

Zeitschrift



1966 VW 1600 TS Fastback.

January 2021

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**1966 VW 1600 TS
Lady behind the tartan
Matt Berry's garage
More Ash articles**

**Golf R Final Edition
Tatlow Court
Rob's VW Story Pt2
Plus lots more...**



The Legend Never Dies

Club VeeDub Sydney.
www.clubvw.org.au

A member of the NSW Council of Motor Clubs.
Affiliated with Motorsport Australia (CAMS).



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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

Facebook:

www.facebook.com/ClubVeedubSydney/
www.facebook.com/clubveedubcanberra/



Our magazine.

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

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

Back issues (2006-on) are available at www.clubvw.org.au under the Media - Zeitschrift tag.

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See the back page for all 2019 VW Nationals sponsors.

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

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**We request everyone
to wear a face mask**

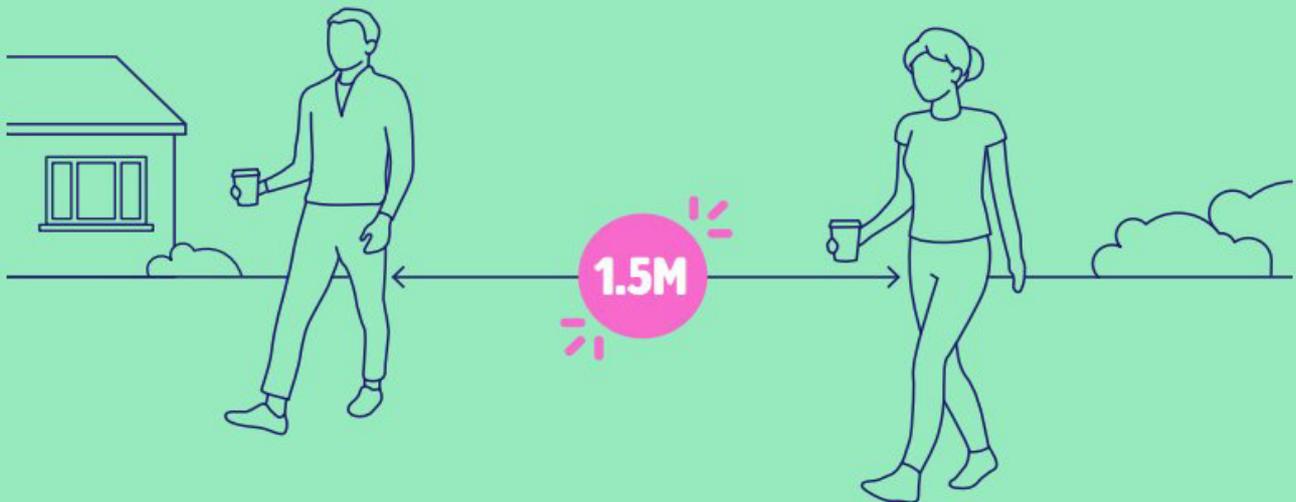


Keep physical distancing and **BE COVIDSAFE**



Physical distancing is working to help keep us all COVIDSafe. Remember, whenever you go out, stay 1.5 metres apart and avoid physical greetings. Follow guidelines in shops and businesses and always practise good hygiene. This will help stop the spread of coronavirus.

Together, let's **BE COVIDSAFE**.
Visit health.gov.au for more information.



Australian Government

Von dem Herrn Präsident.

Hi all, well I hope everyone had a great Christmas and New Year! I'm sure everyone enjoyed our Christmas meeting at Arena (Greyhound Club) in December. We were unable to use the auditorium as there is now a permanent booking for bingo there on Thursday nights, so we were given the upstairs observation room with a view of the greyhound track which worked out fine. Hopefully next year we can have the bar in the room operating. Thanks to Phil who organised the nibbles - the cheese and bikkies were very popular with everyone.

Thank you also to everyone who brought a present and to Santa (Christine) for running the big Christmas raffle. Everyone left with a nice little present.

We also had our delayed AGM at the Christmas meeting. I would like to thank the outgoing 2019-20 committee, and congratulate everyone who stood for a position for 2020-21 to help make our club function. It's great to see so many familiar faces back for another year, and also a few new faces on the General committee.

With the ever changing circumstances with the Corona Virus it's hard to make any plans for future events. With the latest outbreak the government has reduced the maximum outdoor gathering from 100 to 50 to just 30 people. This means that the annual Picnic Day at Stanwell Park has had to be cancelled - sorry.

We will check with the Greyhound Club when we have our committee meeting this week, whether we can still have our monthly meeting on the 21 January. If we can't we'll send out a global email to everyone.

The committee will try to keep you informed via the club website or by email of the current status of future events. So it is important that the club secretary has your email address. I can assure you that your email address will only ever be used to contact regarding coming events be that a new event or the cancellation of an event.

Unless circumstances change rapidly with the Corona Virus, the 2021 VW Nationals could be cancelled. Let's hope they can get the vaccines happening and the restrictions lifted by May so we can go ahead.

I've been talking to Ray Vanderkly about doing the Winter Break again in 2022, nothing planned as yet but I will keep you informed.

I hope to see you at an event in 2021, soon.

Steve Carter



Kanberra Kapitel report.

Welcome to 2021!

I hope everyone is safe and well.

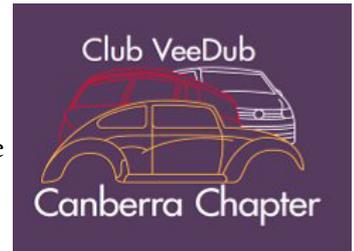
Not much to report from Canberra. Someone has forgotten to pay the bill for summer which has been nice for the turbos and air cooled, but not so good for those who love warm weather.

Our AGM will be on Sunday, 7 February 2021 at Gundaroo Pizza Café. More details will become available soon. We'd love to see you all there to have a chat, go over the events (or non-events as the case may be) of 2020 and to vote on your 2021 committee.

Here's to 2021, may it be less eventful than 2020.

Cheers

Dot



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/events for the latest information and any changes.

January.

Thursday 14th:- Committee Meeting and magazine pack at the Arena Greyhound Sports Club, 140 Rookwood Rd. Yagoona (next to Potts Park), 7:30pm.

Sunday 17th:- VW Summer BBQ 2021. * CANCELLED DUE TO COVID-19 RESTRICTIONS *****

Thursday 21st:- CLUB VW MONTHLY MEETING at the Greyhound Social Club, 140 Rookwood Rd. Yagoona (right next to Potts Park). - TO BE ADVISED

Tuesday 26th:- Australia Day 2021 Car Show at Glenbrook. CANCELLED due to COVID restrictions.

February.

Monday 1st:- Canberra General Meeting at the Harmonie German Club, 49 Jerrabomberra Avenue, Narrabundah, from 7:30pm. YES WE'RE BACK!

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), 7:30pm.

Thursday 18th:- CLUB VW MONTHLY MEETING - to be advised

March.

Monday 1st:- Canberra General Meeting at the Harmonie German Club, 49 Jerrabomberra Avenue, Narrabundah, from 7:30pm. YES WE'RE BACK!

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

Sunday 7th- East Hills Charity Car Show - POSTPONED UNTIL FURTHER NOTICE www.easthillscarshow.com.au

Thursday 11th:- Committee Meeting and magazine pack at the Arena Greyhound Sports Club, 140 Rookwood Rd. Yagoona (next to Potts Park), 7:30pm.

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. **YES WE'RE BACK!**

April.

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

Monday 5th:- Canberra General Meeting at the Harmonie German Club, 49 Jerrabomberra Avenue, Narrabundah, from 7:30pm. **YES WE'RE BACK!**

Thursday 8th:- Committee Meeting and magazine pack at the Arena Greyhound Sports Club, 140 Rookwood Rd. Yagoona (next to Potts Park), 7:30pm.

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

May.

Sunday 23rd:- VW NATIONALS 2021 - intended date. Please mark in your calendar - confirmation and further details to come.

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.

Wanted:- Hello I am a club member. I wish to buy a **1973 VW Variant**, manual, preferably in light ivory in excellent condition. What are the chances? Would you know of one for sale by any chance? Do you have any idea of the approximate



Volkswagen flashes through a Beja village in North Sudan

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Two Portuguese, Mr. Fernando Laidley and Mr. Jose Guerra, recently completed a tour all the way round Africa—through 26 countries.

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price for such a vehicle? If you can help, please contact me.
Best wishes, John Simon (0468 585446) or email
jb.simon@bigpond.com



For Sale:- 1965 VW Beetle. This is an original vehicle, keys, paperwork and more. Original paint, green. The original wheels are not on the car but I have them. It's had two owners since new and I've owned in just over 1 year. The steering, brakes, shocks have just been replaced. \$3000 work completed a few months back. 10 months rego. If you want an original then this one is rare. I'm not in a rush to sell but selling due to health issues and the car is just going to be garage so I think it's appropriate to go to an enthusiastic VW Beetle Club Member who will appreciate it and not wreck it. Asking Price \$40,000. For more information please contact Simon Rorke on 0432 130169 or email simon060965@gmail.com



For Sale:- This item is 'brand new' and comes sealed in its original container. It was won as a prize at the recent Caravan and Outdoor Exhibition in Brisbane. A high specification inflatable canopy for VW campervans, the **Dometic Sunshine Air-Pro Inflatable Static Awning** is constructed using high quality Weathershield-Pro material for long life and protection from the sun. The single point inflation air frame makes set up easy and features a 'pop' design at the rear for improved headroom. This awning is a great way to extend your living space while also retaining the function of the

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2nd Month ads.

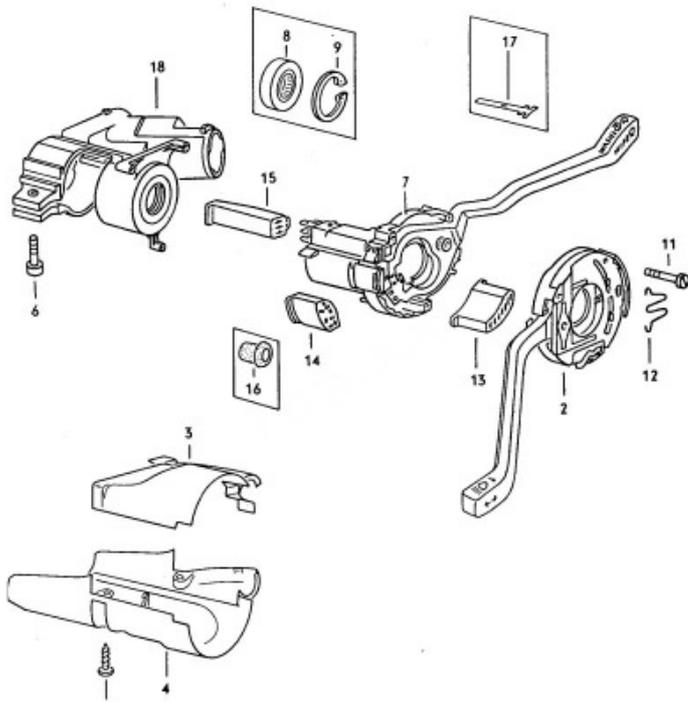


For Sale:- Volkswagen Beetle 1965, Real Patina Style Looking for new home. 1300 cc, 12 V, 19,933 km, manual transmission. Run great original motor. Rego 31/03/2021. Number Plate is not included. Price is \$17,500 For more information please contact Angkool on 0450 507999 or email angkool2009@hotmail.com



Next Club Meeting:
Thursday
21st Jan.
8:00pm
Arena Greyhound Club.

Wanted:- I have an early **Type 3** and time has finally caught up with the **interior sun visor**. I'm hoping someone in your club might have a spare set they are willing to part with? If can help contact Dion Butterworth at dionbutterworth@gmail.com



Wanted: This, but imploded: for Golf 1977-1980, along with all associated wiring, as long as you can make it, and intermittent-wiper relay. Alternatively, just the wiper switch, wiring and relay for a 1976 Golf. If you can help, contact Rod Young (in Malaysia) at rod.young2@icloud.com

For Sale:- My name is Dan Fornasier. I have owned a number of VWs over the years, most memorably an '83 GTI bought new. Man I loved that car. But I also had 3 Jettas that served me and my family very well. I have a copy of the **manual covering 1985 to 1992 GTI, Golf and Jetta**. I don't know if any of your members might be interested in it. My wife wanted to throw it out, but I want to see it go to a good home. I only want the cost of shipping, using whatever means the interested party chooses... post, FedEx, whatever. Keep in mind that I am in central Canada and the book weighs about 5 pounds (2.3 kg). I just googled VW clubs and am emailing a few... It would be cool to see the book go ½ round the world. If you are interested, please email dfornasi@rogers.com or call me at Canada (1)(416)258-2428 any time, I'm retired

Wanted:- I am looking for a **front left bumper insert** for a 2010 update **T5 Transporter**. If you can help me, please contact Bruce Madden on 0427 603529 or email madden@netspace.net.au

For Sale:- The 1965 Volkswagen 'Orange Smoothie' is up for sale. New 1600 engine, Freeway Flyer gearbox, Genuine Porsche Fuchs 15in polished mags, no chrome. \$29000.00 or ONO. For a full description and further details contact David Birchall on 0415 957030 or email dbirchall54@gmail.com



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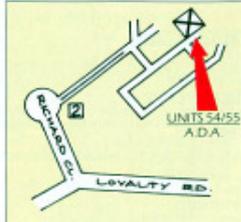
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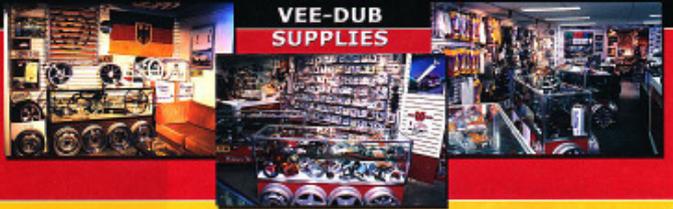
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Australian VW Performance Centre is located in Croydon South, about 30 minutes east from the Melbourne CBD, close to Ringwood end of Eastlink. If you find yourself unable to contact us during business hours, please do not hesitate to email us with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

[vwperformance.com.au](http://www.vwperformance.com.au)

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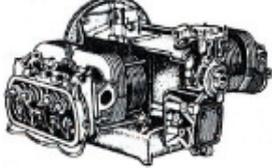
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Lorenze

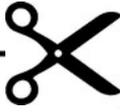
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Club Veedub Sydney Membership / Subscription Form.

Please tell us about your Volkswagen(s):

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Please enclose a cheque or money order for \$45.00, payable to Club Veedub Sydney, and post it with this form to:

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You will receive 12 issues.



year). Other bad drops were -58.7% in 1977 when local assembly ended and all VWs were fully imported at much higher prices; -61.6% in 1980 when all Golf and Passat imports ended; -65.4% in 1983 when air-cooled T3 imports ended and the wasserboxer had not yet been introduced; and -56.2% in 1992 when new importers TKM were trying to sell outdated Mk1 Golf Cabrios and old-stock Mk2 GTIs. All of these drops were from a very low base, however.

The worst slump during a period of high sales was in 1961 when VW sales dropped -37.8% due to a strong recession and a credit squeeze; all makers dropped that year. VW sales recovered by +38.2% in 1962.

COVID-19 hits Volkswagen sales.

The coronavirus has hit Volkswagen sales hard in Australia for 2020, with sales dropping by 21.4 per cent on 2019 levels, according to official VFACTS sales figures released this week. This was a bigger drop than the Australian market as a whole (which fell by almost 14 per cent), meaning that Volkswagen has again lost market share.

Volkswagen sold 39,266 vehicles in Australia in 2020, a drop of 10,662 on the 49,926 sold in 2019. It's VW's third year in a row for dropping sales, and the lowest figure recorded since 2010 (when just 38,016 VWs were sold). It's a long way down from VW's record Australian sales figure of 60,225 in 2015, so VW sales have dropped 34.8 percent - by more than a third - in five years.

Even so, almost every other manufacturer also dropped sales in 2020 thanks to the coronavirus and lockdowns, and as a result Volkswagen actually moved up from eighth place to seventh on the list of popular makers. Volkswagen overtook Nissan for the first time since 2017, as their slump was even worse than VW's. VW is just ahead of Nissan and comfortably ahead of Subaru, Mercedes-Benz and Honda, but is now some 16,800 vehicles behind Kia in sixth, and Mitsubishi in fifth.

Volkswagen was again Australia's most popular European brand, for the sixteenth year in a row.

Volkswagen was last in seventh place in the market in 2017, but was passed by both Kia and Nissan in 2018.

The last time Volkswagen finished higher than seventh place on the Australian market was in 1966, when local manufacturing was still operating and VW finished behind Holden, Ford, Chrysler, Morris and Toyota. VW's highest-ever position was third behind Holden and Ford, from 1958-61. In 1960 the VW 1200 Beetle was the second-best selling car model behind the Holden (before the Falcon's debut), but at that time Ford also sold the Prefect, Consul, Zephyr, Zodiac, Customline and Fairlane, so its overall total was larger than Volkswagen's that year.

While VW's recent three-year sales slump and 21.4% drop last year was disappointing, results have been much worse in the past. The worst-ever drop was -68.7% in 1986 when LNC closed Volkswagen Australia, then another -61.0% in 1987 when LNC lost the Australian VW franchise entirely (just 48 Transporters were sold in all of Australia that

VW's biggest selling model in 2020 was again the Golf, as it has been every year since 1997. However Golf sales dropped by -30.3% to just 10,012, down from 14,355 in 2019 and the lowest Golf total since 2006 (when 9,647 were sold). The Golf's record total was 22,092 in 2015. From 11th place in 2018 and 20th place in 2019, the Golf finished in 23rd place in 2020. There were therefore no Volkswagens in the top twenty most popular models list.

The Golf is now the best-selling Volkswagen model ever sold in Australia, passing the Beetle's 1954-76 total of 260,055 in March 2018. At the end of 2019 the Golf's 1976-2019 total was 289,589 sold (not counting Golf Alltracks, which are counted as a different model). Your calculator tells you that the Golf total to the end of 2020 is thus 299,601 - disappointingly just short of a famous 300,000 milestone. Perhaps this milestone can be celebrated after the pandemic passes; maybe when the redesigned Golf 8 debuts later this year, hopefully boosting Golf sales again.

Otherwise, Australian new-car sales surged in the last two months of 2020 as the nation came out of COVID-19 lockdowns, and a large proportion of buyers treated themselves to a new vehicle to holiday at home amid international travel restrictions. The automotive industry is now grappling with stock shortages.

Official figures released by the Federal Chamber of Automotive Industries shows 916,968 new cars were reported as sold for the 2020 calendar year, down by 13.7 per cent compared with 2019, but a recovery from the 48.5 per cent decline in April 2020, which was the sharpest slowdown since records were kept.

The new-car sales result for 2020 was the lowest annual tally in 17 years - since 2003 - and the first time the Australian new-car market has dropped below 1 million since 2009.



Demand for utes, SUVs and four-wheel-drives surged as business buyers took advantage of the Federal Government's instant asset write-off scheme and state governments fast-tracked infrastructure projects; sales to business fleets were down by just 4.7 per cent in December.

Private buyers were the driving force last month, however, with sales to individuals up by 40 per cent compared to December 2019.

Industry experts say the December 2020 figure could have been higher had many showrooms not run out of popular models such as utes, SUVs and four-wheel-drives.

The Toyota HiLux ute was Australia's top-selling vehicle for the fifth year in a row, ahead of the Ford Ranger which ranked in second place for the fourth year in a row. The Mitsubishi Triton finished third in the utes sales race ahead of the Isuzu D-Max.

The Toyota RAV4 was Australia's top-selling SUV for the first time (and biggest selling hybrid), while the Toyota Corolla was the nation's favourite passenger car for the eighth year in a row, ahead of the Hyundai i30 and Kia Cerato.

Sales of the Nissan Patrol and Toyota LandCruiser also surged as the rest of the market slumped.

Demonstrating that Australians love Toyotas and gravitate to brands they trust in times of crisis, Toyota vehicles accounted for 22.3 per cent of all new cars sold in Australia in 2020, almost as many vehicles as the next three most popular brands combined. It was Toyota's second-highest market share result since its previous record set in 2008 (23.6 per cent).

Not only did Toyota as a brand lead every state and territory in 2020, the Toyota HiLux was the nation's top-seller for five years - and has led new vehicle sales in the Northern Territory for 20 years, Queensland for 14 years, and West Australia for 13 years.

Australia's top-selling brands for 2020:

1. Toyota	204,801	-0.5%
2. Mazda	85,640	-12.3%
3. Hyundai	64,807	-24.7%
4. Ford	59,601	-5.8%
5. Mitsubishi	58,335	-29.9%
6. Kia	56,076	-8.8%
7. Volkswagen	39,266	-21.4%
8. Nissan	38,323	-24.2%
9. Subaru	31,501	-21.3%
10. Mercedes-Benz	29,455	-7.9%
11. Honda	29,040	-33.8%
12. BMW	23,520	+0.9%
13. Isuzu Ute	22,111	-12.6%
14. Holden	16,688	-61.3%
15. Audi	15,868	+1.0%
16. Suzuki	15,586	-10.0%
17. MG	15,253	+83.2%
18. LDV	9,323	+43.9%
19. Lexus	8,846	-8.0%
20. Volvo Car	7,700	-1.0%

Australia's top-selling models in 2020:

1. Toyota Hilux	45,176
2. Ford Ranger	40,973
3. Toyota RAV4	38,537
4. Toyota Corolla	25,882

5. Mazda CX-5	21,979
6. Hyundai i30	20,734
7. Mitsubishi Triton	18,136
8. Toyota Prado	18,034
9. Kia Cerato	17,559
10. Hyundai Tucson	15,789
11. Toyota Landcruiser Wagon	15,078
12. Isuzu Ute D-Max	15,062
13. Mazda3	14,663
14. Nissan X-Trail	14,291
15. Mitsubishi ASX	14,056
16. Mazda CX-3	13,953
17. Toyota Camry	13,727
18. Hyundai Kona	12,514
19. Subaru Forester	12,300
20. Mitsubishi Outlander	12,004

But better for 2021.

Apart from the coronavirus and lockdowns, a chronic shortage of vehicles to sell - namely SUVs and Amarok - hurt Volkswagen sales in 2020. The signs are good for 2021, though.

As reported, Volkswagen Group was down 21.4 per cent in Australia in 2020 compared to 2019, but it's not all bad news. Firstly, 2019 was a solid year for VW, even though sales had decreased 11.8 percent over 2018, and secondly, the drop this time was almost entirely related to not actually having enough vehicles here to sell.

The COVID pandemic hit Europe especially hard and factory shutdowns really hurt manufacturers like Volkswagen. In Australia, a combination of low stock, model runs coming to an end, and models landing late in the year before they could make enough of an impact, worked together to slow sales.

We expect Volkswagen to make up for lost time in 2021 on the back of strong supply and plenty of interest in VW's SUV range specifically, with Amarok still ticking along nicely as well. With SUV sales booming across the market, the new updated Tiguan will be a huge vehicle for Volkswagen in Australia.

Other new Volkswagen releases we can look forward to in 2021 are:

Touareg Wolfsburg	Q1 2021
Multivan, Caravelle, T6.1	Q1 2021
Amarok W580	April 2021
Golf Mk8	May 2021



Golf Mk8 GTI	May 2021
Passat (full range)	Q2 2021
Tiguan (facelift)	Q2 2021
New Caddy	Q3 2021

Touareg Wolfsburg.

The 2021 Volkswagen Touareg Wolfsburg has been announced, with only 300 of the special SUVs on offer.

Of those, 200 will be fitted with a 3.0-litre turbo diesel V6 producing 210 kW and 600 Nm - the high-output V6 engine offered in the Touareg range - and taking a claimed 6.5 seconds to hit 100km/h from a standstill, the same as the 190TDI, through an eight-speed automatic transmission and all-wheel drive.



The last 100 will come with Volkswagen's 4.0-litre turbo diesel V8, delivering 310 kW and 900 Nm to propel the SUV from 0-100km/h in 4.9 seconds, also via an eight-speed auto and all-wheel drive.

Four-wheel steering and active roll stabilisation aids handling.

The Touareg Wolfsburg gains more aggressive styling cues, with the Black Style R-Line Package adding a black front grille, which continues to the automatic LED matrix headlights, gloss black mirrors caps, window surrounds, and roof rails, privacy tint, and gloss black 21-inch Suzuka alloy wheels.

The theme continues inside with R-Line Savona leather appointed upholstery, heated and ventilated front seats with massage function and memory, second row heated outboard seats, heated R-Line steering wheel with paddle-shifters, brushed stainless steel pedals, gloss black centre console, and a black headliner.

A panoramic sunroof can be optioned for an additional \$3000.

Occupants also enjoy a Sound and Comfort package with 360-degree cameras, Dynaudio Consequence sound system, four-zone climate control, automatic wipers, tyre pressure monitors, soft-close doors, and memory function for steering column and auto-dimming mirrors.

Safety tech includes IQ Drive, with front assist with pedestrian monitoring (Volkswagen's term for collision alert and autonomous emergency braking), lane assist with adaptive lane guidance, emergency assist, travel assist, adaptive cruise control, side assist and front and rear cross traffic assist, park assist plus, driver fatigue detection, proactive occupant protection, and front and rear parking sensors.

The Innovision Package also comes as standard on the Touareg Wolfsburg, with a 38.1 cm infotainment screen, 31.2 cm digital instrument cluster, head-up display, and selectable ambient lighting. Night vision assist uses an infrared thermal camera to help drivers identify pedestrians and animals at night.

There are four USB ports throughout the cabin, as well as wireless charging capability for compatible smartphones.

Buyers get a choice of Pure White, Deep Black Pearl Effect, Antimonial Silver Metallic, or an exclusive Midnight Blue Metallic. All but the white will cost an additional \$2100.

The 2021 Volkswagen Touareg Wolfsburg comes with a five-year/unlimited kilometre warranty, with deliveries to begin from March 2021.

2021 Volkswagen Touareg Wolfsburg Australian pricing

Touareg Wolfsburg V6 - \$119,990

Touareg Wolfsburg V8 - \$139,990

Amarok W580 first allocations.

An orderly queue is starting to form for the Volkswagen Amarok W580 special edition.

The locally-developed model - a partnership with Volkswagen Australia and the Walkinshaw Automotive Group, formerly the parent company of Holden Special Vehicles - is due in local showrooms from April 2021.

Although price is yet to be announced, Volkswagen Australia says it has received more than 1500 sales leads via its website in less than a week - and dealers have put their hands up for 950 of the first 1000 to be built.

A number of customer deposits have already been received, but Volkswagen Australia declined to nominate exactly how many.

Volkswagen Australia is yet to announce final pricing and specifications, however dealers have been advised there will be two model grades, one priced about \$72,000 and another about \$80,000.

Although the Volkswagen Amarok W580 has no extra power or torque (190kW or 200kW on overboost, and 580 Nm) due to the time and cost of a new round of emissions testing, an overhauled suspension and tyre package promises new levels of grip.

The national marketing and product manager for Volkswagen Australia's commercial vehicle division Nick Reid said: "It's been amazing from our perspective, a lot of positive feedback. Launching the week before Bathurst there



were also a lot of questions of Walkinshaw up at the mountain on the weekend."

Mr Reid said the bulk of the first 1000 cars to be built in 2021 have been allocated to dealers.

"Our dealers are telling us there are plenty of enquires, and some have already taken orders with holding deposits," said Mr Reid.

The race is on, too, for the first 30 utes which can only be ordered online - but come with a race track experience with Walkinshaw Andretti United V8 Supercars team.

Although VW says it has not tallied the total orders received by dealers so far, the online portal will go live in early December, with the exact date to be announced.

"There's already a bit of a scramble for the first 30, but if customers who have already placed a deposit also apply online, of course they can later put the dealer deposit towards the same car."

The last time Volkswagen Australia sold a car online - the VW Transporter California special edition - the first 30 examples sold out in nine hours.

235 kW Golf 8 R revealed.

The 2021 Volkswagen Golf R has been officially unveiled, revealing the quickest and most powerful production Golf in the model's history.

The latest generation of Volkswagen's flagship Golf doesn't stray too far from the formula laid out by its predecessors: a powerful turbocharged engine up front, all-wheel-drive and a quick-shifting dual-clutch automatic gearbox.

Under the bonnet is the same 2.0-litre 'EA888' turbocharged four-cylinder petrol engine that powered its predecessor, now upgraded to European-emissions-friendly 'evo4' spec, producing 235 kW of power and 420 Nm of torque (from 2100-5350rpm).

Those figures represent 22 kW/40 Nm increases over Australian-delivered versions of the outgoing model.

Drive is routed to all four wheels via a choice of six-speed manual or seven-speed dual-clutch automatic transmissions, though the former will be limited (at launch, at least) to North American markets.

The Golf R benefits from the same new-generation, Haldex-type all-wheel-drive system as the related Arteon R

and Tiguan R, featuring R Performance Torque Vectoring that allows up to 100 per cent of the engine's torque to be distributed between the front and rear axles, or between each individual rear wheel, in milliseconds.

Volkswagen claims a 0-100km/h sprint time of 4.7 seconds, towards an electronically-limited top speed of 250 km/h.

The R benefits from the same 'Vehicle Dynamics Manager' system as the lesser GTI, which controls the 'XDS' electronically-controlled front locking differential, 'DCC' adaptive dampers, all-wheel-drive system and other electronics systems in tandem to sharpen driving dynamics.

European buyers can option a new 'R Performance' package, which increases the top speed to 270 km/h, and adds 19-inch wheels and a larger rear spoiler, with the latter intended to increase downforce.

The package also introduces two new drive modes: Special, which softens the adaptive dampers to cater for the undulating surface of the Nurburgring Nordschleife, enabling the Mk8 Golf R to shave 19 seconds off its predecessor's lap time around the demanding circuit, to a time of 7 minutes 51 seconds - and Drift mode, which shuffles greater percentages of the engine's torque to the rear axle to break traction and enable controlled drifts.

Under the skin, the new Golf R sits 20mm lower to the ground than standard Golf models, thanks to retuned suspension with 10 per cent stiffer springs, revised control arms and wheel mounts, increased negative front camber, and unique anti-roll bars.

Filling the arches are 18-inch alloy wheels, with the aforementioned 19-inch units wrapped in Michelin Pilot Sport Cup 2 performance rubber available as an option. Hiding behind the alloys is a set of larger performance brakes, measuring 358 mm up front and clamped by two-piston aluminium callipers.

60 per cent lighter brakes shave 1.2 kg of unsprung mass off the car's kerb weight, complemented by a further 3 kg loss thanks to a lighter aluminium subframe.

Other available performance features include variable sports steering, an optional, 7kg-lighter Akrapovic exhaust system, and four additional drive modes: Comfort, Sport, Individual and Race.

Like its predecessors, the new Volkswagen Golf R opts for a more reserved take on the hot hatch formula when it comes to styling.

Differentiating the R from GTI and 'base' Golf Mk8 models from the outside is a restyled front bumper similar in appearance to the Tiguan R performance SUV, plus larger side skirts, a more aggressive rear diffuser, quad exhaust tips, a larger rear spoiler, a blue-accented LED light strip across the front fascia and a slew of R badges.

Inside, highlights include R-badged, nappa leather-trimmed sports seats, a flat-bottomed steering wheel (with an 'R' button for easy access to Race mode), metallic pedals, paddle shifters for DSG models and blue contrast stitching throughout the cabin.

The 26 cm digital instrument cluster and available 25 cm infotainment touchscreen mirror that of the wider Golf range, aside from a selection of R-specific displays for the



instruments.

While the new Volkswagen Golf R is set to land in European showrooms in the coming months, Australian customers will need to wait until 2022 to drive the hot hatch on local roads.

It should be worth the wait however, as when it does land Down Under, it is set to form part of a three-pronged R performance lineup, alongside the Tiguan R and T-Roc R performance SUVs.

Volkswagen quits all motorsport.

Just a day after Audi confirmed it would leave the all-electric Formula E Championship, Volkswagen has confirmed it will cease all motorsport activity as it seeks to establish itself as the world's leading manufacturer of electric vehicles.

Last year, the German brand confirmed it would withdraw from all motorsport using an internal combustion engine, instead switching its focus to 'fully electric racing cars.'



But, now Volkswagen will no longer support any racing activities, including its all-electric ID.R prototype which will be retired after having set outright records at Goodwood and Pikes Peak, as well as holding the Nürburgring Nordschleife lap record for electric cars.

A statement from Volkswagen read: "The Volkswagen brand is on its way to becoming the leading supplier in sustainable electric mobility.

"To this end, we are joining forces and have decided to discontinue our own motorsport activities for the Volkswagen brand."

While the German manufacturer's motorsport division directly employs 169 people, Volkswagen has confirmed there will be no redundancies as a result of the shuttering of Volkswagen Motorsport GmbH.

"The motorsport workforce will subsequently be integrated into Volkswagen AG," said the statement.

"The deep technical expertise of the employees as well as the gained know-how from the ID.R [all-electric prototype] project will thus remain in the company and will help us to bring further efficient models of the ID family onto the road."

Volkswagen has also assured customers of its Polo GTI R5 rally car and Golf GTI TCR touring car that parts supply will not be affected and have been "ensured for the long term" although did confirm production of the aforementioned Polo

rally racer will cease at the end of 2020.

It's worth clarifying that this is just the VW brand not VW group and only refers to ceasing factory involvement.

Porsche will continue factory endurance racing. Audi is still developing a factory Rally Raid vehicle for Dakar Rally and the like, and re-entering endurance racing. Skoda will continue its factory WRC2 team.

VW will continue to support its customer racing programs - TCR, R5 Polo etc. they just won't run any teams themselves, and won't be doing any further development work in those areas.

Volkswagen's involvement in motorsport spans over five decades, both as a factory team and as technical partner to a host of categories including Formula Vee and Formula Three.

As a factory entity, Volkswagen won the World Rally Championship as a manufacturer four times between 2013-16, as well as securing the drivers' title four times for Sebastian Ogier over the same period. Volkswagen also chalked up three Dakar victories in a row from 2009-11 with its rally-bred Race Touareg.

VW pushing ahead with electrics.

Volkswagen has revealed it is expanding its focus on electric vehicles, investing billions to retool its factories.

In a call with investors and analysts on Monday, Volkswagen CEO Herbert Diess said the car company was spending 73 billion Euro (AU\$118B) to convert two German factories to support production of electric vehicles, reports news outlet Reuters.

The Volkswagen boss admitted the company was aiming to compete with electric car maker Tesla.

"Yes, it is going to be a race with Tesla," Mr Diess said.

"They are also ramping up fast. We have more different body styles, and when it comes to an established dealership network, we should have an advantage over Tesla."

Two of Volkswagen's German factories in Emden and Hanover will be converted to produce future electric models, with the latter to manufacture models for Audi, Bentley, and Porsche - all of which are brands within the Volkswagen Group.

In July 2020, Volkswagen trademarked the 'e-Beetle' and e-Karmann' names, indicating a move towards all-electric versions of popular models was well underway.

Earlier this month, Bentley announced it was moving towards an all-electric future within ten years.





indicating that something was wrong with their engine - and shot Mr Falconio dead.

"The van was a major exhibit in Murdoch's trial and has been kept in the Supreme Court basement since 2004.

"Now the appeals process has ended, police have moved the Kombi to their compound at Berrimah.

"It is now parked among other crashed or stolen vehicles until the van's owners, Ms Lees and the Falconio family, indicate what they want to do with it."

The next day News Limited reported that "The girlfriend of murdered British backpacker Peter Falconio wants the Kombi van at the centre of one of Australia's most infamous crimes to be destroyed.

The Falconio Kombi.

What ever happened to Australia's most infamous ever Volkswagen?

I'm referring to the Volkswagen Kombi van in which Joanne Lees and Peter Falconio were driving when they were ambushed on a lonely desert road. It was destroyed in 2008, despite being pivotal to one of Australia's most intriguing murder mysteries.

If sold at auction, there were fears that it could become a macabre souvenir of Mr Falconio's disappearance and Ms Lees attempted abduction on a moonless night in July 2001.

Ms Lees ordered the scrapping of the vehicle, which was held by NT police as a court exhibit for seven years, from her home in the UK.

That was the owner's wish that it be disposed of rather than sold.

Mr Falconio and Ms Lees brought the van for \$1800 from a used car yard in Sydney for a outback adventure that ended in his disappearance four months later.

On 26 May 2008 the ABC reported that "One of the Northern Territory's most famous crime exhibits, the orange Kombi van of murder victim Peter Falconio, has been released from storage in the bowels of the Supreme Court in Darwin.

"It is nearly seven years since the Kombi was found in bushes just off the highway near Barrow Creek.

"Joanne Lees and Peter Falconio bought the old Volkswagen in Sydney to travel around Australia. They headed north from Alice Springs in July 2001. On the evening of 14 th July Bradley Murdoch flagged them down -



"The Kombi driven by British backpacker Peter Falconio when he was murdered in the Territory Outback almost seven years ago is set to be put up for sale.

"The orange Volkswagen was released from the Supreme Court yesterday and is now being kept by police at Darwin's Peter McAulay Centre until they can confirm the rightful owners.

"Joanne Lees was contacted by Northern Territory





police, who were planning to auction the van on behalf of Ms Lees, who is now back living in the United Kingdom.

"But police released a statement today saying Ms Lees had been contacted and wanted the van to be destroyed, not sold.

"As per the policy on the disposal of exhibits after a court case is completed, the owner, Ms Joanne Lees, has instructed Northern Territory police to dispose of the vehicle,' the statement said.

"Police will facilitate the destruction of the vehicle at a date to be decided.'

"Mr Falconio and Ms Lees bought the Kombi in a Sydney caryard in May 2001 for their outback adventure.

"Bradley John Murdoch has been convicted of the murder of Mr Falconio, who was killed after he and Ms Lees were flagged down by a gunman as they drove along the Stuart Highway on the night of July 14, 2001.

"Ms Lees managed to escape and report the attack to police, sparking one of the biggest manhunts in Australian history.

"Mr Falconio's body has never been found."

I have no evidence, but you can guarantee, it was eventually destroyed.

Which is a real shame because that macabre Kombi would have been highly valuable to many collectors.

It was probably for the best, even though it wasn't the poor Kombi's fault.

Ashley Day.

In Reverse.

Have you ever had a new job and the boss has told you money is tight and because you were the last in, you are the first to go? I'm sure it's happened to all of us over the years. This makes sense in business and it also makes sense when thinning out garages and sheds of cars and car parts.

Many people have accumulated large amounts of cars and parts over the years, and many are looking to start cashing in but don't know where to start.

It's tempting to start selling some of cars or parts you collected many years ago, but my advice is to hang on to that stuff for now.

Just like in business, start with the last part or car you dragged into your shed and work backwards from there, in



reverse.

Doing things this way will mean that you will always be on trend and you won't miss out when things go up in value.

Many people, like me, can get very attached to their old cars and they can find it hard to sell any of them, but by doing things this way takes some of the emotion out of your decisions. Also, you are working from the front of shed to the back, which makes things easier.



Having a plan is better than not having a plan.

How would I sell?

Ebay, of course, with no reserve.

Ashley Day.



with your Final Edition, but if you're after Tornado Red or Indium Grey, you'll have to stick to the regular Golf R.

Other standard Golf R features beyond its hot mechanical package and subtle design tweaks include a 23.4-cm multimedia screen with gesture and voice controls on top of Android Auto and Apple CarPlay connectivity, heated front seats with electric driver's adjustment and memory settings, tinted windows, active LED headlights, active cruise control and front and rear parking sensors. You can also add a panoramic glass sunroof for an extra \$1900.

If anyone you share financial responsibility with suggests that nearly \$60k is a lot for a small hatchback, you might want to remind them that Mercedes is asking nearly \$100k for an A45 S, and it's far from double the car.

Golf R: Final Edition.

A lot has changed in the past six years. Most of it seems to have happened in 2020, but since the Mk7 Golf R first arrived in April 2014, Australia also stopped manufacturing cars; push-button mobile phones have all been replaced by smart phones; we now stream our TV shows and movies, instead of buying DVDs; our wristwatches do a lot more than tell the time; and Melbourne Storm won two grand finals without cheating the salary cap (maybe).

During this time, the Golf R has been treated to a handful of special editions on Australian soil and updated to Mk7.5 status in early 2018. Despite its age, it's hard to think of another car that quite matches the Golf R for outright 'only those in the know' cool and everyday proper performance at a pretty reasonable price.

But it's almost time to say goodbye to this generation of the ultimate road-going Golf, and VW Australia has saved a couple of tricks to the end that can make you the perpetual envy of any Mk7 forum, group, gathering, club or Golf R owners in general.

That's because the Golf R Final Edition's most distinctive feature isn't just another bolt-on, but rather three hand-painted colour options yet to be seen on a Golf in Australia, which are being spread across a limited run of just 150 units. The remaining 300 Final Editions will feature a selection of regular Golf R colours - but more on that later.

Does it represent good value for the price? What features does it come with?

Compared to the regular Golf R that continues to be available - including the uber-cool wagon that sadly hasn't made the cut as a Final Edition - the Final Edition hatch adds \$2500 for a list price of \$57,990.

The three special colours (Victory Blue, Viper Green and Violet Touch Pearlescent Purple) will cost you a further \$300, but the other Final Edition goodies are black mirror caps, Dynaudio premium sound system, lashings of Nappa leather trim (upgrading from the regular Vienna), Final Edition badging and the black Pretoria 19-inch alloys we've seen on other Golf R special editions and in my opinion are the best Mk7-era Golf R wheel they made.

If none of the special colours tickle your fancy, you can still opt for Pure White, Lapiz Blue or Deep Black Pearl

Is there anything interesting about its design?

The thinking behind the Final Edition's special paint options is nothing new to VW, and represents the latest in a line of 'Colour Concept' models that include the now-cherished multicolour Harlequins that were available in other markets and a handful of specifically coloured Mk3 VR6s that made their way to Australia in the '90s.

The Golf R Final Edition's Colour Concept colours aren't just plucked from the European options list either. Despite the Viper Green appearing previously on the Scirocco R, each green, blue and purple Final Edition is removed from the regular production line before painting. It's then taken to a specific paint shop to be hand painted (no robots here) before returning to the production line for final assembly.



Aside from these colours, the typical Golf R hallmarks of specific (but not annoyingly low-hanging) front and rear bumpers remain, with the key visual cue remaining those quad-oval exhausts.

My appreciation for the Final Edition's Pretoria wheels is two-fold. They're both lighter than the regular-issue Spielberg design, but also visually fit the R's performance-focused character better with their pragmatically straight

spokes and lack of diamond-finish glitz. I'd be working out a way to have mine in silver though.

The Final Edition's Nappa-appointed seats also continue with the carbon-pattern bolsters of other leather-equipped Golf Rs, which I've never been a fan of given real carbon isn't a pliable material, but it's certainly distinctive.

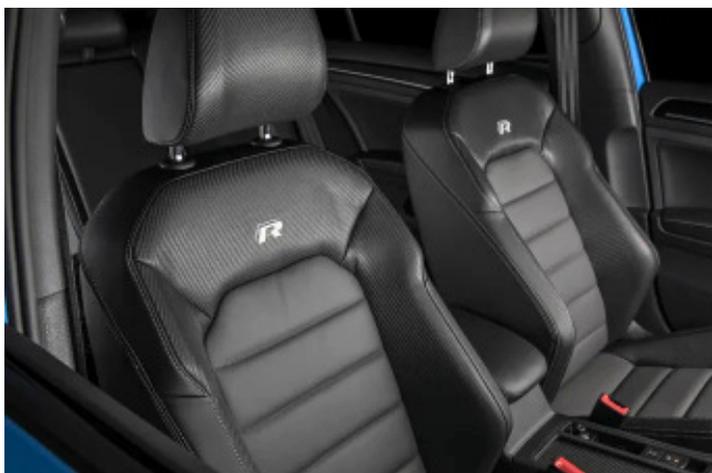
How practical is the space inside?

Nothing new here, with the same five-door livability we've seen from every Mk7 Golf R.

There's cup-holders front and rear, bottle holders in each door, an armrest on the back seat and ample room for four average-height adults at once.

There's ISOFIX shield seat mounts in the two outboard positions, and top tethers for all three rear seats.

The 343-litre boot is still 37 litres smaller than a regular Golf due to the R's rear differential eating into the space, but it's still a decent size for its class and expands to 1233 litres via the 60/40 split-fold. Also eating into that space is the space-saver spare under the boot floor. Many of the R's rivals have moved to a more compact inflation system, but you'd be grateful for the spare if you ever need it.



What are the key stats for the engine and transmission?

There's also no mechanical differences for the Final Edition, but this is hardly a bad thing.

The 213 kW and 380 Nm from the familiar turbocharged 2.0-litre, combined with the seven-speed DQ381 wet-clutch dual clutch (DSG) auto that came with the 7.5 update still carry a 4.8 second 0-100km/h claim, which is still mighty fast for this end of the price spectrum and still the quickest VW ever sold in Australia. Maximum torque is available all the way from 1850-5300rpm, which bodes well for everyday easy urge from just 2.0 litres.

Now more than a couple of years into production, this wet-clutch DSG seems to be faring much better than the often trouble-plagued dual-clutchers of yore, and VW is committed to keeping these issues in the past.

No, there's no manual option anymore, but anyone that doesn't understand how fundamental the DSG is to the Golf R character just doesn't get it.

How much fuel does it consume?

The Golf R's 7.2 L/100 km official combined fuel consumption figure is mighty impressive for a car boasting a 4.8 second 0-100km/h claim.



It does need the exxy 98 RON Ultra Premium unleaded to do its best though, but can manage with cheaper 95 RON Premium.

Among my many Golf R experiences, I managed to record an even more impressive 6.9 L/100 km highway figure during the month my family spent aboard the previous Grid Edition wagon, which aside from being 70 kg heavier than the hatch, was also fully laden with kids and luggage at the time.

During this test of the Final Edition, I aimed for the opposite end of that spectrum by recording pump figures after a morning of flat chat track driving around Luddenham Raceway.

The result? Try 17.1 L/100 km including to and from the nearest servos, which is pretty amazing considering I get about 16 L/100km from my standard 1.6-litre MX-5 under similar circumstances, but with miles less performance than the Golf R.

So with its 55-litre fuel tank, you can expect a range between 310-797 km, depending on whether you're cruising along the highway or using all 213 kW on the track.

What safety equipment is fitted? What safety rating?

Safety has always been a Mk7 Golf strong point, and despite first appearing nearly eight years ago and the regular Golf's maximum five star ANCAP safety rating being based on standards dating back as far as 2013, it's continued to offer features to seemingly keep pace with much more recent products. The all-wheel drive Golf R (and Alltrack) is sadly still officially unrated.

Nonetheless, dual front airbags are complemented by a driver's knee bag, front side airbags and curtain airbags front and rear.

The city AEB only works at speeds up to 30km/h, but does include pedestrian detection and is bolstered by multi-collision braking that holds the brakes on after an initial collision to prevent successive impacts.

It also features driver fatigue detection, blind-spot monitoring, lane guidance and rear cross-traffic alerts.

What does it cost to own? What warranty is offered?

Another detail that's changed during the Mk7 Gold R's lengthy lifespan is VW's warranty extension to now cover five years and unlimited kilometres, which thankfully represents the status quo for mainstream brands these days.

Service intervals are a generous 12 months or 15,000 km and are covered by capped price servicing for the duration



With the drive mode switched over to Race to sharpen up the steering, dampers, transmission and throttle to make the most of the experience, the Golf R feels more like it's crouching ready to pounce.

Even in Race mode, the steering is still relatively light, and the crispness of all other controls helps to overcome the numbness of wearing a race helmet.

Chassis balance is generally good, and gives way to subtle understeer once the limits are reached. It's therefore a relatively safe way to go fast and makes inducing oversteer that much more satisfying given the effort required to induce it on throttle liftoff.

We fiddled with the tyre pressure balance from front to rear to add a bit more front end grip, so

of the warranty.

The average cost per service during this period is \$559.80, leading to a total cost of \$2799, which is only marginally more than a regular Golf and quite impressive for a car in this performance league.

This cost can be reduced by prepurchasing a Volkswagen Care Plan, which will cut the servicing price over five years down to \$2300, or can also be purchased as a three year plan for \$1350.

What's it like to drive?

Of all the Golf R's many bow strings, the way it drives is clearly the most important. Like most of these attributes, it's also changed very little in the past six years.

It's always a nimble little jigger with a light, yet connected feel in the nose and heaps of urge available under your right foot.

The chassis is still a smidge tighter than a GTI, but a fair chunk faster, and just on the right side of comfortable enough to live with for car-apatetic family members.

There's always a nice rumble from those four exhausts and sounds more like a WRX than the current Subaru, but not enough to annoy those same family members or wake the neighbours.

I've personally spent thousands of kilometres aboard all variations on road, track and ice, with the wagon loaded to the hilt, and child seats locked and loaded, and it's hard to think of another car with such breadth of ability and appeal.

The ride comfort and grip from the seats is indeed better with cloth and Alcantara trim, which was standard on the few Mk7 cars not optioned with leather or the limited Mk7.5 Grid Edition to my knowledge. But it's still a nice place to be with whichever grade of leather you wind up with.

The Final Edition's media launch included the aforementioned morning at the still very fresh Luddenham Raceway, which is a tight, technical and short 1.4 km track with lots of elevation and camber changes and grass runoff into oblivion to keep you on your toes.

Just the place for something small with great point to point acceleration and extremely safe chassis balance then. Sounds a lot like the Golf R to me.

don't feel you need to run out and splurge on semi slicks to alter your R's track performance straight away.

The stability control can be switched off altogether if you're wanting to really push things, but I didn't actually think to given it was my first time at Luddenham and the runoff can be on the precarious side.

Like most road-focused performance cars, the tyres get too hot after a handful of full noise laps and the brakes start to smell, but it's all in the name of prioritising on-road all-weather performance.

In short, the Golf R continues to be a really easy car to drive at its limit, and therefore a safe option for hitting the track if you're still working your way up to Senna status.

Verdict

So it seems the more the world has changed, the more the Mk7/7.5 Golf R has stayed pretty much the same for its six years on sale to date. And it simply doesn't matter.

Anyone who bought one in 2014 is understandably probably looking forward to the next one by now, and the Mk8 Golf R will make an appearance in the not too distant future and we'll certainly be trying it.

But right now, the last of the current Golf Rs is still a very special thing, and if you want one of the rarest ones built, now's your chance.

Malcolm Flynn



WANT VW PERFORMANCE ?

See the man with the World's Fastest **VW**

FIT A TWIN CARB. CONVERSION KIT FOR EXTRA POWER

- ★ 20% increase in acceleration.
- ★ Easy Installation.
- ★ Kit includes All Instructions, Fuel Lines, Linkages, Templates, Fittings, etc.
- ★ And the price is only £12/10/- plus tax.
- ★ Change-over Cams are also available.

Contact — **GEORGE REYNOLDS**

6 CREEK ROAD, MITCHAM, VIC. for a Brochure
PHONE 63-3332 After hours 87-3675



Twin carbs for VW 1200.

Australian Motor Manual, August 1964

Well-known touring car driver George Reynolds, who developed the world's fastest VW is now marketing a competitively priced twin-carb conversion kit for the 1200 VW.



Installation of this conversion guarantees an increase of 20% b.h.p. (total 48 b.h.p.) whilst petrol consumption is increased a mere 5%.

The original manifold is discarded and replaced with:

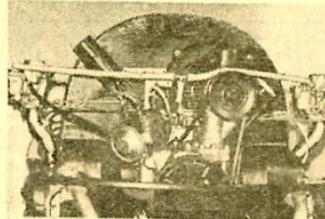
1. Pair of matched and polished aluminium manifolds.
2. Two matched Solex carburettors and air cleaners.
3. Complete set heavy braided fuel lines.
4. Precision engineered linkage system.
5. Plated exhaust-manifold blanks.

Fitting of the kit is simplified by inclusion of fool proof templates and complete installation instructions.

Price of the kit is £13.10.0.

Acceleration through the gears is noticeably improved as the following figures show -

George Reynolds
VOLKSWAGEN
TWIN
CARBURETTOR KITS
TO SUIT ALL MODELS
VW 1200s



£13.15.0 INC. TAX

Kit, above, installed on engine comes complete with installation instructions, fitting templates, main jets, fuel lines, engineered linkages, blanking plates, polished manifolds, etc.

TWIN KIT AS ABOVE WITH NEW CARBURETTOR £29

Heavy duty roll bars to suit all VWs. Guaranteed to improve handling and reduce oversteer. Easily installed in ½ hour.

Write for brochures on both these high performance modifications.

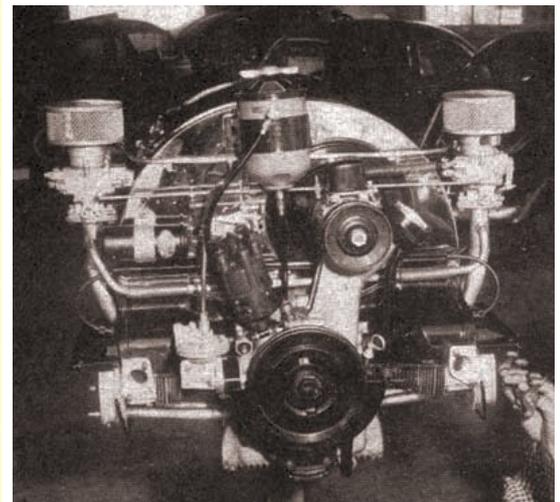
Free delivery in Australia.

Available at all speed shops or ...

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STATE
PLEASE PRINT CLEARLY
M.M.1/65

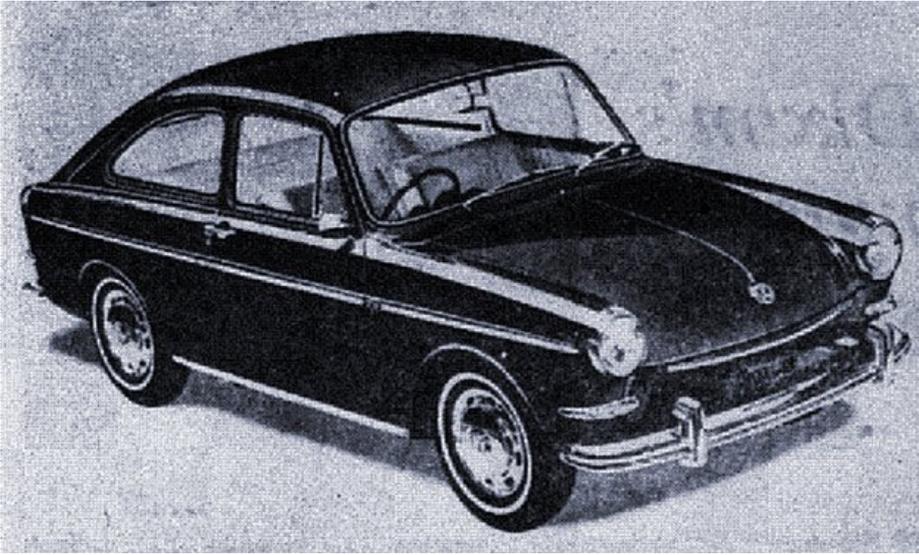
	Stock	Twin-Carb
0-30 m.p.h.	6.8 sec	5.4 sec
0-40 m.p.h.	12.9 sec	10.8 sec
0-50 m.p.h.	16.7 sec	14.5 sec
0-60 m.p.h.	26.8 sec	22.6 sec
Standing Quarter:	22.0 sec	20.9 sec
Top Speed:	72 mph	78 mph



The car tested was fitted with a heavy duty roll bar which considerably reduced oversteer. These are available at £4.10.0.

Kits and roll bar may be purchased at all leading speed shops and direct from George Reynolds, 6 Creek Rd., Mitcham, Vic.





VW 1600 improved by larger engine.

The Sydney Morning Herald, Monday 9 May 1966

The larger engine of the 1600TS gives the Volkswagen more of what is needed.

This model has the most powerful of the four VW engines - 1200cc, 1300cc, 1500cc and 1600cc - but rather than the increased power, it is the larger size of the engine and its greater torque (tugging power) at lower speeds which makes the car more pleasant to drive.

It is recognised that the VW formula includes a very high top gearing, which results in easy touring at speeds, good fuel economy and an unburstable engine. The penalty, however, of high-gearing is a loss of flexibility and acceleration at low speeds in top, and it is this shortcoming which, to quite a noticeable degree has been rectified by the larger 1600cc motor. At full throttle the engine now smooths out at 25 mph (40 km/h) and pulls usefully from 40 mph (64 km/h).

The gearbox still has to be used to a reasonable extent in town and for overtaking below 40 mph, but on the open road the 1600 climbs well in top and one uses the excellent gearshift only occasionally when touring.

Observations

Looking over my earlier test reporting, it is clear that this new car is faster than all previous VWs except the de-luxe Ghia (see Zeitschrift Aug 2020). It is also more economical and climbs better than that 1500S model, which also has twin carburettors.

The outstanding characteristics of the new car are, in my opinion, its quietness on tour, the ease and economy with which it consumes the miles and its excellent suspension, which neither trembles on poor bitumen nor bounces on

bad potholes.

A great deal has been done over the years to improve the handling of this car, which is tail-heavy due to its rear engine. It now corners in a light and willing manner without the excessive oversteer which used to characterise rear-engine cars, and on the wet roads of the test I only had to exercise normal care when putting the VW through the Forty Bends in lively fashion.

Steering is good, with a light and quick action requiring only $2\frac{1}{4}$ turns of the wheel from lock to lock. The turning circle remains too large for a small car at $36\frac{1}{2}$ ft (11.1 m), but the gear transmits no vibration to the hands over bad roads.

Due to its weight distribution (37:63 front to rear), the car is rather subject to strong crosswinds which call for some steering correction.

Drum brakes are retained on this Australian-made model, and their behaviour under normal touring use is very good, with moderate pedal pressures for prompt stops. Brake lining area has been increased and is now a substantial 153 sq in (990 cm²) per unladen ton.

As may be expected from this figure, the brakes resisted fade very well and accepted six downhill stops from 60 mph before any fade was noticeable. After 12 such stops the brakes were still stopping the car quite safely.

Due to the heavy rear wheel loading, the rear brakes do not lock easily on emergency braking. The handbrake stopped the car with rather a heavy pull down the Victoria Pass (1 in 8).

Performance

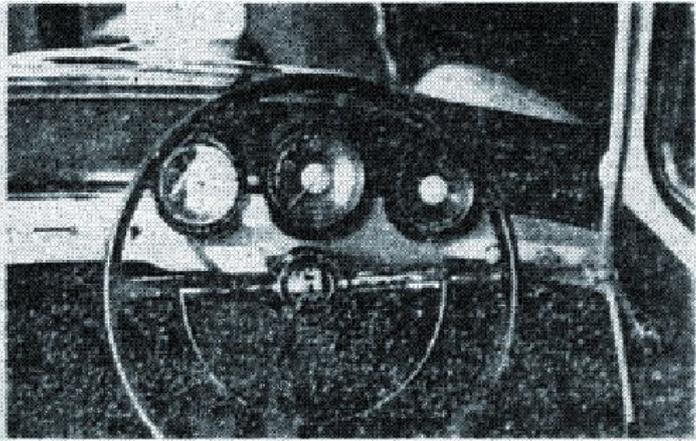
The new model has a maximum speed of 86 mph (138 km/h), which is high for its type and power. Third is a most useful gear for overtaking and for hard climbs, and it is so quiet that one can forget to change up.

The performance figures which the 1600 gave me are compared, on the accompanying tabulation, with those of the smallest and cheapest VW 1200 'Standard' now selling at

\$1,598. The purpose is to show how far the new model has come from the little Beetle we have known so long and favourably.

The potency ratios of the 1600TS fastback, based on the test-loaded weight, are torque, 83.5 lbs-ft (113 Nm) per ton; power, 62.7 bhp (46 kW) per ton. Top speed gives a road speed of 20 mph (32 km/h) at 1,000 revs.

The body shell has been cleverly shaped to give the smart fastback line without loss of headroom, and the compression downwards of the engine gives an even greater luggage space it, measuring approximately 46 x 42 x 14 inches (117 x 107 x 36 cm). The luggage area under the front bonnet is about 41 x 29 x 9 inches (104 x 74 x 23 cm). The shelf behind the rear seat is exceptionally large.



The driver is comfortably accommodated in the Fastback, with good vision, gearshift and hand-brake close to hand, and all controls within easy reach.

Design features

The interior of the TS is in good taste and quality, with carpeted floors, a black-grained leathercloth facia and soft seats in top quality stretch vinyl. The roof lining is in perforated material and all fittings are of heavy quality.

The heater gives ample warmth to rear occupants as well as front, and to screen, but the floor ventilator of the test car gave little discernable flow. Vent panels are provided in the door windows, but in this model the rear quarter windows are fixed.

The forwardly swept facia gives more space in the front compartment, without placing any of the controls beyond easy reach of the driver with a sash strap in use.

The wheel is small and low, while the front seats adjust for inclination as well as leg length. The hand brake is conveniently between the seats, and one quickly becomes accustomed to the offset of the pedals which are, unfortunately, too high above the throttle.

Driving vision is good, the heavy screen pillars being swept rearwardly by a curved screen. Variable speed wipers are accompanied by most effective washers, and both interior and exterior mirrors are steady.

The Porsche synchromesh of the gearbox is without peer in the industry, but the travel of the floor gearshift is rather too long due to the remote position of the gearbox.

Instruments comprise clock, speedometer and fuel gauge, while the warning lamps have sensibly large and corrugated windows. The dipswitch is a neat little press-button on the under-side of the turn indicator stalk. The driver is provided with a pocket in the door, and in his sunvisor.

While the engine has been squashed downwards, the ancillaries are still most accessible. An interesting arrangement is the air supply to the carburettors and fan-induced through gills high in the waist of the car and fed through a plenum chamber in the body shell.

Technical

Bore and stroke are 85.5 x 69 mm, and the low compression of 7.7 is retained. The two carburettors are fitted with automatic chokes, and an oil bath air filter is retained. Whilst no oil filter is provided, the 4.4 pints (2.5 litres) of oil

**VW "1600 TS" PERFORMANCES
and comparison with VW "1200"**

MAXIMUM SPEEDS:

Top gear	86 m.p.h.	73
Third	72	66

FUEL FACTS:

Touring fuel consumption at 44 m.p.h. over test route	36.1 m.p.g.	45.1
Ton miles per gall. . .	37.5	39.2
Fuel efficiency rating	1680	1650

ACCELERATION:

0-50 m.p.h. through gears	13.4 secs.	16.1
Third, 20-40 m.p.h. . . .	8.1 secs.	9.0
Third, 30-50 m.p.h. . . .	9.1 secs.	10.3
Third, 40-60 m.p.h. . . .	12.4 secs.	15.8
Top, 20-40	14.6 secs.	18.0
Top, 30-50	14.9 secs.	17.0
Top, 40-60	18.2 secs.	22.6

HILL-CLIMBING:

	m.p.h.	m.p.h.
Lett River (1 in 12) (3rd)	40-54	40-45
Fitzgerald Mt (1 in 11) (3rd)	50-47	50-38

are passed through a strainer and a cooler.

Lubrication routine is simple and cheap, being an oil change and greasing of four chassis points every 3,000 miles (5,000 km). The body exterior has four coats of paint, including a baked enamel finish coat.

The VW 1600TS Fastback is a rugged general purpose car with a good turn of speed, moderate acceleration and an economical engine. It handles lightly and pleasantly and gives an excellent ride.

The car was submitted for test by the distributors, Lanock Motors Ltd.

Sturt Griffith B.E.

ABOUT THIS CAR

INCLUSIVE PRICE: "1600 TS" Fastback, \$2,415.

BODY: Two-door, five-seater, ample luggage space. Individual front seats each 20in wide, 35in headroom. Rear bench seat 52in wide, 34in headroom, 11in kneeroom. Ventilating, heating and demisting system.

SIZE: Wheelbase 7ft 10in. Length 13ft. Tracks 51.6 and 53in. Clearance 6in. Tyres 6.50 x 15. Fuel tank 8.8 gals., fuel range 320 miles. Touring weight 17½cwt, test load 3cwt.

MECHANICAL: Twin-carburettor, four-cylinder, air-cooled engine in rear, capacity 1,584cc, developing 65 gross horsepower and 86.8lbs-ft torque. Separate platform chassis on all-independent torsion bar suspension. Four-speed floor change, all synchromesh.



Gunhild Liljequist

The lady behind the GTI tartan.

When it comes to Volkswagen Golf GTI upholstery, 'Forever Plaid' isn't just a Broadway musical. And we have Gunhild Liljequist to thank for that.

Liljequist was a porcelain painter and chocolatier candy-box designer when she was hired in 1964, at age 28, to work in Volkswagen's Germany-based Department of Fabrics and Colours in Wolfsburg. At VW, her focus was paint hues, trim, and interior detailing, so when the first Golf GTI went into production in 1976, it was Liljequist who was asked to design its interior from a sporty point of view.

The young designer is responsible for two GTI features that have become iconic. She gave the car a tartan seat pattern, and a golf ball-style gear shift knob.

"Black was sporty, but I also wanted colour and quality," Liljequist recalls. "I took a lot of inspiration from my travels around Great Britain, and I was always taken by high-quality fabrics with checked patterns ... you could say that there is an element of British sportiness in the GTI."

Specifically, Scottish sportiness: the tartan cloth design. It is often misrepresented as 'plaid' (that's an American term), much like the hot Golf is a 'GTI', with a capital 'I', not 'GTi.' In the same way, Porsche's legendary patterned seats are not Houndstooth but are, in fact, Pepita or Shepherd's Check.

Liljequist's decision to give the GTI tartan-covered seats was a monumental one in that it makes the GTI - which



first went on sale in Germany in 1976, two years after the more mainstream Golfs - easy to distinguish from an original Golf, just as she had intended.

The GTI's golf-ball gear knob, on the other hand, was a bit of a fluke.

"That was a completely spontaneous idea," Liljequist says. "I just expressed my sporting and golf associations out loud: 'How about a golf ball as the gear knob?'"

While it was a great idea and gave the Golf its piece of originality and extra style, ironically the VW Golf is of course not named after the sport of Golf. Like the other VW models of the time - Scirocco, Polo, Jetta and Passat - it's named after a wind - the Gulf Stream wind in fact. In German, that's 'Golf Strom.'



Although Liljequist personally loved black-and-white patterns, she used plenty of colour in her 30-year career at Volkswagen, and she influenced some of VW's most iconic paint hues, trim, and interior during the 1960s, '70s, and '80s.



The Golf 2 GTI of 1983 also used tartan upholstery, but toned down a little on the bold original. The striking reds were replaced by cooler blues and greys with straw highlights. It is significant that 1991, the year Liljequist retired, was the year that the Golf 3 range appeared, and the GTI moved away from tartan to use plain or striped dark grey/black. That's another reason why the Mk3 GTI is regarded as something of a flop. The Mk3 VR6 was a market segment above and used leather seats.

In 1987, four years before she retired, Liljequist helped create the limited-edition Etienne Aigner Mk1 Golf Cabriolet, which was influenced by the luxury maker of



handbags, luggage, and leather accessories. During the design process, she discovered an iridescent pearl colour that she applied to the car surface by using a transparent foil.

Liljuquist's research and testing of paint and colouring may have hastened the evolution of today's metallic automotive paint, but let's face it, she's better known for what she did to the inside of the Golf GTI than the outside.

The 1997-2003 Golf 4 GTI also used plain black or grey seats, but for the 2003-2010 Golf 5 GTI Volkswagen made a deliberate attempt to recapture the spirit of the original GTI. The tartan made a glorious return, in gorgeous red, grey and black, and has thankfully been a part of the GTI line ever since.



Thanks to Gunhild Liljequist and her bold upholstery choice, the VW Golf GTI will be forever tartan.

Hagerty's Auto News

Submitted by Simon Matthews

What's in a name?

On face value, it seems funny that many people have names for their cars.

Have you ever named your Volkswagen or Porsche? How many owners have named their VW 'Herbie' over the years?

If you're like me and have names for all your cars, you're probably in the minority, but nevertheless, many people name their cars.

Many times, when buying a Volkswagen, I'll ask the owner, what's the car's name?

If they have a name, then it sticks.

Sometimes, I've named some of my cars after friends.

Some of my cars are named after the people that used to own them.

A lot of names come from the number plates on the car or the colour of the car.

Most of the time though, it's just a feeling you get when you look at it.



Here's just some of the names I've used over the years- Gipsy, Snowy, Bertie, Gertie, the death trap, Bruce, Vince, BBX.145, Sally, the orange car, Green Maxine, Cherry, Leanne, Barry and Henry, just to name a few.

So why do some people name their vehicles?

It probably goes back to when we used to use horses for transportation, but I think your Volkswagen is a very important part of your family and naming your nuts and bolts makes it more personal, and more a part of your family.

Even though it's probably crazy, I recommend having a name for your car, or cars. It helps to differentiate them when chatting to friends.

After all, they're our prized possessions.

Ashley Day.



Old Volkswagen Beetles being auctioned from the collection. (ABC Illawarra: Justin Huntsdale)

Southern Highlands auction.

ABC Illawarra, October 2019

On a property hidden in bushland on the Southern Highlands of New South Wales, there are old cars, tractors, motorbikes, trucks and sulkies from a bygone era that once belonged to an Australian politician and obsessive collector.

It is a trash and treasure trove hidden on the 5-hectare property near Balmoral Village, and the last remains of a mind-boggling collection accumulated over the life of Labor MP Gordon 'Mick' Ibbett.

Mr Ibbett died in 2008, and at one point had 300 old cars on his property.

Now his sons are selling the property, and with it, a collection of virtually anything on wheels.

"I think [collecting] was part of living through the depression," Mick's son Gordon Ibbett said.

"He never bought anything new - everything was always second-hand and he ended up with truckloads of it.

"He'd buy one thing and end up with 10. For example, a Volkswagen would blow-up a motor and he'd buy another one for the motor and it would be left in the paddock... and it



Gordon Ibbett, son of Gordon 'Mick' Ibbett, has been clearing out his father's property. (ABC Illawarra: Justin Huntsdale)

snowballed."

A line of rusty Volkswagen Beetles makes up just some of the old cars on the property that include Morris Minors, Holden HR and EH models, 1950s Rovers, and an REO Speedwagon truck from 1946.

"There's stuff we had when we were kids and we haven't seen in 50 years," Gordon said.

"It's a bit heartbreaking [selling] some things, but other things you think, 'there's too many and too much' - so you have to move a bit on."

Raised in a mechanic's playground

Mick Ibbett not only had a drive to accumulate machinery, he also had a large property with sheds and space to store it on.

This meant the four Ibbett brothers grew up in a mechanic's playground.

"It rubbed off on all of us brothers and we've all collected different things and been collectors

over the years," Mick's son Rob said.



"It was a wonderful pastime and I suppose there's that fine line between collecting and hoarding.

"We felt a lot of the stuff our parents had was rubbish, but now we're finding out with the internet there's a fair bit of interest in this old stuff."

The brothers are expecting at least 500 people to attend next weekend's auction, with some potential buyers coming from Perth.

"There's a lot of good stuff to a lot of people," said owner of The Garage Collectables Auctions, Scott Van Eyk.

"A lot of people will think it's just junk, but there's a lot of collectable cars and car parts and things people are looking for.

"It amazes me what goes for cheap and what goes crazy



Some of the old cars being sold as part of the collection's auction. (ABC Illawarra: Justin Huntsdale)



- it just depends on the day and who wants it."

Collecting in the blood for Ibbett family

A short drive from the family property is Gordon's home and, while he may have spent weeks preparing to sell his father's old collection, he has a growing list of items at his own home.

His father's philosophy of only buying second-hand has been passed down.

"I've got eight or nine cars and six or eight motorbikes and some old furniture," he said.

"I've never bought anything new really, just an old chainsaw I bought new.

"But they don't make things as well as they used to and [old] stuff just lasts."

Justin Huntsdale

One-off VW utility.

Australian Motor Manual, March 1965

A neat re-building job by a Sydney body repair firm has produced an attractive and useful coupe utility based on a 'written off' Volkswagen 1200 saloon chassis. The unit is the property of Denlo Motors, a VW agent in Auburn in Sydney's western suburbs and is proving ideal for quick deliveries and other light transport work.

Basis of the goods carrying section is a tubular steel frame supporting a wooden floor and metal sides. The floor is



level but quite high due to the need to clear the VW's rear-mounted engine.

Sides rise about six inches (15 cm) above the floor and there is a shallow tailgate. Beneath the floor is a huge enclosed compartment serving as a theft-proof van. Access to it is gained by tilting the front seat squabs in normal VW saloon-manner. Its cubic capacity is equal to that inside a VW saloon's rear compartment up to window height.

As far as is known no commercial future for the design is planned at this stage, but its popular basis and combined utility/panel van features could lead to a demand for it.

(The VW agent in Seymour (Vic.) is known to have built two similar VW utilities).



Matt Berry's VW air-cooled garage.

Australian Car Mechanic, July 2020

Matt Berry's Air-Cooled Garage is a busy treasure trove of classic VW brilliance.

When I was a teenager and proud owner of my first car - a 1975 VW Superbug L - many weekends were spent at my local air-cooled VW specialist. When I wasn't pestering the mechanic for advice on the Bug's latest problem, I'd waste most of my paltry earnings on custom 'go faster' bits or air-cooled merchandise. The place was chaos. Stuff everywhere and rusty shells and strewn body parts and mechanicals littering the cramped yard. I assumed all air-cooled VW specialists around the world were likewise.

Not so Matt Berry's Air-Cooled Garage, just off the Bruce Highway in the Queensland town of Cooroy. For starters, it's one of those rarest of workshops - there seems to be space to burn. At around 500 square metres in total, there's a classy and beautifully-floored showroom housing a number of interesting VW-engined machines, memorabilia, posters, custom parts and even a split-screen Kombi-styled fridge. A beautiful illuminated Volkswagen Service & Parts sign is mounted outside a spacious office and waiting area - both blessed with new carpeting and comfy, clean seating. If this had been my local VW specialist, I'd have asked to move in.

"We moved here in October 2019," Matt said, "and you could say we've over-capitalised space-wise." No bad thing. There's a designated engine room, spare parts storage area and the busy workshop itself, home to a pair of hoists and three specialist technicians alongside Matt. "We're mainly mechanical with a little body work," the 55-year-old said. "I sub-contract panel work, but only under my guidelines."

The air-cooled scene has long been a passionate one in Australia, but values of anything classic VW have skyrocketed.

Specialist attention is always in demand, hence why Matt's workshop is chockers, and there's a long waiting list for specialist engine work. He'll dabble in air-cooled Porsches too, and his passion for motor sport means he's often called upon to work magic on air-cooled drag and race cars.

His own racer, a street registered 1959 Beetle, realises 155hp at the rear wheels with all VW-based engine upgrades for the now 2007cc motor. Weighing just 667 kg - windows are plastic and "if a screw's not doing anything, it's out" - it runs the ¼-mile in the mid-12-seconds, and often embarrasses AWD Subaru WRXs at his local Noosa Hill Climb. Inside the showroom is his uber-rare 1968 VW Country Buggy, the only Australian-designed and built Volkswagen. Around 700 were sold in Australia as off-road farm or lifestyle vehicles - a Beetle-based version of the Mini Moke if you will -

and Matt's has to have the best stance of any survivors, dropped on its guts and with striking body patina.

A 1979 Cheetah Mk 7 F2 racer with VW Golf 1600cc engine's in for tuning; a 1972 Beetle's in for an engine upgrade while a 1963 Beetle has had huge dollars spent to make it a street weapon. The workshop's abuzz with Kombis and a couple of Type 3 as well.

"I started playing with VWs when I was about 12," Matt said. "We'd take buggies into the local bush, or sand drive on Fraser Island. I was attracted to their versatility. They can power an aeroplane, hovercraft, boats... the cars can go off-road or blow away modern cars on the track. There's awesome engineering and excellent power-to-weight. They were a Swiss watch compared to other engines due to their machining and geometry; way ahead of their time in engineering."

The tidiness and organisation of the business clearly carries over to the work performed, and Matt still services customers he's known for decades. "I tend to build smaller, high quality engines," he said. "That translates to longevity."

After an electrical trade with the government, Matt was running his own business when his brother began playing with VWs. This led to founding Volksrestore in Brisbane. His brother covered the body jobs, Matt dealt with mechanicals -





all strictly air-cooled stuff. "We'd have the university students with their shit boxes, but also the enthusiast who'd commission us for bigger jobs."

The business lasted until 2001, Matt building a 37ft catamaran and sailing for a couple of years before building a house.

Eventually his old clients started asking for his services once more, and he did so from a home workshop before moving to his current premises. "I believe in doing it right the first time," Matt said. "I'm strict on quality. You have to go fish for the better brands of parts; I'll get them from Germany, USA or local wholesalers. A barrel and piston kit from the most common available brand is about \$450. But quality brands we're comfortable with cost \$550. That \$100 margin is money well spent."



Matt has customers from Toowoomba, Kingscliff, Hervey Bay and even Cairns, while his reputation as a gun race engine builder means an air-cooled motor's coming up from Sydney for treatment. The work is often difficult and costly, simply due to the labour involved. "A lack of knowledge from other garages, non-specialists, mean there can be a heck of a lot wrong," Matt said.

"The biggest problem we have in VW Land is these cars weren't respected early in their life. They were a cheap second- or third-hand car, a \$250 student car, and not looked



after properly."

While some new-to-the-scene owners may get shocked at the money needed to properly repair these air-cooled classics, many enthusiasts are investing big to ensure they get the work done properly. "I can't keep up with demand," Matt said, hopefully realising this reflects his positive reputation. "The demand has increased with coronavirus too, as people have had time to fix up their cars and need parts and help."

After a life rich with air-cooled VWs, Matt's passion is still obvious. "We're all pretty loopy," he said, "and it's an addiction for some. The marque is so separated from the rest, and it's a standalone scene, and a good scene."

For more information visit the website:

www.aircooledgarage.com.au

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The change was done by chopping a significant part of the hatchback's body. The process left the German hatch without its roof, and the doors have been molded into the shortened body.

Therefore, the only way to access it is simply climbing inside, and this has become easier since the vehicle also received an air-ride suspension with an adjustable ride height.

Unlike some digitally-enhanced pictures you can often see on the Internet, this Golf GTI without doors and a roof is real. It was showcased in a car exhibition in Birmingham, UK, along with many other events of that kind. Moreover, the car works and it is road-legal, says its owner.

The project took a little over six months to complete, and the person that executed it is also behind the ODD autos Facebook page, Paul Bird. He said he built it to tour the UK to

Very short wheelbase Golf Cabriolet.

Autoevolution UK 2018

The Volkswagen Golf 2 is still an attractive car if you like tuning and customizing vehicles and your budget is tight.

In spite of its age, Volkswagen's second-generation Golf still manages to ignite passion in a petrol-head, and various projects across the world prove that the little VW hatchback can be turned into almost anything.

There's a tuning company in Germany called Boba Motoring, and they have built a number of Golf 2 models boosted to over 1,200 bhp with transplanted DSG and Golf R all-wheel-drive. You can see youtube videos of these incredible Golfs hitting over 300 km/h on the autobahn, and running the quarter mile in 8 seconds.



www.youtube.com/channel/UCWDRTAf-MHL4fkuB1DA5y7w

And those automobiles are somehow street legal!

In the other direction, we uncovered a project car from the United Kingdom, and it is also based on a Volkswagen Golf 2.

This time, we are talking about a Golf 2 GTI, which has been heavily modified in an unconventional way. A small garage called ODD autos has made a short-wheelbase Golf 2.





advertise his app, which is made to remind drivers to do their MOT or pay their road tax.

Paul told us that he's also done a "shorty" Volkswagen Beetle, but that will be the last of this kind of modification for him. He also told us that he's had great fun during the build, and that the car is like Marmite - you either hate it or love it.

Sebastian Toma

Consider a diesel VW.

Ebay Motors US, 2013

In the past decade, the petrol-electric hybrid Toyota Prius has risen in status from science project to mainstream vehicle in the USA. The 50-mpg (4.7 L/100 km) hybrid is the eighth most popular car in the U.S., and the biggest gainer - more than doubling sales from a year ago. But for all the merits of hybrid technology - great fuel economy and low emissions - it's the automotive equivalent of a sensible diet: good for you, but not a lot of fun. For drivers wanting high-mpg, but a more rollicking ride from behind the wheel, there's a great alternative: diesel.

For many Americans, diesel carries a stigma for belching dirty black plumes of exhaust.

It's time to ditch that image. Thanks to a combination cleaner low-sulphur fuel, advanced engine design, and particulate scrubbers and filters, total emissions from modern clean diesel cars like the Volkswagen Jetta TDI and Passat TDI have been cut by more than 90 percent compared to their predecessors. Today, diesels sold on the U.S. are usually cleaner and more fuel-efficient than their gas-powered counterparts. And equally important, today's clean diesel cars



appeal to drivers who like to step on the accelerator pedal and go.

The Passat TDI demonstrates how a diesel technology translates to an impressive fuel economy rating of 43 mpg (5.4 L/100 km) on the highway and 31 mpg (7.6 L/100 km) in the city. Except for hybrids and electric cars, the most efficient VW diesels beat all pure petrol-powered sedans on the MPG charts. The US Passat has consistently drawn rave reviews from critics who celebrate its mix of torque and fuel economy. It was named the 2012 Motor Trend Car of the Year.

There are more than a dozen clean diesels currently available the U.S., ranging from affordable, sporty sedans to pricey luxury SUVs. The VW Passat TDI is the only clean diesel mid-size sedan available in the U.S. The Jetta TDI is available as a small sedan or a wagon. Its packaging as a versatile wagon format has helped it become the second most popular high-mpg vehicle in America, outsold only by the Prius liftback.

Many diesel cars can also run, without modification, on biodiesel. But owners should consult with the fine print on your car's warranty to make sure use of alternative fuels is covered.

Like nearly every other major automaker, VW is covering its bases when it comes to green car technology. In 2013 the German automaker introduced its first hybrid in the form the 2013 Jetta. Powered by an all-new 1.4-litre turbocharged petrol engine, and an electric motor, the Jetta Hybrid offers combined city-highway fuel economy of 45 miles per gallon (5.2 L/100 km) and a 0-60 mph time of less than 9.0 seconds.



It's the most fuel-efficient Jetta in the line-up with manufacturer estimated combined fuel economy of 45 mpg (5.2 L/100 km). World's first hybrid to use a seven-speed dual-clutch automatic transmission. Fastest compact hybrid in its class with an estimated 0-60 mph of less than 9.0 seconds. Drives as a full EV at speeds of up to 44 mph (71 km/h). Premium features include LED taillights and Daytime Running Lights, plus Bi-Xenon headlights.

But don't take this as a sign that hybrids have beaten diesels in a battle of green car technologies. In a turning of the table, Toyota (the hybrid champion) signalled its own diesel intentions. In Tokyo, Toyota vice chairman Takeshi Uchiyamada unveiled a new 1.4-litre clean diesel for passenger cars. Automotive pundits predict that Toyota will soon offer diesel-powered models as high-torque fast-off-the-line alternatives to its growing line of hybrids.

Tatlow Court.

From 1954, Volkswagens were distributed in NSW by LNC Industries Ltd and their subsidiary, Lanock Motors, headquartered at 177-185 William St in Sydney. Volkswagen were just part of their operation. LNC were an industrial conglomerate, also owning the Rover/Land Rover franchise and their Grenville Motors dealership; LNC Trading (Industrial Engines); Cleggs Motors in Wollongong and Edward St Motors in Wagga Wagga; Larke Neave Investments for property acquisition and maintenance; and Devon Securities for finance and share trading.

The 'LNC' symbol was derived from the initials of Larke, Neave and Carter Pty Ltd, the name under which the company originally traded. It was founded in 1926 by the then well-known motor pioneers William Larke, Norton Neave and Reginald Carter.

LNC continued to acquire new subsidiaries through the 1950s and 1960s, including Ruslit Motors (Chrysler cars, Dodge/Deutz/Commer trucks); Griffon Motors (Colt and Bellett); Cusack Pty Ltd (Volkswagen ACT). In 1968 LNC became the Volkswagen distributors for the whole of Australia when the former Melbourne-based Volkswagen Australasia Ltd was liquidated. LNC set up new subsidiaries, Volkswagen Australia Pty Ltd and Volkswagen (Distribution) Pty Ltd, and in 1969 opened a new Volkswagen head office on Waterloo Rd at North Ryde.

LNC's Devon Securities Limited, as the finance subsidiary, was initially limited to the retail financing of vehicles merchandised by other LNC subsidiaries. Devon Securities was formed in 1956 and immediately proved profitable. In LNC's 1958 annual report, Devon Securities was described as being "of assistance to the trading subsidiaries."

In 1959 it was reported that Devon Securities had expanded during the year. A "satisfactory arrangement" had been entered into with one of the State's leading finance companies for loan money, the arrangement being for the share of retail hire purchase transactions with the finance company on a 50-50 basis. A new Devon business called Motorent was involved in the hiring of cars and vans (mostly VWs) to the public, and was contributing to Devon's profits.

It was a similar story in 1960, when it was reported that Devon Securities increased its business during the last 12 months. The arrangement with the unnamed leading finance company for loan moneys and sharing of retail higher purchase transactions was proving "most satisfactory," and the business was "sound and profitable." Motorent further increased its business during the year.

In 1961 LNC reported that Devon Securities was branching out. In addition to Hire Purchase and General Finance activities, the subsidiary owns and operates a fleet of 'self-drive' Volkswagen cars and commercial vehicles under the name of Motorent; also Motolease, which supplies vehicles to fleet owners on long-term lease.

As a further outlet for financial resources, the 1961 report stated: "'Tatlow Court' was commenced at the end of last year. This imposing eight-storey block of home units with elevator, comprising a range of one-bedroom, two-bedroom and three-bedroom suites, is situated in an elevated portion of



the Neutral Bay residential area. 'Tatlow Court,' now approaching completion, will be registered under the Strata Titles Act."

There were further changes announced in 1962. "Devon Securities was originally formed as the Finance Company of this Group," the LNC report stated. "Owing to a change in the arrangements with Volkswagen (Australasia) Pty Ltd, finance for Volkswagen was directed through other channels and, as a result, this company had to search for other outlets.

"It had developed an effective Drive-Yourself Car and Commercial division, which has operated profitably.

"The Neutral Bay 32-home unit project, 'Tatlow Court,' has been finished and, since balance date, sales contacts in respect of 7 units have been completed; sale contracts for another 4 units have been exchanged and will shortly be completed; negotiations for the sale of a further 5 units are proceeding and contracts should be exchanged in the near future."

In 1963 LNC reported that Devon Securities Ltd were sold off. "All shares held in the former subsidiary, Devon Securities Limited, were sold to I.A.C. (Finance) Pty Ltd. This was done by reason of arrangements made by Volkswagen (Australasia) Pty Ltd to finance Volkswagen sales through I.A.C. in New South Wales. As this field of finance was no longer available to Devon, the Directors sold the 200,000 issued shares of 5/- each at par."

However LNC did retain the Neutral Bay unit project, under a new subsidiary called Tatlow Court Pty Ltd. "This Subsidiary erected a block of 32 quality home units in Wycombe Rd, Neutral Bay. To date, 25 of the units have been sold, and the sale of the remainder should shortly be concluded.

"Sale of the above units is reflected in the reduction of the asset Freehold Property at Cost in the Consolidated Balance Sheet."



"Tatlow Court," now nearing completion at Neutral Bay.

The final mention of the Tatlow Court unit project was in LNC's 1964 annual report. "The last of the Tatlow Court home units was sold during the year. This project is completed and overall showed a small profit."

LNC would take on many more franchises and businesses in the years ahead, including Rambler, Jeep, Subaru, Renault, Fiat, Audi, NSU and Honda. They closed down their Volkswagen Australia business in 1985 (VWs and

Audis were then sold through 'LNC Distribution') and lost the VW/Audi franchise in 1987, replaced by Ateco Industries, and later, TKM/Inchcape. LNC was taken over and broken up in the late 1980s and was wound up in 1990.

But what happened to Tatlow Court?

It still exists, located at 88 Wycombe Rd in Neutral Bay. While it was one of the first of its kind in 1960, today the area is full of modern high-rise apartments but it is still a reasonably sized landmark as you descend Wycombe Rd.



today it looks dated compared with modern apartment blocks. The windows are small; the balconies are internal, walled on three sides and don't extend beyond the building, making them feel cramped.

Part of the street frontage at the rear is a section of clothes lines, barricaded off by a tall wooden fence. It would be weird to have to leave your washing hanging out here, a metre from the footpath.



It still looks like a 1960 apartment block on the outside. It is a blunt concrete rectangle on a rise above the road, immediately visible as you come around a slight bend. The street frontage is not a garden or car park entry, but rather a rock wall, concrete stairs and 11 roller garage doors. The street entry actually fronts Anderson St, around the corner, with a small front garden and entry path. The entry has its original 1960s look and tiny entry foyer, but with a modern security door, access tag panel and resident buzz-in.

It must have looked very modern in the 1960s, but

The thing that dates this unit block more than anything, though, is the parking. All modern apartments of this kind have security underground parking and storage for the residents, accessed via a lift. Tatlow Court, however, has no underground levels at all. The 11 roller doors lead to car park spaces, but the rear of these have floor-to-ceiling mesh fencing with padlocked gates, leading to a dark, dusty rear corridor (that hasn't changed since 1960) and a narrow concrete stairway up to ground level. Even then, you're not in the building - you have to walk around the corner to the entry, some of this with no overhead shelter, then in through the normal front entry to the lift. This would be really inconvenient, and as a result none of the 11 roller door car parks are used today for cars - they are all used for storage.

In any case, there are 32 units, so the only resident parking is on the concrete surrounds at ground level, outside. Some of these are under shelter, but most are not. There is no useable lawn or garden space for the residents to sit and enjoy, at all. You would be living in a pokey concrete box, with your VW sitting outside in the weather.

You would drive past this old apartment block without giving it a second thought. It's only interesting for its connection with our interests - built by the NSW Volkswagen parent company in the early 1960s.

Rob's VW Story Pt.2.

After Doortje and I came back from New Guinea at the end of 1970, we stayed on her parents' dairy farm in Gippsland, Victoria, until we were married in May, 1971. We began to think about buying a car and looked in car yards in Sale. I recall that the best we came across, for utilitarian country driving, was a Ford Falcon station wagon, but we hesitated, possibly because we couldn't afford it.

Doortje's father made enquiries among farming friends, and an engineer in Traralgon told him about a VW Kombi that we should look at. We did. It was a panel van, not a Kombi; a dove blue 1957 model with 1200cc engine, only fourteen years old. And yet it was sitting in the middle of a paddock, being used to store hay bales! It was empty when I saw it, but grass seed had sprouted in the grooves of the floor! Despite this, it was in quite good condition, with no rust and perfectly driveable.

We bought our first Type 2 Volksie for \$150, which can be put into perspective - Doortje's engagement ring cost \$250 and that was really the last of our money! After we drove it back from Traralgon, I did a grease and oil change and cut and polished the paintwork. It looked like new and everything worked mechanically.

The earliest photos of the van show that it had non-original turn indicators installed above the headlights, so I now assume they were on it when we bought it but were not original, as I'm sure it had turn semaphores mounted on the 'b' pillar aft of each door window, presumably disconnected. I did add decent truck-type rear-view mirrors on the doors.

After we cleaned out the interior, I built a bench seat sideways opposite the barn doors. This converted into a bed by pulling the seat on side runners towards the doors and folding the seatback down towards the wall. I've never seen this arrangement since, yet it enabled the area above the engine compartment to be permanent storage space, undisturbed by changing needs in the 'living space.' The mattress covers, aka seat covers, and a curtain covering the space under the seat, were made by Doortje's Mum out of red velvet! Our own little den of iniquity!

I also fitted a removable masonite screen in the space behind the front seat occupants' heads, so the two parts of the vehicle were completely separate. The screen was decorated on the 'inside' by my rendition of Aquarius and Pisces combined.

A couple of weekends before our wedding, we went for a drive to East Gippsland, but were just passing under the old rail bridge at Stratford when the motor blew up, or at least broke some rings and lost interest in proceeding any further. We limped back to Sale and had a Repco changeover motor installed in time for our honeymoon. It seems that sitting in a paddock for a considerable length of time had produced rust rings in the cylinders. At least reconditioned motors were not expensive then. I believe motors were reconditioned by Volkswagen in their factory at Clayton in Melbourne, where all our Volkswagens were built.

The blue van proved its worth on our honeymoon. We drove along the east coast of the continent with no definite destination in mind, staying at Lakes Entrance, Eden, (detoured to Canberra), Sydney, Port Macquarie, Coffs Harbour, Ballina and Byron Bay, finally calling a halt at Surfer's Paradise (where, among other things, we played mini-



Relaxing on the trip north up the east coast.

golf!).

There is something special about touring in a Type 2 VW. Without a bonnet, the road seems 'in your face' as it disappears underneath, and the higher seating provides better views than a sedan. Up front there is no engine heat that normally builds up on a long trip, and the floor of the van has no tailshaft or exhaust pipe under it to heat up the bedding and make it impossible to sleep. With the rear hatch open, the top of the engine compartment is an ideal bench height. Travelling with food supplies and bed space included in the deal induces feelings of cosiness and contentment.

We made more than one trip to Adelaide, nearly 1000 km from Sale, during winter months and often in the small hours of the night, enough to prove that the headlights were awful (six volt) and the front of the vehicle leaked lots of cold air at more than walking pace (no engine to warm it up!). Average speed was generally about 80 km/h but could improve with tail winds or downhill.

At the end of 1971 I applied for a job with the new Commonwealth Teaching Service, and was appointed to teach at Berrimah Primary School in Darwin. Because fares were paid, we set off in January 1972 on the Ghan to Alice Springs, and then drove up to Darwin.

Before we left on the trip I made a mounting bracket to bolt to the front bumper, to hold a water bag. This was before we had anything insulated to keep drinks cold. We probably had a spare fan belt as well, as a concession to driving in the Northern Territory, and a vulcanising kit to mend punctures, but not much else. For pumping up tyres, I had a double-action hand pump which worked beautifully and was made in Australia! I've still got it. To pump up a 15" VW cross-ply tyre it took 100 strokes to raise the pressure 4 lbs/sq inch, something I know from experience. Five hundred pumps was enough to make a flat tyre useful.

From Darwin, we drove the van 'down the track' on weekends to Berry Springs, Howard Springs or out west. When the wet season ended and every day was sunny, I had the bright idea of turning the van into a convertible. I cut off the section of roof above the front seat, leaving the reinforcement that connects the windscreen to the b-pillars behind the front doors, and the reinforcement across the roof in line with the b-pillars. With the masonite screen fitted behind the front seat, the cargo space of the van was still fully enclosed. I shaped a rod to fit across the gap to help support a canvas cover which could be clipped on when needed, like a

tonneau cover. It was possible to unbolt the side window frames and lift them out of the doors so that the doors were pillarless (and had no windows). We drove the van like this for the whole dry season, and I can remember Doortje standing up with her hands on top of the windscreen to feel the rain on her face, when the wet started again.



On Casuarina beach, showing the VW's convertible nature.

One day we went for a swim at Casuarina Beach where it was possible to drive onto the beach when the tide was low. We drove around a headland and set up our picnic in a small cove. Later, when the tide turned, we realised we'd need to be sharp to get back around the headland before it was too late. We weren't sharp enough, though, because I got bogged in sand that was already affected by the incoming water. After removing anything we valued, we could only sit and watch as the tide rose higher. When it was half up the wheels, my brother Lester who was with us, declared that unless we got the battery out the car electrics would be ruined if it became submerged. Desperately, he managed to break one of the battery leads to get it half out, then with renewed grip, tore the battery out with brute force!

At its highest, the tide came about three-quarters up the side of the van. Lester went back at low tide with our policeman neighbour and they towed it home in the early hours of next morning. While I was at school, Lester removed the spark plugs to flush the cylinders and restored the battery to its usual place, so that when I came home in the afternoon, the van was going again.

However, various rust issues materialised from then on!

At the start of 1973, Doortje, our new son Jackie and I moved to Finke on the Ghan railway route, north of the South Australian border. With only 75 mm annual rainfall, the van would not suffer from too much additional rust.

Unfortunately, unseen depredations continued from the sea dousing. The most interesting of these was that the accelerator cable broke and when I pulled the broken pieces out, they were disintegrating. Somehow, it never occurred to me to order a new cable and then not use the car until it was installed. Instead, I found some fishing line and plaited a thick cord from it. I attached it to the accelerator arm on the carburettor and ran it out of the engine compartment, along the side of the van and up to the driver's door. I inserted a long screwdriver in one of the holes exposed along the top of the door where the window frame had been removed, and attached the fishing line to the screwdriver which acted as a lever. To drive, it was necessary to rest my elbow on the door

and push the top of the screwdriver forward to accelerate. Voila! One drawback was that the fishing line stretched and the length often had to be adjusted. Holding the screwdriver in a set position for any length of time, changing gears and steering with one hand while driving over corrugations, was another drawback, tedious to say the least.

We only drove the van to Alice Springs once in 1973. It was 90 km of rarely used goat track to the Stuart Highway at Kulgera, it was hot, and we didn't relish the idea of breaking down. It would be at least 24 hours before anyone would realise we hadn't arrived in Alice and then come to the rescue. The motor gave up the ghost without warning, halfway to Kulgera.

After realising our predicament, checking our meagre emergency supplies, and trying to get Jackie back to sleep, we calmed down enough to start searching for the cause of the breakdown.

There were no electrics! It only took a few moments to discover that the battery earth lead was not attached to the chassis, the bolt worked loose by corrugations and lost. There was no complete circuit enabling the coil and spark plugs to operate. A makeshift connection soon had us back on the road. We breathed a sigh of relief that something had not been irretrievably broken or rusted out.

After Daniel was born, we resolved to buy a new car in Adelaide in December. Even the mighty VW didn't like being dunked in the sea, and it would more than likely continue to periodically produce faults as a result, ably assisted by that harsh environment. Nevertheless, we loved motoring in the van and decided to buy another one.

We sold the 1957 van to a railway fettleer at Finke for \$40. It was probably a shame not to give it to him for nothing, but he reckoned it was money well-spent. It did have brand-new accelerator and clutch cables!

There was high demand for new VW Kombis at the end of 1973; it was the biggest selling one-tonne van in Australia with over 45% of the market. We had to take what we could get, and although the local dealer had none, he located one on the northern side of Adelaide. Just before Christmas, Dad gave me a lift to pick up our brand new Kombi. It was yuck yellow, known, I believe, as chrome yellow. The dealer left a bunch of flowers on the passenger seat as part of the deal! This was my third and as it has turned out, last new vehicle. The Kombi cost \$3,500 at a time when, for example, a Holden Kingswood cost around \$3,000. At that time, Kombis were put together at the Clayton factory from imported CKD



kits but with about 60% local content.

Before going on to Victoria and then back to the Territory, we made some modifications to the Kombi. First, Dad and I lightly sanded the roof and then painted it white, down to the gutters. We felt that the yellow was a bit dark for Territorian heat and the lighter the better. There was no air-conditioning in those days.

Then from a wreckers, I got a middle-row bench seat out of a VW Microbus, complete with the proper VW nut and bolt sets that slot into fittings in the cargo floor. (The term Kombi relates to 'combination,' that is to carry cargo or passengers - it came with all side windows but only the front bucket seats and was therefore a cross between the Microbus and Panel Van). We also bought an external mesh sun visor.

While in Victoria, Doortje's father was keen for us to have a bull bar and windscreen protection, so friends of his welded up what I would call a chook bar (it wouldn't stop much else) out of galvanised water pipe. At least it didn't weigh too much and enabled us to fix some bird wire between it and the sun visor for protection against windscreen damage. The bird wire made it a little more difficult to concentrate on the potholes and we abandoned it a couple of months later. Oncoming traffic or any traffic was much rarer on the bush roads of central Australia in the early seventies than now.

I sewed up five pairs of curtains for all the rear windows, including the sliding door. They had curtain wire spring threaded through both top and bottom hems and attached to cup hooks to stop them flapping when windows were open.

When we got back to Adelaide, we found there had been record levels of rain in the north and we had to wait for the Stuart Highway to re-open. The day we headed north through Port Wakefield and Port Pirie, it was only to discover that the bitumen road was closed south of Port Augusta because Mambray Creek was in flood! We decided to return to Adelaide where Doortje, with Jac and Daniel, would take up the offer to fly back to Finke with Bob Smith of New Crown Station, who was in Adelaide with the station Cessna for a few more days.

Next day the road was again open and I headed off to get the Kombi to Finke. I reached Pimba without mishap, had a snack and beer at Spud Murphy's, and then headed west to Kingoonya. The Kombi danced and skidded all over the chopped up road until I reached a long stretch of water that I knew would test man and machine. Half way along it, with negligible traction and darkness falling fast, I swerved over the windrow and parked where I could at least get out of the vehicle without standing in mud and water, and decided to try again in the morning.

After intermittent sleeping for a couple of hours, I woke to the patter of rain on the roof, and determined that I should drive back to Adelaide in time to catch the Cessna flight. I drove on adrenalin back the way I had come, this time in the dark! I arrived at some ungodly hour in Adelaide after an unforgettable night drive. We all got safely to Finke except Bob's son, Andrew, who was happy to give up his seat for me and wait till it was safe to drive the Kombi north. It extended his holiday in the big smoke!

Being conscientious, I wanted to be in Finke for the start of the school year. As it turned out, mine was one of the few schools in the Centre to start on time with all staff present! To top that off, two weeks later I was asked to accept

a promotion and move to Papunya as Principal. Without much warning, we were packing the Kombi again.

The country was still very wet and still rain around. Going north to Alice we waited in a convoy at the Finke River until the water subsided, and then the Palmer crossing was barely passable, but the Kombi was equal to the task. Next we were stranded in a motel in Alice for more than a week waiting for the roads out west to dry out. We eventually arranged to travel in convoy with three other vehicles also going to Papunya, and after last minute shopping and arrangements, we set off in late afternoon.

There were no four-wheel-drives amongst us, but a grader was stationed between the Derwent and Dashwood Rivers in case we needed it. I don't remember all the details of the trip. From Alice to Papunya is about 240 km and it normally took about three hours for the drive. Our introductory trip took until nearly midnight. At the Dashwood causeway, the water was halfway between knee and hip as Doortje walked through, lit up by headlights in the dark, and carrying both Jackie and Daniel. When my turn came, the Kombi got through without problem. Things on the floor got a bit wet. We were amused to note that among our worldly goods were two tennis racquets! I can only assume that the rationale for passengers walking through the water was to lighten the load but in retrospect it's a bit strange. Experienced men were leading operations. When she asked the pastor how long he had lived at Papunya, Doortje was shocked at the reply, "Seventeen years." In those conditions!

A couple of months later, the roads were all washed out again, as we had unseasonal rain in May. We needed to go to Alice Springs and that trip was not without incident. The starter motor wasn't working but we weren't too worried about this as it was easy enough to give the vehicle a bit of a push and then drop the clutch in second gear. The motor would start at the first 'grab' of the rear wheels.

On the Tanami road there is a wide black soil plain on Milton Park station east of Narwietooma, and on this trip the road was sodden and slippery. At one point the Kombi lost traction and forward motion was possible only with Doortje and I both pushing and the rear wheels spinning with the engine idling. I had to be very spry because as soon as the wheels showed any sign of getting grip, I needed to leap through the driver's doorway and get at the accelerator (or clutch) before the engine stalled; then repeat the process when the wheels began to spin again. By good luck as much as



A trip to Tnorala (Gosse's Bluff) in 1975.

anything we avoided the situation of having to use a starter motor that didn't work (where to push-start the motor would have been nigh impossible without traction).

When we reached the bitumen of the Stuart Highway, we found a line of vehicles on both sides of the Charles River which was running a banker, about knee-deep. There were 4-wheel drives that were unwilling to attempt the crossing but we were only hampered by the risk of stalling in the middle with no starter motor! As it happened, the teacher from Haast's Bluff came along soon after and towed us through with his Landcruiser ute.

Back in Papunya, with the starter motor pulled apart and laid out on newspaper on the kitchen table, it was obvious that due to the travel conditions of January, the offending accessory had been packed hard with mud preventing movement of the drive pinion, and only a thorough cleaning was needed to get it working.

At Papunya, I made a large wooden box the width of the Kombi and shaped to fit between the middle-row seat and the engine compartment. The top of the box was flush with the top of the engine compartment, forming a good-sized bed. With a mattress on it, the kids had a place to sleep on long trips, and there was more than a cubic metre of storage space in the box.

We kept the Kombi for two years and made lots of bush trips in the Papunya region, to Yuendumu, Glen Helen, Ormiston Gorge; out east to Ross River and Trephina Gorge, and a memorable trip through Tyler's Pass, driving along the rocky creek bed in those days, to Gosse's Bluff (now Tnorala). By this time (late 1975), Andrew was six months old and we bought a Toyota Coaster bus to convert into a camper that five of us could fit into. The Kombi was sold to a teacher in Alice Springs.

Towards the end of 1980, our family of six moved from Lajamanu to Alice Springs, and on the spur of the moment, bought another Volksie as a town car to save driving the bus all the time. That car was a 1973 Type 3 station wagon. It had a twin carbie 1600cc motor and was yuck yellow, sorry, chrome yellow. It was a very nice car with plenty of power, excellent gear box, and plenty of room for six of us (sleeping toddlers were quite comfortable in the rear space over the engine cover). It felt solid on rough roads.

The kids remember that VW as our rally car! We were picnicking south of Alice Springs in Roe Creek and I took some of the kids for a drive on the sandy tracks along the river to get firewood or something. I must have been hamming it up a bit because they reckoned we were rally driving!



Another trip to Uluru, this time camping.

In mid-1981, Doortje's mother was staying with us and we decided to go for a Sunday drive to Uluru. (Despite what most tourists imagine, that was a 900 km round trip, including 500 km of corrugations and sand in those days). With seven in the car, we left Alice at daybreak and reached Uluru in mid-morning, spending the day there. We left again in late afternoon, and I switched on the headlights at dusk. After dark, while making good progress, I noticed the lights were growing dimmer. When we reached Erldunda at the Stuart Highway, we really had no headlights. I didn't quite understand what had happened and thought we would wait till daylight, even though I had to work on Monday. There was no accommodation available at Erldunda.

Seven of us slept as well as we could in the Type 3! It was a long cold night. It was impossible to move much to get comfortable. Next day, with 200 km to travel, we slowly lost power the further we progressed. By the time we drove through the Gap into Alice, I could barely keep it in third gear, and we limped home. The electrics had been powered by battery power alone until it was flat, because the generator wasn't working. It was the old story - dust and grime seized up the brushes in the generator so they made less contact as they wore out, and only a good clean was required. Nevertheless, it was impressive that the VW did actually get us home, even though behind schedule!

When we went back to living in the bush we sold the 'town car' and, succumbing to fashion (and good sense - with a young family), we bought a diesel Landcruiser. In the future, we were to make only one more trip in the outback in a VW.

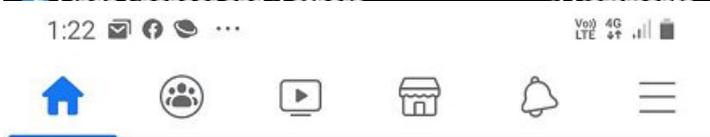
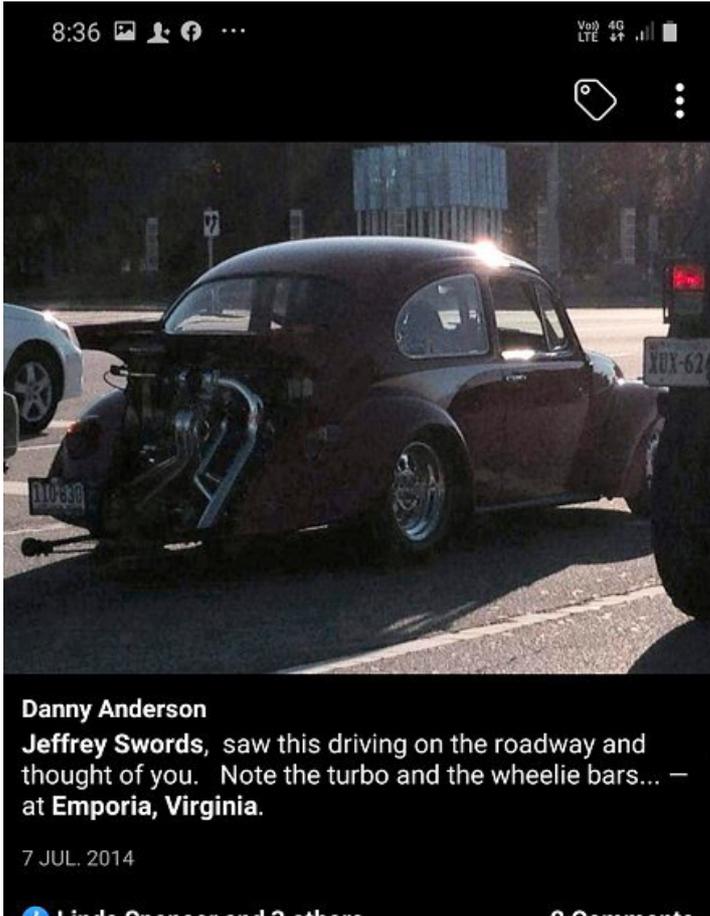
Rob Cook
(Rob's Blog page)



On the road to Uluru. Not broken down - engine in back!



Jeff's Facebook finds.



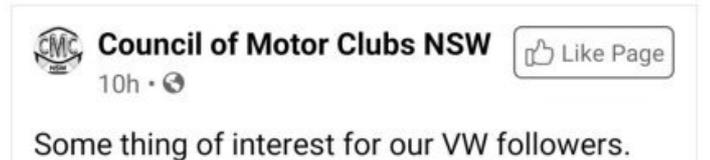
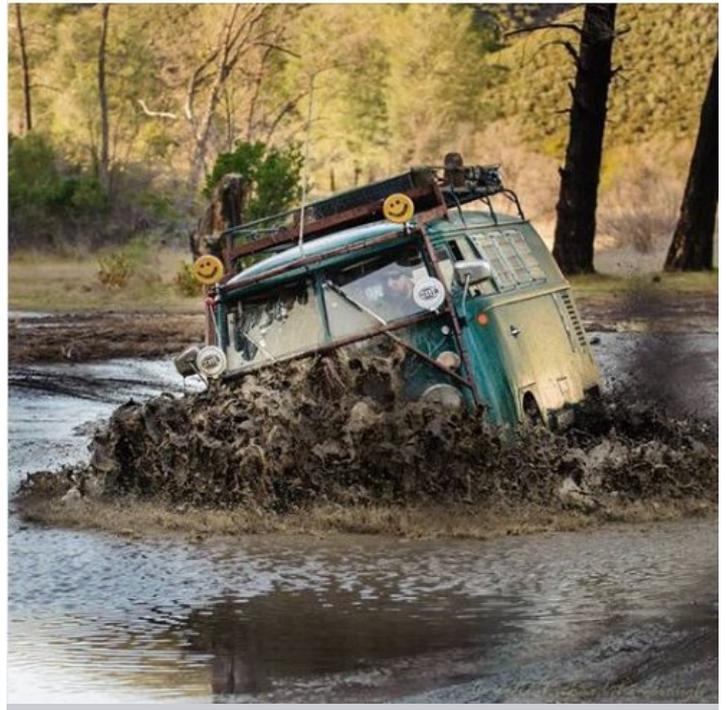
How did he get in this?



10 13 Comments

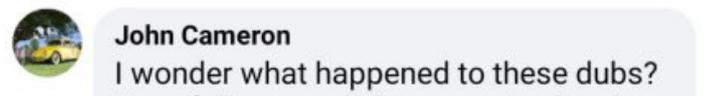
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Weekend's coming up. Who's up for a little adventure?



12 2 Comments

Like Comment





ONLY WE CAN DO THIS!

You can do a lot with a Volkswagen. Cross a river in it. Explore the Antarctic in it. Climb mountains in it. But only WE can hang it (or any other car, truck, van etc.), **UPSIDE DOWN.**

The Haack Chassis Machine (in the picture) allows us to move any vehicle into any position — fast. This gives YOU the fastest, most efficient body repair service in Melbourne. Come and see it in operation. And bring your body repair troubles with you. We'll fix them — faster and better.

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Laughs in Lockdown.

I read that the crown prince of Bavaria was one of the passengers on board the last flight of the Hindenburg. That really made it a hot heir balloon.

It was good to get a new job during the pandemic. I got a job at the White Wings flour refinery, jogging around doing inspections. The pay is good but it's a run-of-the-mill job.

Gina Rinehart had lots of problems negotiating a new iron export contract with the Chinese. They made things very difficult. It really was quite an ore deal.

Then I found another job, sweeping out all the manure from the horse stalls at the racecourse. Not much fun, but at least it's a stable job.

Did you hear about the only fortune teller in town? She went to the beach and got really badly sunburned. Now she is a rare medium well done.

A hole has been found drilled through the wall of the nudist camp. The police are looking into it.

My wife likes making her own clothes. Last week she made herself a really nice dress, but it tore when she bent over. I told her you rip what you sew.

Chuck Norris, Bruce Lee and Jackie Chan entered a martial arts weapon tournament. Everyone thought Chuck Norris would win the competition, but in fact the judges thought Bruce and Jackie did better. Of the ten judges, six liked Bruce's fighting, four Jackie's, and nunchuks.

You probably remember that swimmer Ian Thorpe wore size 18 shoes. For him, getting dressed was a big feat.

I read that you can now buy hot buttered corn at KFC. Just what you'd expect from the kernel.

In the Himalayas I finally met up with a wise old guru. I asked him - what IS the meaning of life? He told me the answer - The Hokie Pokie. That's what it's all about.

At my local Chinese restaurant last week, I found a paper clip in my soup. Then there was a pencil sharpener in my spring roll, a rubber band in my fried rice, and a highlight pen in my sweet n sour. Apparently office supplies are a staple of Chinese food.

I was cleaning out my VW last week when I found an old packet of Tic Tacs under the seat. They were dated 1987, but they were still in mint condition.

I never knew that Picasso was once in a gunfight with Billy the Kid. Amazingly, Picasso won. He was faster on the draw.

It's so annoying when I get on the train to work, and find that it's an all-stations. I'm so frustrated at the slow train that I can't find the words. It's so hard to express.

A set of jumper leads walks into a bar. The barman says, "I'll serve you - but don't you start anything."

I once hurt my back in Egypt, when I was trying to climb the pyramids. Luckily I was able to visit a Cairo-tractor.

For Christmas I bought a pair of rollerblades for my son. I got a real bargain on Ebay, a brand new set for just a dollar. I'm a real cheap skate.

There was a man from Tasmania who got diarrhoea every time he flew to the mainland. No sooner had the plane touched down in Melbourne or Sydney, than he had to rush off to the toilet with the runs. He really was incontinent.

I once made a nice sweet dessert and sent it to my sister for Christmas - but she sent it back. So I sent it to my Auntie instead - and she sent it back too. I tried giving it to my boss - you guessed it, it came back again. Looks like I made a boomerang.

Police arrested two teenagers yesterday. One was drinking battery acid, the other was eating fireworks. They charged one, and let the other one off.

I was in the shopping centre and went to buy an ice-cream - French vanilla in a cone. The guy said, "Hundreds and thousands?" I said no, just one thanks.

When you think about it - 'Dollar' is a strange word. I wonder who first coined the expression?

The disruptive schoolboy used to like to stick things up his backside during the morning break in lessons. He was terrible in class, but at least he made good use of his recess.

My Labrador gave birth to a bunch of puppies at the local park. The council fined me for littering.

This is why 16 year olds aren't allowed to vote.



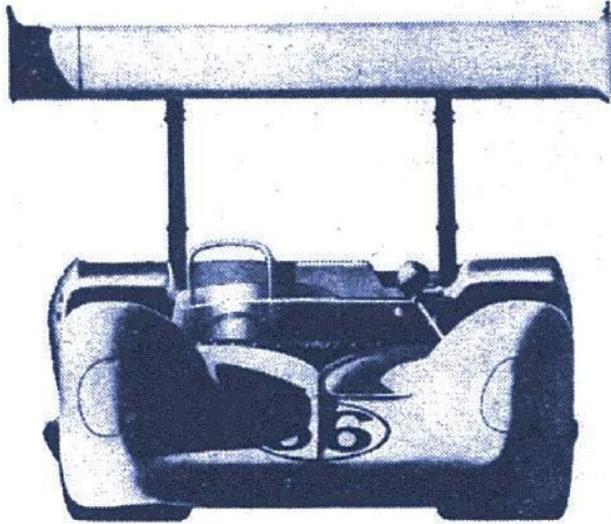
Marriage is just like the Bible. It starts with a couple in a garden, includes a Job, then a new baby and number of other miracles, and it ends with revelations.

I just got back from my once-in-a-lifetime holiday. I'll tell you what, never again.

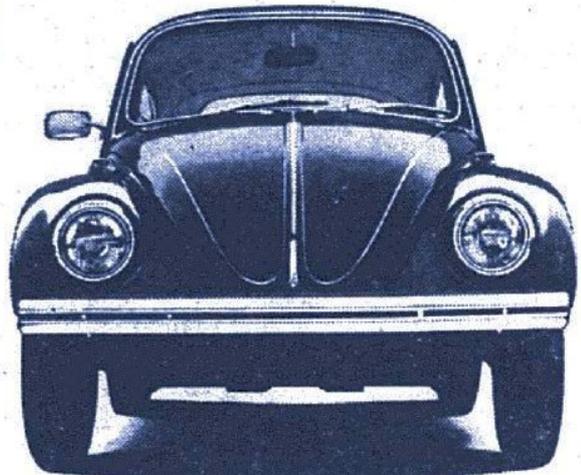
My mother-in-law fell down a wishing well and drowned. I was amazed. I never knew those things worked.

Now that the restrictions are lifting, I'm going on a safari to Africa. Kenya believe it?

The shape of things to come.



The '69 racing machine.



The '69 Volkswagen.

Thirty years after it was created the Volkswagen's funny shape is still way ahead of its time.

Its creator, Dr. Ferdinand Porsche, was a genius.

He broke all the rules and came up smiling with the most revolutionary ideas that ever shook the automotive world.

People are still catching up.

Today you can see the very same principle behind the Volkswagen's shape on racing cars. They call them spoilers, big wings at the front and rear of the car that use aerodynamics for better performance.

On our Volkswagen the very same idea is built in.

The front end of our car is shaped so that the faster you go, the more air pushes over the bonnet and the harder the car sits on the road.

You get better, more stable handling.

If you drive a VW at 60 or 70 you'll see what we mean.

Of course, we had the engine in the rear long before the racing car builders

realised that's where the traction should be.

And our 4-speed, all-synchro gearbox is so finely engineered and so slick that many racing cars fit them.

One more thing about our unchanging policy of the VW shape.

Maybe you've often thought that it never quite looks up to date. But then it never looks out of date either.

So you'll never have a has-been on your hands when you want to sell it.

That's why no other car you can buy keeps its value the way a Volkswagen does.

You can buy the shape of things to come, in a '69 Volkswagen with a big new 1500 cc engine.

It comes in two types; the automatic stick-shift VW or the manual gearbox VW.

Test drive one.

Both have a built-in spoiler as standard equipment.

We call it a bonnet.



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