community organisation and try to create something historical that will be of some benefit to the organisation. Some examples are websites, oral histories, helping to organise your archives or making brochures. The idea is that it should be something the organisation needs help with or would like to create. I'd love to learn more about the Volkswagen club and help in any way I can. Please let me know if this would something that you're interested in. Thanks, Steph

22/8/16 Good afternoon Dave, I have just re joined Club Vee Dub. I am keen to have my VW's Registered with the club on Historic Rego if possible. With so many cars it is impossible for mr to keep them registered and enjoy them. Now the family has all grown up I have the opportunity to start attending VW shows etc again. I am keen to try the new Log Book rego if possible. Please give me a call to discuss my options. Thanks, Mick

22/8/16 Hi, I would like to join your club. I have a 5/76 Beetle. ACT Chapter as we live in Braidwood. Cheers, Steve

23/8/16 Hi Sir/Madam,I was just wondering if you had a kombi available in Canberra for a school formal on the 7th December 2016? If you do, would you be able to give me an approximate cost? Thanks,Christina

23/8/16 I am member 12091408. Can you add Veedubweddings.com.au to your list of wedding businesses under the for hire section. Regards, Bob.

24/8/16 Im looking for a black beetle1954 or earlier to buy, I saw some at the VW Nationals. Do you know any of your members that might want to sell? Kevin

24/8/16 Hi Guys i know i am early but can you give me an approx date when the nationals will be held in 2017 as i am trying to plane holidays with the nationals in mind. Regards Barrie

25/8/16 Hi, could you please tell me if a date has been set for the 2017 VW nationals. Thank you, Gary.

28/8/16 Hi, I am looking for someone to fit Windscreens to a 1960 Karman Ghia with "C" channel windscreen moulds. Any help please. Regards Carl

31/8/16 Hi, I have just driven from Albany to Lismore in my 1968 Beetle sedan, would you be interested in an article for your magazine, Cheers Mair

31/8/16 Hi Guys, Just letting you know we have a LOT of VWs and VW parts currently up for Auction on our Esalvage Website. Just thought you could have a look and share if needed... Kombi's, Beetles, Beach Buggys, Utes... the whole

lot. Click on the Restoration and Classic auction tab. Let me know if you cant find it Cheers Joel:)

1/9/16 Would like to join club vee dub thanx I live Philippines. Please send me forms ect. Luciano

2/9/16 Hi I'm looking to buy a VW Country Buggy, if you know of anyone in your club who has one for sale could you please ask them to contact me also could you place a wanted ad in your club magazine to reach others who may be interested in selling their Country Buggy Many thanks if there is a cost to place the advert please advise me and I will send a cheque Bob

5/9/16 Hi. I was interested in joining your club but I have one question. I have a kombi, a manx and a honda benly. I was hoping I could be under the same club for all three even though the 64 honda isnt a vw. I just need historic registration for all 3 Thanks. Bill

5/9/16 Hi there I'm seeking a quote through your Australian website. I require the following for my 1973 Superbug. Both front doors I/h hinge pillar lower and channel towards front of car r/h raer qtr lower rear valance bonnet rubber channel Please could you advise cost per item, including delivery to Tweed Heads, Australia, 2486. Thanks Jodie

14/9/16 Good Evening, I'm currently performing in an amateur production of the The Producers. We're running a poster competition where we have to take photos of our promo poster in a cool/funny/unique area. One of the characters in the show is called "Carmen Ghia", so I was wondering if there was a way I could get a photo with a Karmann Ghia car or something Karmann Ghia related to enter into the competition. I live in Melbourne and can travel or send through a copy of the poster that can be printed. Please let me know if this is possible, Kind Regards, Fiona

16/9/16 Have In Stock 15 New Bosch Distributor Caps Part No GB 207 If Interested Can have all for \$150 Tony

18/9/16 I have an assortment of Hazet and Matra tools for sale and am trying to get an idea of there value. if are able to help it would be appreciated. Neil

19/9/16 Looking for an older (not vintage) 80's-early 2000's auto car to be featured in a short film I am producing in NSW. I have a budget for the rental. Dates are Oct 4-5th for 8 hours over two days in two locations: Katoomba and Fox Studios in Sydney. PM me if you have or know of any cars that are from that era and you want your car in a local and overseas submitted. Thanks. Jaymie

19/9/16 Hello, I work for an Advertising agency here in Sydney. One of our smaller clients is Nulon (oils, lubrications etc). They are creating a video series where we talk to people who love their cars - similar to this https://www.youtube.com/watch?v=EOV6xdlGl_UWe are needing more Euro cars and I'm reaching out to see if any of your club members have any cars with interesting stories or cars that are unique and would be interested taking part? Thanks for your time! Cheers, Josh

How cars come to be abandoned in barns.

James May's Notes from a Hard Shoulder, 2007

Every now and then, one of the classic car magazines runs a type of story that has always baffled me. It begins with the revelation that something like a rare Porsche has been found abandoned in a shed or barn.

Reading on, we discover that it's been there since 1980. It's very dusty and the tyres are flat but, remarkably, it's complete and in need of only 'gentle recommissioning,' as the classics lot put it.

A few months later we see a picture of the same car, gleaming like new, and bowling down a tree-lined road in the hands of a bloke who never imagined he could get his hands on such a thing. Marvellous.

Now here's what I've never understood. How did anyone ever forget about owning a Porsche?

Or grow bored of owning one? How did a car that is obviously in sound condition end up sitting idle for 25 years? If the previous owner didn't like it, why wasn't it sold? Or even given away? All it took was a postcard in the local newsagent's window.

I can see how a fountain pen might work its way to the back of a desk drawer and be overlooked for two decades. A few years ago I bought my girlfriend a pair of boots that she didn't really like, and they are in the corner of her wardrobe, still in the original box and awaiting the great day when they appear on eBay as an item of mint and unused retro chic. But a car? I really don't foresee a day when I can't be bothered with my Boxster any more, and I just leave it in its garage gathering mould and mouse droppings.

But now I understand exactly how it happens. I recently drove around France making a new programme for the BBC, and for this purpose I bought a 1989 Jaguar XJ-S convertible.

It was a good one. Everything on it worked, there was no rot, the hood was free of tears, the mileage was confirmed at under 60,000, and I loved it. Before I left I had it thoroughly serviced and checked over, and a few marginal components such as radiator hoses and brake pads were replaced. It still had its original toolkit and spare wheel, and even the unused bag thing that the conscientious owner is supposed to use to cover the hood when it's folded. And I've always wanted an XJ-S convertible.

After a few days of driving around France, it sprang a small oil leak. Tiny, really, and from the little micro-switch that governs the oil pressure gauge on the instrument panel. Sadly, this little component was not available in any of the local garages I tried, so I resigned myself to topping up the oil instead. It was only losing a spoonful of 20/50 each day, and as it was all dripping on France I wasn't that bothered. I'd sort it out when I got home.

And this is exactly where all those Porsche-in-a-barn stories really begin. The Jaguar had crossed that invisible line between being a car and being a car that 'needs some work'. It was the first scuff on a new pair of shoes, the first chip in the paint of a newly decorated room, that moment when the case for your sunglasses disappears.



So when the air conditioning packed up owing to some minor electrical fault, I decided to live with it for the moment. The car needed work anyway, so that was just something else to add to the list. As was the passenger-door mirror, which somehow became detached from its electric motor, so that the motor whirred away but the mirror didn't move. I could probably sort that out in half an hour when I was in my own garage with my own toolbox.

I think you can see where this is going. There were now three faults with the Jag, and fixing them all was probably a day's work. That became two days when a Frenchman drove into the back of me and bent the bumper. And then it needed another day, because another Frenchman scraped a rear wheel arch in a car park.

This is why the so-called 'rolling restoration' of an old car never works; the notion that the car can be driven while you complete all those little jobs concerning trim, paint, interior lights, dicky alternators and so on. It's not possible, because in driving the car you will create problems quicker than they can be cured. A rolling restoration is really just a headlong and brake-less descent to the scrapyard.

And as the weeks passed, more things fell apart. The trip computer died, the back of the driver's seat fell off, one of the windows became loose, the exhaust started blowing when I clouted it on a boulder, the radio aerial jammed in the down position, one of the tyres developed a slow leak.

Here's where it ends. The Jag had actually bought by the production company making the programme, the idea being that I would buy it from them when we'd finished. I've now put it in their car park and run away, so it could stay there for 20 years. And then a Classic Cars journalist as yet unborn will find it and wonder how it came to be forgotten.

I still want an XJ-S, but I don't want that one. It's broken. If I'd mended the oil leak I might have stayed on top of it, but I didn't and now it's ruined. It's been filed under 'too difficult', like the letter from the video hire shop reminding me that I still have their copy of Where Eagles Dare and owe them £120.

If there's anything wrong with your car - anything - stop what you're doing and go and sort it out. Now. Same goes for your house. There's probably a loose door knob or a damp patch that needs fixing. Do it.

Do it, before the next problem comes along, or it will all become too much. It may seem like nothing more than an irritating small job to you, but somewhere, a man with a bulldozer is limbering up for the demolition job.

James May



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