

Zeitschrift



Sunhill VW Buggy wins 2021 Dakar Rally (Classic class)

March 2021

IN THIS ISSUE:

**Historic Registration rules
Passat 140TSI Wagon
2021 Dakar VWs
More Ash articles**

**Vale Bruce Meyers
Transporters in Australia
Man owns 116 Golfs
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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Council/Events:	David Cook & Lachy Patton	
Social Media:	Dorothy Bryan	clubveedubact@gmail.com

Club VeeDub membership.

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

Monthly meetings.

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

Correspondence.

Club VeeDub Sydney
PO Box 324
Mortdale NSW 2223

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.

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

We thank our VW Nationals sponsors:

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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.*



Dust off Your VWs, It's on Again!
FLAT FOUR'S Lighthouse to Lighthouse Run.
Open to all VWs new and old. Come along and join
the FUN, Rain Hail or Shine.



Date: Saturday 13th March 2021

Time: Meet from 3:00pm Depart: 3:30pm.

Meeting Point: Old Wollongong Lighthouse,
Flagstaff Hill Park, Wollongong.

Finishing: Kiama Light House, Kiama.

Afterwards you can enjoy one of the many Restaurants and Cafe
Kiama has to offer. We highly Recommend, Kiama Leagues Club.

Enquiries: via website flatfour.org

Or Phone Kevin [0417 480 905](tel:0417480905) and Rod [0416173859](tel:0416173859).

(COVID-19 Restrictions to be Adhered by)

Berry Blast From The Past

The Shoalhaven Volkswagen Club will be holding their annual Blast from the Past on Sunday 18 April 2021 at the grounds of the Berry Bowling Club.

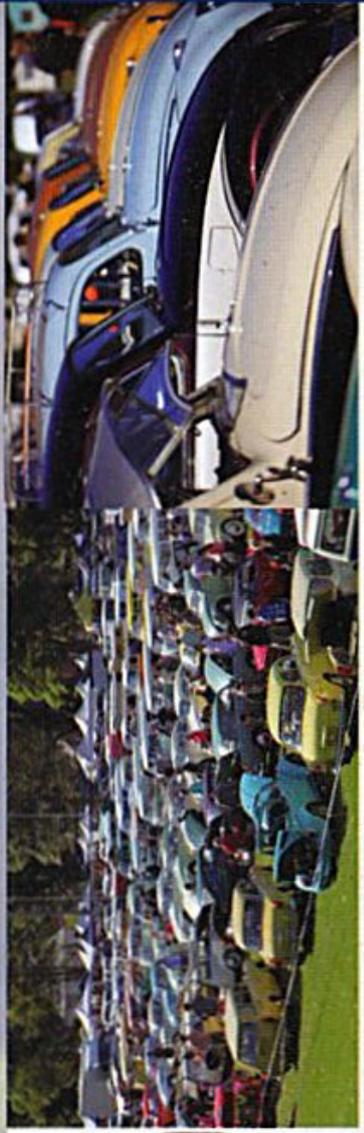
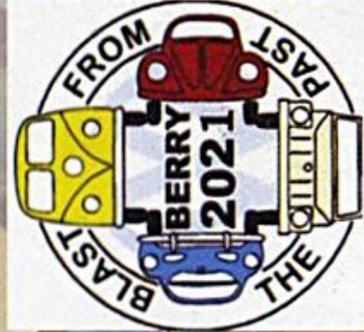
Car Entry is \$20, with a gold coin donation for the public to view the display. Gates open at 9 am with Car of the day award and the raffle to be drawn at 1pm

All proceeds from the show are donated to Can Assist – Cancer Assistance Network
For more information contact Dave Becker on 0402 003 965

Camping is available at the Berry Showgrounds

Please contact the showground caretaker direct on 0427 605 200

Proudly Supported by Rod Penrose Racing



33RD GREAT YEAR



Saturday 22nd May

VW Supersprint - TBA

Sunday 23rd May

Show Day, Fairfield Showgrounds

(COVID restrictions permitting - TBA)

VISIT WWW.CLUBVW.ORG.AU OR
CALL DAVID BIRCHALL (02) 9534 4825



KELSO OVAL PANANIA

EAST HILLS CHARITY

CAR SHOW

SUNDAY JUNE 20

2021



The East Hills Charity Car Show is a community based event which attracts car lovers from all over NSW. Prizes are offered in a wide range of categories. A great family day out with the goal of the event to support a different charity each year.



This year the East hills Charity Car Show is extremely proud to be supporting the Crohn's & Colitis Australia

www.crohnsandcolitis.com.au



www.easthillscarshow.com.au

Von dem Herrn Präsident.

Hi all, well things are starting to look promising with Covid restrictions beginning to ease, so that means we should be able to hold club events soon, hopefully the VW Nationals especially. Dave Birchall has planning well underway for the 2021 VW Nationals, contacting sponsors etc.

Places are filling fast for the Luddenham track day so call me soon so that you don't miss out on a spot.

We received notification of the Flat Four club's Lighthouse Cruise too late for last month's magazine. We sent out an email to our club members about this event. The flyer is in this issue, but it's on next weekend as we go to press. This highlights the importance of your email address being on file with the club. Email our secretary Norm with your details, if you haven't already done so. I promise you the club will only use your email address for club correspondence.

Not much has been happening lately on the event front, although it was great to get back into our normal meeting room at the Greyhound Club last month. I did get a chance to take my Beetle to Eastern Creek to attend the annual three day Powercruise. I'm usually the only Volkswagen there but this year I was joined by Dean Penrose in his very fast turbo Beetle prepared by his father Wayne Penrose VW from Wayne Penrose VW.

See you soon with your VW,



Steve Carter

Kanberra Kapitel report.

We saw a bit of a return to normal programming in Canberra the last few days with the monthly club meeting and Shannons Wheels on Sunday, 28 February 2021.

Shannons Wheels is a hugely local car show held at the Queanbeyan Show Ground. Just a bit of hop, skip and a jump over the ACT border. The venue is becoming a well-known for hosting car shows due to the decline in available space for events in Canberra.

The weather was fantastic, it was great to see so many of our local club members in attendance. We had approximately 22 VWs in various shapes and sizes air cooled and water cooled in attendance. In addition to the numerous other marques, some of which I don't think I'd ever seen before in person.

There was also a lot of interest from potential new members which was fantastic to see.

Last night (Monday, 1 March 2021) saw the return of the monthly club meetings at the Harmonie German Club in Narrabundah. We've got a couple of events coming up. Pie & Picnic Run to Braidwood on Sunday, 28 March 2021 with the South Coast Dubbers.

We'll meet out the front of Old Parliament House at



10am for a 10:15am departure. Hoping to meet up with the South Coast Dubbers about 11:30am at the park in the middle of Braidwood.

Keep an eye on emails or our Facebook pages for more updates and other impromptu events.

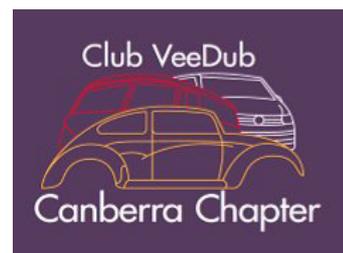
Just a quick reminder that monthly meetings for the Canberra Chapter are on the 1st Monday of every month.

Noting that our April meeting might be shifted slightly due to the Easter long weekend - we will let you know.

As always, if you have any questions or suggestions on events, ideas are always welcome.

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.

March.

Monday 1st:- Canberra General Meeting at the Harmonie German Club, 49 Jerrabomberra Avenue, Narrabundah, from 7:30pm.

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.

Saturday 13th:- VW Lighthouse-to-Lighthouse run, organised by Flat Four VW Club. This run is open to all VWs, old or new. Come along and join the fun, rain hail or shine. Meet at Wollongong Lighthouse, Endeavour Drive, Flagstaff Hill Park, Wollongong, from 3pm. Depart 3:30pm for a cruise to Kiama Lighthouse. Then afterwards to Kiama Leagues for food and drinks. For more info phone Kevin on 0417 480905. **Join the Club VW Convoy from Uncle Leo's Caltex at Liverpool Crossroads, from 1:30 pm for a 2pm departure. 75 km and 55 min to Wollongong.**

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.

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.

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.

Sunday 18th:- Berry Blast From the Past show at Berry Bowling Club grounds. Gates open at 9:00am. \$20 entry for show cars, Gold coin donation for non-showers for a look

around. Car of the Day award and raffle draw at 1pm. Camping available at Berry Showgrounds. All funds to Cancer assistance Network. Hosted by the Shoalhaven Volkswagen Club. All inquiries contact Dave Becker on 0402 003965. Proudly supported by Rod Penrose Racing.

May.

Monday 3rd:- Canberra General Meeting at the Harmonie German Club, 49 Jerrabomberra Avenue, Narrabundah, from 7:30pm.

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

Thursday 13th:- Committee Meeting and magazine pack at the Arena Greyhound Sports Club, 140 Rookwood Rd. Yagoona (next to Potts Park), 7:30pm.

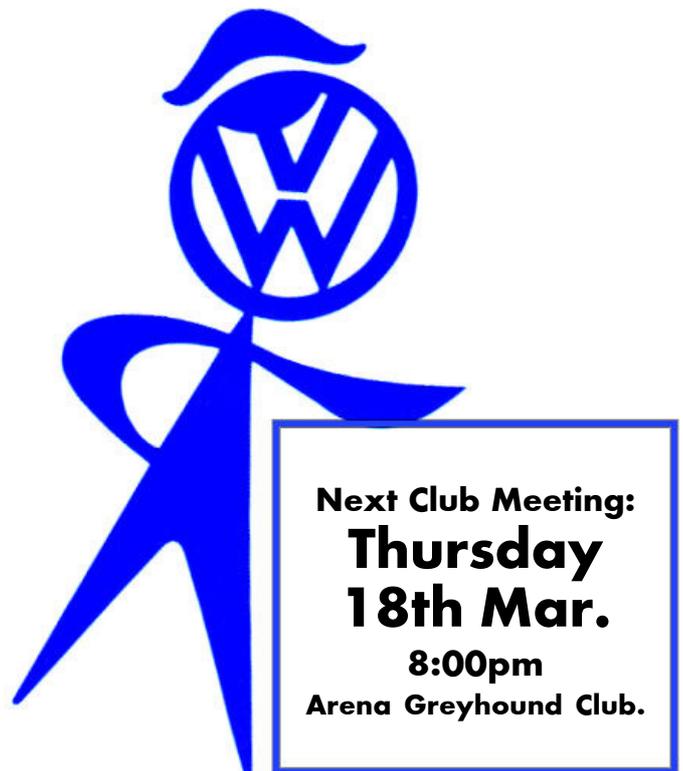
Thursday 20th:- CLUB VW MONTHLY MEETING - to be advised

Saturday 22nd:- VW Nationals Supersprint at Luddenham Raceway, Luddenham Rd. Numbers strictly limited. Contact Steve Carter on 0490 020338 for bookings.

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

June.

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



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

Thursday 10th:- Committee Meeting and magazine pack at the Arena Greyhound Sports Club, 140 Rookwood Rd. Yagoona (next to Potts Park), 7:30pm.

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

Sunday 20th:- East Hills Charity Car Show at Kelso Oval, Panania. This family charity event attracts car lovers from all over NSW, this year supporting the fight against bowel cancer. All classic makes and models welcome. Trophies to be won in numerous categories. Show cars enter through the gates on Marco Ave, off Childs St. A great family day out, food and drink stands, music and entertainment, motor accessory traders. Phone Glen on 0434 360791 for more info. **Join the Club VW convoy at McDonalds Moorebank (Newbridge Rd) at 8:00am for an 8:30 departure.**
www.easthillscarshow.com.au

Marktplatz.

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

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

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

New ads.



For Sale:- Amarok Side Steps. I purchased a 2020 Amarok Twin cab Hilite last year with black tubular side steps. I removed these steps shortly after purchase and replaced them

with a wider step type because my wife has trouble with her feet. The steps are in as new condition with all brackets and bolts. I am asking for \$250 for the steps or nearest offer. Located in Bateau Bay. Please contact Ray Carlin on 0408 422762 or email raycarlin@bigpond.com

For Sale:- I've been tasked with selling my 90 year old Nanna's **VW beetle** which she purchased brand new in 1964, it was her everyday drive until 10 years ago when she stopped driving. It has been in the garage since but not driven. I don't know what is the best method for selling or what it is worth therefore I am looking for some advice. Please contact Mrs Rhodina Ellison on 0408 921953 or email rhodina@optusnet.com.au



For Sale:- 1969 Beetle Restoration or Rat Base. Car removed from paddock in country NSW in 2015, and has been unregistered for about 15 years. Car runs and drives (recently been driven on and off a car trailer) but will need work to be roadworthy. Car currently located in Blacktown area. Asking price: \$7,000. Please call Craig on 0414 637 205 or email craigsimpson@gmail.com



For Sale:- VW Beetle Bash Car. 1976 VW Beetle set up for Charity Rallies, raising money for the Flying Doctor (see Zeitschrift Dec 2017 and Sept 2018). 1916cc Pobjoy motor, rebuilt transmission, raised suspension, adjustable shocks front and rear. Half Roll Cage, front and rear alloy skid pans (stone guards). Full Harness. Extra 45l Fuel tank. Dust lights, CB Radio, too many extras to list. Good solid reliable car and great fun to drive. \$10,000. Contact Barry Parks on 0425 275 097 or email bpparks1@bigpond.com

For Sale:- I have a **69 auto beetle** for sale. Has reconditioned motor, electronic ignition. My still be club registered. Garage stored for last 9 years. Body unmarked, no rust, no dents any inspection. Want to sell. Sensible offers considered. Contact John Lowe on 0412 452388 or email shopfit1@bigpond.net.au

2nd Month ads.



For Sale:- 1972 VW Superbug in very good condition. World Champion special edition with dash plaque. Asking Price \$20,000. Contact Mark Donovan on 0422 804904 or email mark@pdkevents.com.au

For Sale:- Early (pre '68) VW glove box lid pull handle. These high quality VW glove box lid pulls are a must have for any early VW owner. Not only do they make opening your Volkswagen glove box easier, but it also reduces the wear and tear on the glove box latch. Australian made from high quality stainless steel, then polished to a brilliant car show shine. Installation is simple as the tab sits behind your factory glove box button latch. This glove box lid pull will fit all Volkswagen Beetles 1953-67, Type 3 1963-67 and Karmann Ghia 1955-67 with a glove box release that has a push button.



Price \$35 including postage anywhere in Australia. Contact Carl on 0417 471137 or email carlmoll@iinet.net.au

For Sale:- Hi! I have a **1997 Volkswagen Golf convertible** cabriolet. It has recently had some work done however has some issues with the battery going flat. And also a small tear in the canvas of convertible roof and missing lock barrel in driver door. Instead of sourcing all the parts and selling it I was reaching out to see if anyone in the club would be interested in purchasing it as is? I'm in the hunter valley region nsw and thought I'd reach to you all first. Thanks Miss Aisha McLawrence, 0497 110587 or email aishamclawrence@hotmail.com

Wanted: 2-4 original Beetle 15" 5 stud steel wheels with hubcap tabs to suit my '64. Also wanted, engine lid with wide number plate light to suit a 1964 Beetle. Contact Todd on 0404 065373.

For your information:- See the link below to a **YouTube** video on the VW beetle front brakes that was put together by a VW enthusiast. It shows a 3D computer generation of a late-model Beetle drum brake system (and single-circuit master cylinder). It is quite educational in showing how brakes work and how all the bits go together. The creator, Juan Seren, sent it to the club via my Club VW Library email address, and is happy for us pass onto our members. Have a look at the video at the link. Carl Moll, Club Librarian
<https://youtu.be/rjdKJaf220k>

For Sale:- Hi members got a **1200 VW Beetle 1961** for sale. She drives well and is all original, I hope this is the best place to advertise for it, run out of time to drive her, someone else should enjoy her. Thanks for your help. If you would like more info, contact Kat on 0417952406 or email maudepub@hotmail.com



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. \$25000.00 or ONO. For a full description and further details contact David Birchall on 0415 957030 or email dbirchall54@gmail.com

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Trades and services directory.

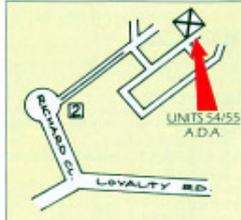
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AUSTRALIAN VW PERFORMANCE Centre

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

vwperformance.com.au

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

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

Fax: (03) 9761-6216

Email: avwpc@vwperformance.com.au



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Club Veedub Sydney Membership / Subscription Form. ✂

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Name:

Address:

State: Postcode:

Email:

Phone: (BH)
 (AH)
 (Mob)

Do you want to participate in CAMS motor sport? NO YES

Which of the following activities are you interested in? Please number in order:

- Cruises and observation runs
- Show n Shines, Concours
- Swap meets (VW parts)
- Social days and/or nights out
- Drag or track racing
- Meetings and tech talks
- Other (you tell us!):

Trades and services directory.



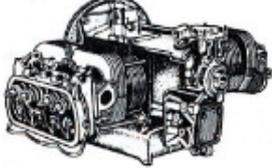
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Northmead
(02) 9630 1048

Trades and services directory.

Club Veedub Merchandise

For club polo shirts, jackets, hats, mugs, etc.

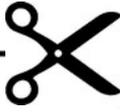
Contact Raymond Rosch
(02) 9601-5657

Club VeeDub Membership, Sponsorship and Merchandise payments can be made securely online via PayPal. You don't need an account but there is a small fee for the service. Please visit our web site at www.clubvw.org.au or email Raymond at sales@clubvw.org.au for more information.

Wanted:



Your business ad in this space. The cost for 11 months is \$110 - this does not include the VW Nationals issue. Post your business card and a cheque for \$110 to the Secretary, Club Veedub Sydney, PO Box 324, Mortdale NSW 2223



Club Veedub Sydney Membership / Subscription Form.

Please tell us about your Volkswagen(s):

Year	Model	Engine Size	Rego No.	Colour

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

Club Veedub Sydney,
PO Box 324
Mortdale NSW 2223

You will receive 12 issues.

Historic Registration tightened.

Club VeeDub Sydney has received notification from Transport NSW and the CMC of changes to the Historic Vehicle Scheme. These clarifications are designed to clarify the cars eligible.

Basically, any of the previous 'grey areas' as to what was acceptable have become more defined. Some vehicles which were accepted before such as kit cars are no longer allowed; period accessories have been further defined and tightened, and where before the clubs chose within certain parameters, Transport for NSW are now the final arbiters. These new rules are available on the Transport NSW and CMC websites, but we have reproduced them here. Once we get our new website hosting engine installed, we will also update our own website with these new rules.

So to all club members whose cars are currently on the Historical Vehicle Scheme ('H' plates) and believe that their vehicle is no longer acceptable ie. not completely standard; too modified, or too modern in various components, will now have to move their cars onto the Classic Vehicle Scheme ('D' plates) which allows more scope for modifications.

To further clarify this in our particular Volkswagen situation – any VW kit car, beach buggy, motorsport vehicle or any vehicle pushing the boundaries for modifications – for example the limit for lowering is 25mm – will now have to change over to the Classic Vehicle Scheme.

So as to avoid confusion or problems going forward, my advice is that members affected should begin this change over now. These changes have come from Transport for NSW, not the CMC or Club VeeDub, so they are compulsory. There is no negotiation or exceptions, and I will be unable to sign off on any renewals on vehicles no longer considered suitable.

Remember that whether your VW is registered under the HVS or the CVS, you are only allowed to use the vehicle in conjunction with an authorised club event (ie. to any event published in the Club Calendar) or for maintenance. You are not allowed to drive it whenever you wish.

To increase your usage options, Transport NSW offers owners a Log Book option. This provides owners of HVS/ CVS vehicles the option for 60 days of general use each year. Each day's use must be recorded in a Log Book and you must keep it with you in the vehicle in case you are pulled over by the Police.

On a lighter note - in regards to renewals of Historic vehicles during these Covid times, the best way is to email or post me Form 1259 and a copy of your pink slip and I will stamp, sign and return post. Please don't send any original documents.

If you have any questions, talk to me at the next meeting or contact me as below.

Regards,

John Ladomatos
Club VeeDub Vintage Registrar
0449 236076
johnladomatos@y7mail.com



Transport
for NSW

Eligibility for vehicles for inclusion in the Historic Vehicle Scheme (HVS).

Transport for NSW has compiled a defined list of period options, accessories and safety items which may help motoring clubs to determine if vehicles are eligible for inclusion in the Historic Vehicle Scheme. This list is for light vehicles; it does not cover motorcycles or heavy vehicles.

The items listed below are considered acceptable period options, accessories and safety items for inclusion in the scheme.

This list will be used to determine if a vehicle is correctly registered under the scheme.

It is recommended that motoring clubs circulate this list to their members and that they provide appropriate education and advisory services.

Clubs may suggest other items which they believe should be included in the list; additions will occur after consultation and shall be confirmed by Transport for NSW in writing. Members should contact the Historic Registrar of your motor Club to have additional suggestions forwarded.

The final decision as to whether an item is added to the list will be exclusively determined by Transport for NSW.

Clubs must provide evidence of the item being available in the period/s as nominated.

Technical considerations.

Period accessories and options relative to a vehicle's age or build date are considered to be within 2-3 years ('defined period') of the build date of the vehicle. Note: There may be exceptions to this rule and clubs are invited to seek clarification where appropriate by emailing industryengagement@rms.nsw.gov.au

The installation of an item must not affect compliance with applicable vehicle standards.

Period Options.

1. Tuning kits offered by a manufacturer or dealer and fitted by a manufacturer or dealer (for vehicles built before July 1976 or not built to ADR 27A)

2. Tuning kits offered by a manufacturer or dealer and fitted by the vehicle owner (for vehicles built before July 1976 or not built to ADR 27A)

3. Wheel of period type conforming to VSI09 (Original Equipment Manufacturer (OEM) diameter and tyre profile for vehicles pre-1970). Both the wheels and tyres must have been available in the defined period (as stated in the technical consideration above)



4. Exhaust kits (for example, a Lukey muffler)
5. Lowering kits - maximum 25mm only permitted
6. Bonnet scoops
7. Sump guards
8. Air-conditioning (including an under-dash system if not offered as an integrated system)
9. Water injection (for example, a Kleinig system)
10. Floor change conversions - OEM or aftermarket
11. Overdrive on gearbox - including a Laycock system or similar
12. Wire wheel conversion - whether optional or not
13. Disc brake conversions from later year of same make/ model (Note: must be complete system including wheels and tyres)
14. Disc brake conversions from later model of same make (Note: must be complete system including wheels and tyres)
15. Optional engine fitment (Note: must be complete package including brakes, transmission, axles, wheels, tyres and other required items)
16. Optional Transmission change - including automatic to manual or manual to automatic conversion within manufacturer's optional equipment
17. Half cage/single hoop roll bars in an open sportscar - CAMS or VSB14 - not allowed in sedans or Fixed Head Coupes (FHC)
18. Sun roof - OEM fitted
19. Sun roof replicating OEM (must have an accompanying VSCCS compliance certificate)
20. Webasto-type roof conversion - OEM fitted.

Period Accessories.

Note: Accessories must be able to be removed and the vehicle returned to its original ('as built') condition.

1. Radio
2. Tape player - 8 track or cassette (not CD) - unless OEM fitted
3. Mudflaps
4. Wheel trims and hubcaps
5. Rear window blinds that do not obstruct vision (for example, louvres are acceptable)
6. Mirrors - internal or external
7. Dash mounted fans (check regulations for applicability)
8. Additional instrumentation – dash mounted
9. Side window blinds
10. Mesh headlamp covers
11. Luggage racks (roof or boot)
12. Halda Speedpilot or TripMaster (or similar)
13. Map lamps and other internal reading lamps
14. Driving and fog lamps - including mounts
15. Badge bars
16. Bonnet mascots
17. Additional chrome strips
18. Additional reflectors - including scotch tape or otherwise
19. Demisters – including hot air or electric bar type
20. Heater - hot water type
21. Windscreen washers



22. Bug deflectors
23. Sun visors - internal or external
24. Radiator/grille and insect screens
25. Water bag carriers and water bag
26. Period metal fuel cans and wooden tool boxes on running boards
27. Additional spare wheel racks - roof or boot, running board or rear mounted racks
28. Additional horns (for example, Klaxons). Note: Must not alternate sound like an emergency vehicle. Must not be siren whistle or bell.
29. Reversing lamp/s
30. Additional stop lamps



31. Tow bar
32. Wheel spats
33. Wheel dress trims and rings
34. Hubcaps
35. White wall tyres
36. Hardtop for convertibles – OEM or aftermarket.
37. Pin-striping consistent with the period style at vehicle build date
38. Auxiliary Lighting - forward facing
39. Badge Bars
40. Weathershields
41. Sunvisors

Safety Items.

1. Seat belts – must be road approved (including, for example lap, lap sash and harness varieties). The belts must comply with Schedule 2 of the Road Transport (Vehicle Registration) Regulations 2017



2. Vehicles built to comply with Australian Design Rules (ADR) 4 and 5 must continue to comply
3. If a vehicle does not have seat belt mounts and seat belts are installed, they must be signed off by a suitably qualified Engineer
4. Child Restraint Anchorages (CRA) – a vehicle must comply with ADR 4 and 5
5. Direction indicators - can be white or amber (amber is preferred). The style must be in keeping with the defined period of the vehicle. Brake lamps flashing red for direction indicators are not acceptable. The replacement of semaphore type indicators is permitted.
6. Left-Hand Drive (LHD) sourced vehicles must have Right-Hand Drive (RHD) headlamps
7. Toughened glass windscreens must have a safety zone immediately in front of the driver
8. Imported vehicles may retain OEM belts. However, if the belts are fitted after importation, they must comply with Schedule 2 of the Road Transport (Vehicle Registration) Regulations 2017.

Note: seat belts and CRA are not mandatory if the vehicle was not fitted with seat belts or CRA as an OEM fitment. However, they are strongly recommended for all vehicles where installation is possible.

Transport NSW, October/December 2020





of the middle and welding it back together. He then added a curvy, monocoque fibreglass shell of his own design. The first known street-legal dune buggy made of fibreglass, its unibody shell fused body, mudguards and frame with no doors, no bonnets and no roof. Along with the shortened VW floorpan, he retailed the engine, transmission, suspension and brakes of the VW, along with many minor VW components like switches, speedo, steering wheel and electrical components. The use of compound curves throughout the body provided great rigidity. The guards were arched high, to make room for large, knobby dirt-racing wheels and tyres.

Quick and fun on the street due to its light weight, the Manx came alive off-road, where it could float over sand that would leave other vehicles bogged down. In 1967, Vic Wilson and Ted Mangels piloted a Meyers Manx to win the first-ever NORRA Mexican 1000, the race that

would eventually be called the Baja 1000.

The Manx inspired many imitators, from small backyard shops taking moulds of the Manx body, up to large companies such as EMPI and Sears; some just straight rip-offs; some with very minor alterations to avoid copyright issues, and some using the Manx as inspiration for a complete restyle. There were even Australian-designed beach buggies such as the Manta and the J&S. Some estimates are that up to

Bruce Meyers - 1926-2021.

Bruce Meyers, creator of the iconic Meyers Manx dune buggy – and is generally heralded as the inventor of the (fibreglass) dune buggy – has passed away. He was 94.

Several sources reported Meyers' death. He suffered from myelodysplasia, a blood disease similar to leukaemia.

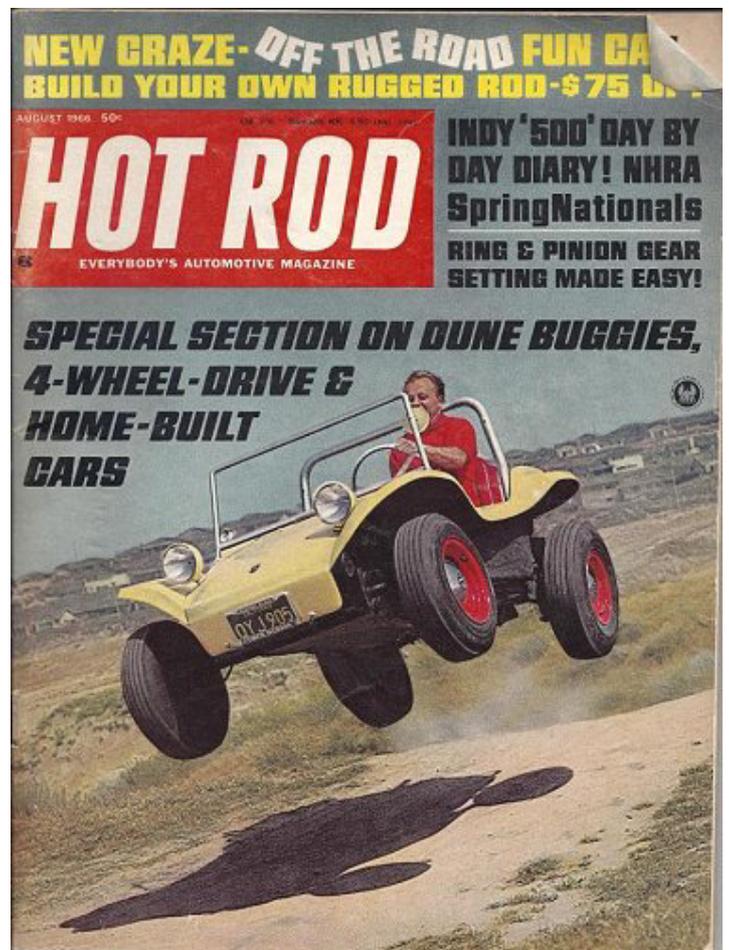
Although Meyers' ground-breaking and legendary Manx became the benchmark for Baja racing and is essentially the 'face' of sun'n'surf dune buggy culture, he was adamant that it was simply an evolution of what came before it.

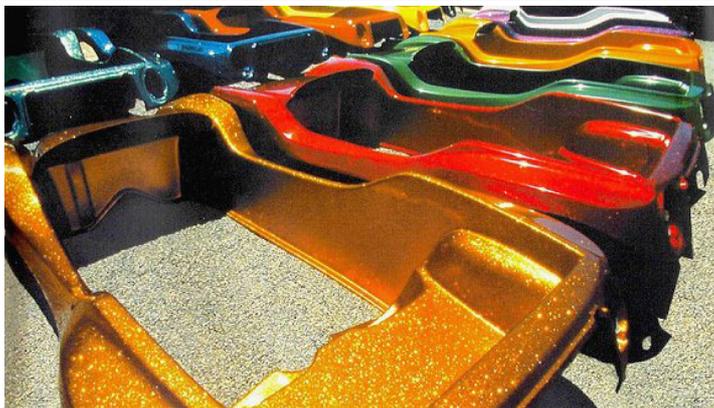
"I've been called the inventor of the dune buggy," Manx told the Historic Vehicle Association in an episode of This Car Matters. "I'm not. I'm the inventor of the fibreglass dune buggy." Other companies such as EMPI produced earlier VW-based buggies such as the Sportster, usually of folded steel or aluminium sheet, but with nothing like the style and legend of the Meyers Manx.

Bruce Meyers was born in California in 1926. He worked as an engineer, artist and maker of sailboats, where he first learned to work with fibreglass and became skilled in its application. He trained at the Chouinard Art Institute in Los Angeles, an education that in 1964 contributed to the creation of the Meyers Manx, essentially a Volkswagen Beetle with a shortened floor pan and a swoopy fibreglass roadster body.

"As a little boy I loved the 'funnies' on Sundays because they were in four colours," Meyers once said. "And Mickey Mouse, Donald Duck ... they all drove these funny little cars with great-big-fat wheels on 'em. So, the art training, the childhood memories, and my experience working in fibreglass led to the creation of the fibreglass dune buggy."

Meyers modelled and built his first dune buggy, 'Old Red,' in late 1963 to early 1964 in his garage in Newport Beach, California. He used a VW Beetle floorpan and shortened the wheelbase by chopping 14 inches (355 mm) out





250,000 Manx copies were made all around the world.

Meyers said it was easy to tell if you were looking at an actual Manx. “If it’s a real Meyers Manx, you can park your butt on the fender anytime,” Meyers said, demonstrating as much in 2014. “The other thing about the fender: it has to be flat on the top to sit a beer on. Or, pardon me, a Coke.”

Meyers, a former hot rodder and racer, never dreamed that his Manx would captivate the automotive world the way it did; he was just looking to create something that was light and cheap to drive on the fabled dunes of Baja. His company, B.F. Meyers and Co, built around 7,000 genuine Meyers Manx kits from 1966–70. They became a staple of the late ‘60s and early ‘70s beach culture. Elvis Presley drove a Meyers Manx in his 1968 film *Live A Little Love a Little*, while Kurt Russell drove one in the 1969 Disney family movie *The Computer Wore Tennis Shoes*. Steve McQueen helped make the Manx even more famous by driving a much modified one – with a souped-up flat six Corvair engine – in 1968’s *The Thomas Crown Affair*. That one sold for \$456,000 at Amelia Island last March.

There was even a kid’s cartoon based on a Meyers Manx – the Hanna-Barbera cartoon series called *Speed Buggy*.

“You want to attract attention,” Meyers said, “get one of these things.”

When Meyers lost a copyright battle against his army of imitators in 1970, he quit making the Manx for three decades. He finally began offering the kits again in 1999.

Meyers and his wife, Winnie, sold the business,

Meyers Manx LLC, to Trousdale Ventures in November 2020. The company did not respond to a request for comment, but Trousdale CEO and chief creative officer Freeman Thomas told *Autoweek* that Meyers “was an original. He paved the way. He was different – so different than every other innovator that came before him. He was someone who understood humanity as much as innovation.”

Meyers was not only a car guy. He was a sailor, a California surfer, and WWII war hero who gave his lifejacket to a fellow sailor and towed him to safety after the aircraft carrier they served on was struck by kamikazes off Okinawa.

Bruce Meyers visited Australia in 1997 as a guest of Godfrey Reade, Bruce’s Australian distributor for Meyers Industries. Godfrey was the founder of

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the Meyers Manx club in Australia, and was also the man who built the VW-based fiberglass Big Red Car for the *Wiggles* Movie. Bruce Meyers visited the 1997 VW Nationals at Valentine Sports Park, and thoroughly enjoyed the lineup of VW buggies on display that year. Perhaps it was his Australian visit which helped further in rekindling his enthusiasm for VW buggies and offering them for sale again a couple of years after.

Of course, he’ll be best remembered for the fiberglass dune buggy that made him famous—and his modesty surrounding its creation and popularity.

“I feel so lucky to be where I am,” Meyers once said. “That crazy thing that I did is so well taken ... by the world—not just the guys around the corner, but the whole world.”

You can read a more complete history of Bruce Meyers in the March 2010 issue of *Zeitschrift*. You can download the issue from our website here:

www.clubvw.org.au/march-2010

Thanks to Simon Matthews for the article



Service history and receipts.

From time to time, you may find yourself looking for a cheap reliable Volkswagen. You only have a certain amount of money to burn and you don't want to blow it on a lemon or a bomb, which can happen easily, believe me. You just trust and hope that maybe you'll have luck on your side this time, but really, it's not that hard to find a good car.

Don't just rely on luck, you can do better these days.

Start by looking at a few cars in your price bracket, and for me, the one to buy is the one that has its completed service pocket (log book) and maybe some extra receipts.

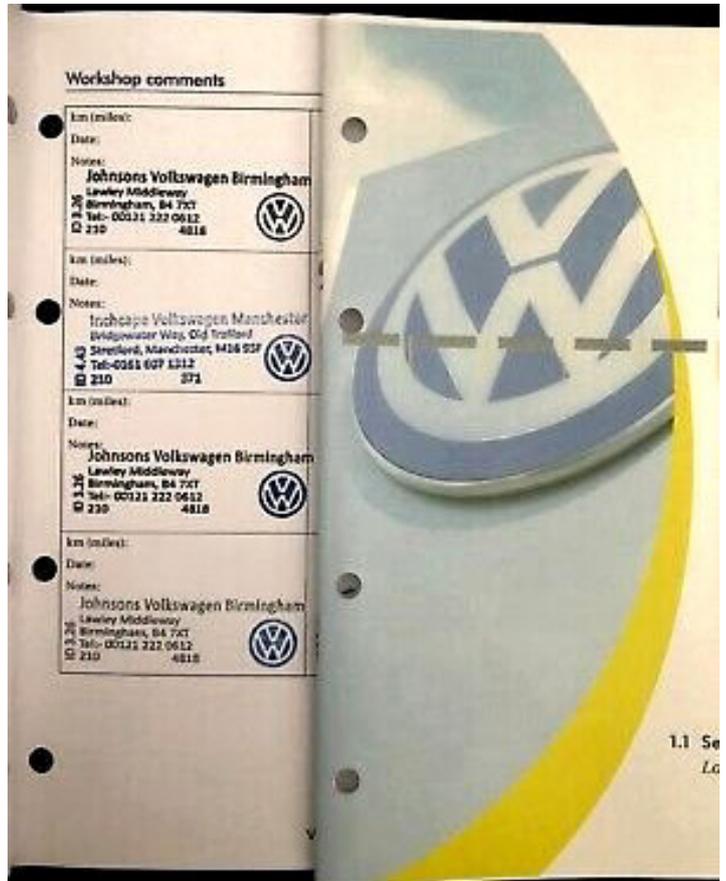
If a Volkswagen doesn't have any log books or receipts with it, then it's all guesswork, isn't it?

Normally if you have to guess if the timing has been changed, it hasn't, or maybe the water pump, good luck. Then, new timing belts, water pump, DSG fluid and more have to be factored into the price.

If a Volkswagen doesn't have any log books at all, walk away, it's probably had the guts kicked out of it, and it's best left for someone else.

I have seen some Volkswagens for sale that haven't been serviced for 50,000 kilometres, or more. Never buy one of these, please.

Also, a good rule of thumb is, never-ever buy a Volkswagen that has had two or more services from Ultra Tune. They are not Volkswagen experts and they can do a lot



of damage, and not even Volkswagen service will be able to de-Ultra Tune that car again.

Sometimes, if you're lucky though, the cheapest car can have the best service history, and even receipts for extra work. When this happens, obviously, you have a winner and a Volkswagen that will be good transportation for you for years.

**Halfway round the world
and I didn't miss an oil change**

WHAT do you do when you drive into a service station in Paris and the gear box speaks a new language — "boite de vitesses," in France, while in Rome it's "scatola d'ingrannaggio"?

"There's no problem if you're driving a Volkswagen," says Londoner Frank Burgess. "My Volkswagen service booklet was an international passport to a world-wide network of V.W. service."

And Frank should know. He's just driven his Volkswagen halfway round the world. London to Sydney via 12 different countries. "Madrid to Madras; I simply looked for the V.W. service sign, produced the service book and handed over to a team of top line mechanics. I didn't miss an oil change in all the 280,000 miles."

You may not be touring outside Australia — but wherever you go in Australia the V.W. service sign is near at hand — your guarantee of trouble-free travelling with Volkswagen.



Obviously, you will be checking other things when inspecting a second hand Volkswagen, but this is all secondary and is only cosmetic compared to the condition of the motor, gearbox and running gear.

Bigger kilometres may not necessarily be too much of a problem for a well serviced Volkswagen.

I'd normally be saying good luck, but this time I don't have to. You'll be making your own luck next time.

Ashley Day.

Just imagine.

Whilst searching the internet, I came across images of this all stainless steel Porsche 911.

I won't go into too much detail, but someone very rich had gone to Porsche and asked if they could make their 1967 911 S out of stainless steel because of the harsh conditions in the country where their car was going to be used.

The good thing about Porsche is that, if you have the money, they can do anything for you.

So three 1967 stainless steel body 911s were made as a test and an experiment.

The end result is just amazing, the car looks so good, almost ghost like, and it started me thinking, why didn't they make all 911s out of stainless steel - or why aren't all cars made out of stainless?

Sure stainless steel is significantly more expensive than mild steel, heavier and hard to work with and probably not easy to repair or paint, but it still has many thousands of industrial uses. Everything in the kitchen is made of it, and for small amounts the cost is very reasonable.

Stainless steel is normal steel mixed with chromium, usually around 15%, plus about 10% nickel and other trace

metals like magnesium and molybdenum. This makes it extremely corrosion and heat resistant.

The technology was there in 1967, but it was never put into production in any way.

In fact as far back as 1935, Ford teamed up with Allegheny Ludlum Steel in the USA to promote stainless steel which was still a relatively new material. In order to do this, the companies decided to make six stainless steel 1936 Ford Deluxe Sedans to "showcase the extreme durability and aesthetic appeal of the new metal."

The models were given to Allegheny Ludlum executives and each logged over 320,000 km by the time they were retired in 1946. Only four examples are known to survive today, one of which was retained by Allegheny Ludlum Steel.

Following the success of the original collaboration, Ford and Allegheny Ludlum teamed up again in the 1960s. This partnership spawned two stainless steel 1960 Thunderbirds and three 1967 Lincoln Continental Convertibles.



Both Thunderbirds have over 160,000 km on them and still use their original exhaust 60 years later. The Continentals, on the other hand, were pretty much stock other than the stainless steel bodies.

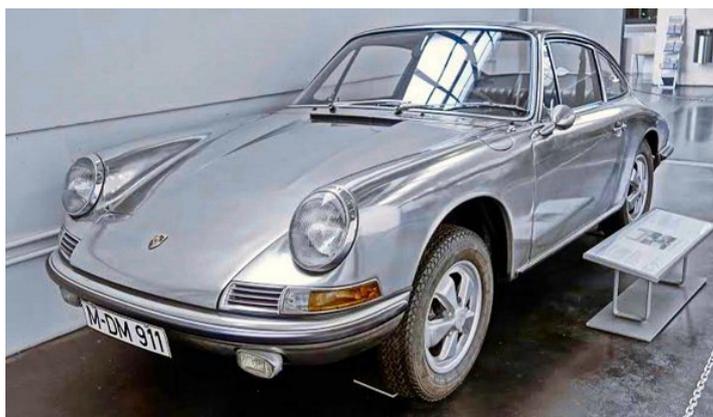
Mercedes have also made one-off stainless cars, usually for ultra-rich buyers in the Middle East, usually based on their AMG GT coupe and similar - and sometimes even with lashings of white gold. Very cool, but hardly 'production.'

In fact the only stainless steel car that I know of that ever went into production was the 1981-83 DeLorean. We all know how that worked out. Even then, it wasn't all stainless steel - it used a normal steel Lotus-style chassis and a fibreglass under-frame. Only the outer panels were stainless steel. DeLorean went bust in 1983 after making only about 9,000 cars. They aren't even famous for being stainless steel - instead it's Hollywood. If it wasn't for Back To The Future, no one would remember the DeLorean today.

There simply is no need to make such an expensive, time-consuming, heavy car body. Modern anti-corrosion measures are effective enough and bodies of today's cars outlast certain mechanical and electronic components anyway. Audi for example is a big fan of galvanised steel bodies, and more recently, aluminium.

I can't stop thinking though. Imagine if they had made the 1968 Beetle body out of stainless steel. They would have really lasted forever.

Ashley Day.





Volvo V60 is \$56,990, the Peugeot 508 GT wagon is \$55,990 and Mercedes-Benz C-Class Estate and BMW 3 Series Touring start at about \$70K.

Is there anything interesting about its design?

The updated Passat had more changes made to its cabin technology and safety equipment list than to its appearance, but there are a couple of cosmetic tweaks.

The front bumper and grille have a new design with a 'pinched' effect to the styling of the fog lights compared to the more horizontal and squared off look of the previous Passat.

Passat 140TSI Business wagon.

As if the Passat couldn't look any more like a professional company car, when it was updated late last year Volkswagen named the new one-model version of its large sedan and wagon the 'Passat Business.'

It makes sense. I mean calling the Passat something it's not would be silly. Can you imagine the Passat Le'Arouse? The Passat Danger King? The Passat DoofDoof? Nope, this is not Peugeot, it's Volkswagen.

Yes, in the history of aptly named things, nothing has been more aptly named than the Passat Business, especially the wagon.

For formal occasions this Passat calls itself the Passat 140TSI Business and I'll explain what that all means below.

So, along with the new name what else is new for the updated Passat? Is it all just business as usual or could the Passat wagon be the best reason NOT to buy an SUV for your family?

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

The 140TSI Business has a list price of \$47,990. You're essentially paying \$2K more than the sedan for the privilege of having a really really big boot. How big? We'll get to that in the practicality section below.

For now let's look at the standard features, which include a new multimedia system with a 20.3-cm screen and wireless Apple CarPlay (you'll need a cord for Android Auto), there's sat nav, an eight-speaker stereo, leather upholstery, three-zone climate control, proximity key, tinted glass, roof rails and 18-inch alloy wheels.

That's good value and we haven't reached the new safety tech, yet - keep reading or skip ahead to that bit.

What are the Passat 140TSI Business wagon's rivals? There's the closely related Skoda Superb wagon, which in 162TSI form is a smart buy for \$45,690.

If you feel Japanese there's the Mazda6 wagon; the GT lists for \$47,290. You used to be able to get a Holden Commodore Sportwagon RS-V for \$49,190, but they're probably all gone now and Holden has closed up shop.

There aren't many other wagons in the price range - the

rear of the wagon was refined further with sleeker tail-lights and the letters P A S S A T spaced across the centre of the tailgate, using a similar typeface to the font applied to the previous Arteon and the new-gen Volkswagen Touareg.

Despite the styling changes the Passat wagon remains the most sensible, most conservative, most business-like model in Volkswagen's line-up, especially in our test car's 'Pure White' finish.

That's not a bad thing, unless you're looking for something more emotive, or in another colour, like grey, or blue or black, which is the Passat's entire paint palette. These are also the colours of the suits in my wardrobe. Apart from white, that is.

Again, the cabin of this new Passat is much like the previous one: business class all the way, with premium but restrained styling applied to the broad flat dash, comfortable but not lounge-like leather seats and modern media system.

The Passat wagon is 4773 mm in length, 1832 mm wide and 1477 mm tall. How does that compare to the sedan version? Well the sedan is about 2.0 mm longer, the same amount wider and about 20 mm shorter in height. All riveting facts which will stun and amaze your friends, I'm sure.

How practical is the space inside?

Nobody buys a wagon accidentally. Nope, they're bought by those who need cargo space almost as much as they need room for people. But not all wagons offer as much utility as the Passat version.

See, while the Passat loses points with the fashionistas for its lack of sleekness and sporty styling it makes up for it in





interior space thanks to its old-school, almost panel van, slab-like dimensions.

The Passat is a proper five-seater, and with the second-row seats in place there's 650 litres of boot space.

Take a look at the images to see what that means in real-world terms - we were able to fit our luggage and pram in with room to spare. It's more than 100 L bigger than the Toyota RAV-4's boot, 170 L bigger than the Hyundai Tuscon, and more than 200 L bigger than the Mazda CX-5. These three are Australia's most popular medium SUVs.

The low load lip, wide boot opening, handy bag hooks, partitioned storage areas behind the wheel arches, and an extendable net to divide off the second row from the cargo area make the Passat wagon's boot truly useful. I'd definitely buy a cargo net, though, to stop your groceries rolling around.

Quick release levers unlatch the back seats to fold them flat, and then Passat offers a cavernous 1,780 litres cargo



capacity. Again, that's bigger than the Toyota RAV-4 (1,690 L), Hyundai Tuscon (1,478 L) and Mazda CX-5 (1,342 L).

Cabin storage is also great with three cup-holders in the second row and two more up front, a decent sized centre console bin and super large door pockets all around.

People room is excellent. The cockpit is open and spacious, even for me with my 2.0-metre wingspan, while I can sit behind my driving position on the back seat with about 50mm to spare between my knees and the seat back.

As a dad, the first things I look for when gauging a vehicle's family friendliness are directional air vents and sunshades in the rear.

In Australian summers, these are good to have, and the Passat Business wagon comes standard with both. There's climate control in the rear, too.

For charging and power outlets older USB-A ports were phased out in this update, replaced by the new USB-C sockets - two in the front and one for the second row.

Keeping it old school are three 12-volt cigarette lighter outlets - one in the front, another in the second row and a third in the cargo area.

The Passat's ride height means my five-year old could climb in easily, but meant I had to bend more than I would for an SUV to buckle him into his seat.

So, while the Passat wagon ticks many family boxes, parents may find the bending literally a pain in the back.

What are the key stats for the engine and transmission?

The update to the Passat late last year brought more than just new USB ports; there's a new engine, too.

The 1.8-litre was swapped for 2.0-litre four-cylinder turbo-petrol making 8.0 kW more power at 140 kW (that's where the 140TSI in the name comes from) and 70 Nm more torque at 320 Nm.

That's quite a stack more grunt and it all goes to the front wheels only.

Shifting gears is a seven-speed dual-clutch DSG automatic. It's fairly smooth in slow traffic but better suited to motorways and country roads where fewer gear changes cause less hesitation in the transmission.

Acceleration is swift for the class with 0-100km/h coming up in 8.1 seconds.

How much fuel does it consume?

The Passat wagon got the full family workout in this test. Specifically, 249.5 km of Newcastle to Sydney motorway back from the grandparents, daily work commutes





into the city, preschool drop offs and pick-ups and the weekly shopping trip.

Filling the (66-litre) tank back up to full needed just 23.10 L of premium unleaded, which works out to be 9.3 L/100 km. Not bad at all, although Volkswagen says over a combination of open and urban roads you should see 6.6 L/100 km.

What safety equipment is fitted? What safety rating?

The Volkswagen Passat scored the maximum five-star ANCAP rating when it was tested in 2015, but more advanced safety features were added when the car was updated last year.

This included the 'Travel Assist' system which is a higher level of adaptive cruise control combining lane keeping assistance and speed recognition of the car in front.

Also standard is AEB, which operates when manoeuvring forwards and backwards, blind spot monitoring, rear cross traffic alert, auto parking (parallel and perpendicular) driver fatigue detection, a reversing camera, plus front and rear parking sensors.

For child seats you'll find three top tether anchor points and two ISOFIX mounts across the second row.

That's an outstanding armoury of potentially life-saving equipment, topped off by a full-sized spare alloy wheel under the boot floor.

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

The Passat is covered by Volkswagen's five-year/unlimited kilometre warranty.

Servicing is recommended at 12 month/15,000 km intervals and you can expect to pay \$458 for the first service, \$660 for the second, \$552 for the third, \$873 for the fourth, and \$458 for the fifth visit.

What's it like to drive?

Really, the true sports utility vehicles are wagons because they have as much utility as an SUV but in most cases are more naturally sporty thanks to their lower centre of mass.

That was certainly the case driving the Passat wagon, which was far more planted and stable than any regular SUV.

True to its name, the 140TSI Business wagon is an easy, comfortable and effortless car to drive.

But, let's say you're running late for a radio interview and you need to get where you're going as quickly (and legally) as possible. The Passat is able to match that urgency with the dynamics and performance needed. I made it by the way, with time to spare.

There's a decent amount of torque, all going to the front wheels and if that accelerator pedal is poked with a bit too much enthusiasm it's not hard to cause a loss of traction. You just have to remember not to be so heavy footed. The Passat I tested wore 235/45/R18 Pirelli Cinturato P7s, which are an excellent tyre.

An 11.7 m turning circle isn't fantastic, but I didn't notice it hindering my daily use.

As for towing, although I didn't do any, Volkswagen says the Passat 140TSI Business wagon has a braked towing capacity of 1800 kg.

Verdict

The Passat 140TSI Business wagon is one of the best excuses for not buying an SUV like seemingly everybody else. Not only is it effortless to drive, its updated safety tech is outstanding, it's practical and the value is excellent. More than just business class, it's family proof, too.

Richard Berry





Audi Fox - a luxury stayer

The Sydney Morning Herald, Saturday 1 March 1980

The Audi Fox first arrived in Australia in 1974. Imports of the car were stopped last year, but there is still interest in the used cars that are still around. Mechanically, the car should last a long time, if serviced properly.

The Audi 80, or Fox as it was called here, was a more luxuriously appointed VW Passat with a traditional three-box shape. In fact it is fair to say that the Audi spawned the Volkswagen.

The engine and front-wheel-drive layout used in the little Audi was essentially a layout borrowed by Volkswagen when it took over Audi. It slotted nicely into the Passat which was then in its design stages as the saviour of VW in the early 1970s when the days of the air-cooled Beetle were drawing to a close.

The Audi Fox first arrived here in March 1974, and sold to a small but discerning group of buyers who demanded European handling and advanced engineering.

With a choice of three-speed automatic or four-speed all-synchromesh manual transmission, the 1.6-litre four-cylinder engine of the Fox delivered fairly brisk performance and fair fuel economy.

The light body construction offered good all round visibility; the interior was bright and roomy and handling and braking good.

Acceleration was acceptable, with 0-100 km taking a little over 14 seconds. The Fox enjoyed cruising on the open road at higher than average speeds. Top speed was 155 km/h.

Criticism was levelled at the distinct front-wheel-drive traits of the steering and overall heaviness of the steering at parking speeds. The pedals are all set left and the accelerator pedal gives one a pain in the ankle on a long run.

At speed, wind and road noise are muted, although the engine makes its presence felt at higher revs. The automatic transmission whines a bit and tends to be jerky under load. And the flow-through ventilation system is

simply inadequate for hot Australian summers.

The seats are well contoured and comfortable and head and leg room throughout is surprisingly generous.

Standard fittings cover reclining front bucket seats, a centre console, intermittent wipers, locking glovebox, prismatic day/night rear vision mirror, water temperature gauge, rear screen demister, radial tyres, a laminated windscreen, carpeting throughout, two-speed wipers and an automatic choke.

Small drivers will find themselves sitting a little too low for comfort. The variable ratio rack and pinion steering requires four turns lock to lock for a turning circle of 10.3 metres.

The suspension - coil springs all round and a torsion beam solid rear axle - has been nicely tuned to combine crisp handling and a

firm but always comfortable ride. The front disc/rear drum brakes work well.

Used ones should be in reasonable condition. The trim used was durable and of good quality.

The Fox was face-lifted twice before imports ended in 1979. In 1976 the 1.5-litre engine was boosted to 1.6 and gearing ratios altered to give a little more flexibility (the Passat got the same improvements). In 1977 the GLS came with rectangular headlights replacing the previous twin beams in a more rounded front-end styling. The GLS had new instruments and featured a tachometer as standard and its upholstery was improved with soft velour the order of the day. Changes to the rear of the car gave a bigger boot, too.

Most of the Fox were lease cars, appealing to young middle-level executives who generally looked after them well. Spares are available through the 156 VW dealers in Australia but are a little expensive in some cases.

Mechanically, the engine should last a long time if properly serviced. Watch for worn drive shafts and take note that the Fox goes through front disc pads quickly. The radiator fan is electrically powered and there is the chance of a thermostat sensor failure.

Like early model Passats, the manual gearbox of the Fox would occasionally jump out of gear over rough roads.

Before buying, call in an expert to go over the whole car.

Average fuel consumption on city routes, if the car is properly tuned and driven easily, is 11 litres per 100 km (about 25 mpg).

David Robertson





Transporters in Australia.

Volkswagen arrived in Australia in the 1950s. The reliability and robustness of its products were key to its success in a country with very extreme and varied conditions. Throughout its long commercial life, the successive generations of the Transporter have been well received by Australians.

Volkswagen Universe magazine, Barcelona (Spain), Q2 2019

The first Volkswagen known in Australia arrived there after the Second World War: it was a Kübelwagen that the Australian army had obtained from British troops. Aware of the excellent performance of the German off-road vehicle in the North Africa campaign, the Australians wanted to study it with a view to its possible use. After testing it for several months, it remained in a warehouse until, a few years later, it was bequeathed to the Australian War Memorial in Canberra, which still has it.

In 1947, two Beetles were sent to the Department of Post-War Reconstruction - one of them a Type 51, an off-road on a Kübelwagen chassis - which used them for two years, after which they were auctioned.

Then in late 1953, the first imports began of Volkswagen vehicles, and on 11 December that same year the brand's official presentation was held in Melbourne at the Regent Motors dealer with several units of the Beetle Deluxe.

Regent Motors was owned by Lionel W. Spencer, a friend of Baron Klaus von Oertzen, who was at the head of Volkswagen in South Africa. The previous year Von Oertzen had invited Spencer to Wolfsburg, where he was impressed by the size of the factory and the great potential of the Beetle and the Transporter.

Local Assembly

As in many other countries, tax and tariff breaks for locally manufactured cars encouraged Spencer to import cars in CKD (Completely Knocked Down) format. The vehicles arrived dismantled in boxes directly from Wolfsburg and, at first, they were assembled in the Regent Motors workshops, but the growing activity led to subcontracting another company, Martin & King Pty Ltd. Pty. Along with Beetles, some complete Transporters were also imported, so that, in

late 1954, 2,080 Volkswagens had already been sold in the country, 334 of which were vans.

In 1955 Volkswagen (Australia) Pty. Ltd. was founded, which was replaced in 1957 by Volkswagen (Australasia) Pty. Ltd. The new company had a specific brand image, in which two kangaroos flanked the Volkswagen logo, and Transporters in CKD format also began to be assembled locally.

The Wolfsburg brand achieved notable popularity during those years thanks to its brilliant participation in events such as the Round Australia Trial, a marathon tour of the island continent, won by Beetles on many occasions.

Growth And Crisis

The Australian Volkswagens were increasingly fitted with locally manufactured components, until in 1959 the first bodywork presses were set up, which involved acquiring and enlarging the premises of Martin & King in Clayton. Thus, the factory almost completely produced the Beetle, in its Deluxe version, and the Transporter in its panel van, kombi, Microbus and pick-up versions.



To adapt to the country's extreme conditions, the Australian T1 adopted specific air inlets, located high up on the bodywork, which reduced the amount of dust entering the engine compartment. In the case of the pick-up version, it was decided to fit the engine's air inlet in the air vent above the windshield.

In 1962, Volkswagen had already become the third biggest manufacturer in the country, only behind General



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Motors and Ford and, the following year, the German firm began to use its Australian subsidiary as the base for exporting vehicles to the rest of the South Pacific.

But setting up the bodywork presses became a problem because, while the Wolfsburg factory notably developed the Beetle during the 1960s, the units produced in Australia retained the same bodywork without applying the new changes. And the same happened with the Transporter, which was not available in its one-ton cargo version until 1966, three years later than in the European and American markets.

This, together with some problems in quality management, meant that sales fell in Australia by 20% in 1965, despite the introduction of the Type 3 as the third model of the range, and they even dropped another 30% in 1966.

Thus, in 1968 the decision was made for production to return to CKD format. The manufacturing machinery in Clayton, which was no longer suitable for the new situation, were removed and sold, while the Beetle body jigs were sent to Brazil, where the old Beetle bodywork was still in production. Now, the vehicles were assembled by a new VW company, Motor Producers Limited, which also made models from other brands.



This meant that in 1968 the Beetle could start being sold with its new 12-volt bodywork from that year, as well as the second generation Transporter, without the need to invest in expensive presses and tooling to adapt production. It did mean that Government rules put an assembly ceiling on each model as they no longer met the 'Plan A' full manufacturing requirements. Also the sales prices were higher.

While the T1 Transporter had been valued by Australian customers for its versatility and robustness, the T2 became even more popular. Buyers positively valued the qualities of the van, which was completely at home on the streets of the main cities, crossing the country from end to end or driving on the most secluded roads of the continent. Thus, in 1973 Volkswagen sold more vans in Australia than cars, which would be repeated in the next two years. Volkswagen had over 45% of the Australian market for 1-tonne commercials with the Transporter.

End And Rebirth

In 1976, Nissan completely acquired Motor Producers and the Clayton factory from Volkswagen, thereby ending production of the German brand in Australia.

From then Volkswagen's presence in Australia would be minimal, especially because of the high price of its



products, caused by the ups and downs of exchange rates and the high tariffs imposed on fully imported vehicles. Volkswagens and Audis were sold in Australia by a third-party importer that also sold other makes. This explains the end of the Golf and Passat and the limited presence of the T3 in the country, with annual sales figures well below one thousand units. 1987 marked the lowest point, with just 48 Volkswagens sold in Australia, all of them vans.



However, the situation would be turned around through the 1990s under some new importers, when there was a gradual increase in sales, culminating in 2001 with the creation of the new company Volkswagen Group Australia. The recovery of historical sales figures was such that in 2008 the 600,000th Volkswagen was sold in Australia, followed by the 800,000th in 2013 and the one millionth in 2017, a real milestone.

Natàlia Díez



2021 Dakar VWs.

The Dakar Rally (or simply 'The Dakar'; formerly known as the 'Paris-Dakar Rally') is an annual 'rally raid' or long-distance rally, organised by the Amaury Sport Organisation. Initially, from the first event in 1978, the event ran from Paris in France, to Dakar in Senegal. But due to security threats in Mauritania, which led to the cancellation of the 2008 rally, events from 2009 to 2019 were held in South America. Since 2020, the race has been entirely in Saudi Arabia. The rally is open to amateur and professional entries, amateurs typically making up about eighty percent of the participants.

The rally is an off-road endurance event. The terrain that the competitors traverse is much tougher than that used in conventional world cup or club rallying, and the vehicles used are typically true off-road vehicles and motorcycles, rather than modified on-road vehicles. Most of the competitive special sections are off-road, crossing dunes, mud, camel grass, rocks, and erg among others. The distances of each stage covered vary from short distances up to 800-900 kilometres per day.

Volkswagens have won the Dakar Rally four times. In 1980 the Volkswagen Iltis of Sweden's Freddy Kottulinsky and Germany's Gerd Löffelmann won the event (the car is on display in the Wolfsburg museum). Then much later, the specially-designed and built Volkswagen Motorsport Race Touareg won the event in 2009-10-11, after which VW retired from the category to concentrate on the WRC and the WRC Polo.



The 2021 Dakar Rally was the 43rd edition of the famous event, and was held in Saudi Arabia. The event ran for 14 days, starting on 3 January and ending on 15 January 2021. It was the second time Saudi Arabia had hosted the event, with support from the Saudi Automobile and Motorcycle Federation. The race started and ended in Jeddah, allowing the competitors to venture through the desert and alongside the Red Sea.

The route consisted of one prologue stage and 12 normal stages, with one rest day in Ha'il on 9 January. The rally was originally intended to run through 2-3 additional countries, with Egypt and Jordan being rumoured likely candidates. However, due to travel and border restrictions implemented in response to the COVID-19 pandemic, the route stayed entirely within Saudi Arabian territory.

The normal entry categories are Bikes (limited to 450cc); Quads (2wd and 4wd), Cars (less than 3500 kg, divided into numerous sub-categories), and Trucks (over 3500 kg, production and modified). In 2017 a new category was introduced for UTVs (Utility Task Vehicles) with side-by-side seating; also known as ROVs.

For the 2021 event a new class called Dakar Classic was introduced, for cars and trucks manufactured before 2000, or new vehicles built to original pre-2000 specification. These vehicles share the same bivouac and the organization but run in a parallel, yet different route, suitable for historic vehicles. The scoreboard is not based on fastest time, but rather on regularity rally point scoring system. The class feature a reduced entry fee, yet the same rules and fees apply for the assistance.

As a result, the new Classic category had quite a few VW group vehicles.

Volkswagen Iltis.

Ignacio "Livingstone" Corcuera embodies the spirit of the true Dakarian. He has taken part in the toughest rallies in the world. He ran the African Dakar three times, alone and without assistance; He contested the Rally of the Pharaohs and went from Bilbao to Dakar in 112 hours in 2013, just to point out some of his feats. He has also participated in "The Rose of the Winds", an experience that consists of joining the extreme points of a country: he did it in Senegal, Tunisia and Libya.

"I have run three Dakar alone, without a co-driver, without assistance, in a challenge against myself," Ignacio explained. "And I've taken 12 more challenges. Now I proposed this Dakar Classics category to David Castera, to remember those African Dakar, with these almost standard trucks that beat the desert 40 years ago. The acceptance of the category has been unbeatable, with many Spanish participants.

"I set out to race this Dakar with the vehicle that was

awarded first overall in the 1980 Cars category, since in 1979 there was no division into categories. That car was a Volkswagen Iltis. It was in the hands of a German family who used it to tow their caravan. They sold it to a musician who rented it out for film and TV productions. When the musician retired, he put it up for sale and I went for it. The body was in very bad condition. It had rust on it and it wasn't a good 4x4 either. We have dismantled the engine, we have cleaned it up, we have painted the vehicle twice. The task has taken us two years. The engine is the original from 1980 restored. Together with Iker if we manage to get there, we will have won."



Ignacio's co-driver, Iker San Vicente, said: "I am 40 years old, the same as the car, and I have been in the world of classics for 20 years. In rally raid I have done everything: driver, co-driver, press and organizer. I was in the 2009 Rally of the Pharaohs following Ignacio's participation and in 2010 in Libya I did La Rosa de los Vientos.

"The videos from Saudi Arabia are really spectacular, they take your breath away. This year everything has been given so that we can be there. I couldn't accompany another pilot other than Ignacio. I have accepted the invitation because I know that we are going to understand each other well. The car is original which gives more value to our participation. We want to finish the Dakar. The classification is in the background."

The Iltis did complete the 2021 event, finishing in 22nd place in the Classic class.

VW Apal buggy.

Emmanuel Eggermont has a few Dakar Rallies under his belt. The first, he completed in Africa as a mechanic. A position he held in 2001 and 2003 before assuming the role of co-pilot with Didier Monseu the following year. After four years of absence, Emmanuel returned to 2009 when the Dakar migrated to South America. There too as a co-pilot. And then in 2012, still in the T5 category, the Belgian got behind the wheel. Since then, this historic rally enthusiast thought he was done with the legendary rally raid.

The virus caught up with him when the Dakar organizers decided to create a new category for older vehicles. More affordable than with a current racing machine, the commitment to Classic won over the boss of an earthmoving company, but also his band of friends who, like him, had drawn the line on the Dakar for lack of funds. Leader of the Racing Wings team where he will meet his former partner Didier Monseu, Emmanuel Eggermont drove a Volkswagen



'Apal' buggy powered by a V8 with which the man intends to have fun. He will have with him Edouard de Braekeller, his partner in historic rallies, who for his part runs a company specializing in industrial accessories. If the latter has never had to navigate a rally raid, his aviation experience should help him find his way in the Saudi desert.

"The Dakar is a virus. When you catch it it is hard to let go of it. Unfortunately, this race had become for me financially inaccessible. We are a bunch of friends who have turned to historic rallies. We set up the Racing Wings team, we are preparing vehicles for this type of competition. With the creation of the Dakar Classic, we said to ourselves that this was an opportunity to dive back. Having known Africa and South America, I was also curious to discover Saudi Arabia. We will have with us two young mechanics enthusiasts who will discover the Dakar with stars in their eyes. For us the goal will be above all to have fun with friends. Sharing all of this together and of course trying to finish the race."

The buggy completed the event in 13th place in the Classics class.

Porsche 911 SC.

Of all the vehicles registered in the Dakar Classic rally, the Porsche 911 will probably have the most attention. It was indeed that magnificent vehicle that conquered the Dakar back in 1984 when René Metge was behind the steering wheel. And there will certainly be nostalgia seeing it again on the bivouac of the rally and deserts of Saudi Arabia. And the lady behind the project is just as inspiring.

Amy Lerner has a passion for cars for as long as she can remember. Her father was an antique car collector and she fell in love with vintage vehicles from the beginning of the last century. Motorsports have become a part of her life only recently. After reading about the Rallye des Gazelles, she registered and competed in the Moroccan 100% female race in 2011 and did so four times. That eventually led to the Australasian Safari Rally that she raced in a Jeep and saw her win the Dakar Challenge class giving her an opportunity to register for the Dakar. A lack of time and a busy life made it impossible to go for the big one...yet!

This mother of two has worked in many different domains, from Wall Street where she started, to real estate, and more recently in film making and production (in 2019, she produced a documentary on Baja legend Rod Hall, called One More Win). The idea of doing the Dakar came only a few months ago when she heard about the brand new Dakar

Classic regularity rally for cars before 2000. A few calls and meetings later and she was purchasing that famous Porsche and registering for the event. On the rally, she will be alongside her friend Sara Bossaert, an architect and sailor from Barcelona who has no rally experience but "the good mindset." Amy is a competitor and her ambition on the Dakar is simple: make it to the podium with her all-girl team.

"I should have called my project "Two Weeks to Dakar", it all went so fast," Amy said. "I was sitting home, lockdown in New York during the Covid crisis and heard about the Dakar Classic format and found it fascinating. I made a few calls and got all the pieces together and off we went. I signed in for the event just two weeks before the end of registration. I bought the Porsche from Stephane Henrard in Belgium. It's not the actual car of the 1984 Dakar but is a tribute to it. It was built in 1982. I haven't even seen it yet but I know I'll give it a big hug once we get to Jeddah.



"The Dakar is a rally I read about in magazines growing up in the US. I love the multi day format. It's not just driving, it's also the mental aspect when it's so hard to focus on everything. I love the idea of meeting people as well. Sara (co-driver) and I are friends. We worked in real estate in Barcelona together. I couldn't think of a better person to be my co-driver. She has no experience in motorsports but she's an architect and a fine sailor so I know she has the right mindset. She did her research and I'm confident. I'm used to sand and I know what I have to do. I know how to change a tyre. Whatever happens, I'm prepared. The regularity aspect however is new (respecting an average speed throughout the stage). You have to stay steady and that's maybe the biggest challenge. You have to respect a specific speed or else you can get a penalty. It's different from normal racing. I'm a competitor, absolutely. The goal is the podium. I also tend to say that this Dakar Classic is a pre-run before doing the main event. Who knows...?"

The girls completed the event in their Porsche in 15th place in the Classics class.

Volkswagen Baja Bug.

Although it has been broadly revamped since it was first registered in 1968, the oldest car participating in the Dakar Classic, driven by Belgians Benoît Callewaert and Ghislain Morel, has encountered its first problems.

This fifty-year old Beetle has seen a sudden increase in action over the last few months. Benoit Callewaert, a historic rally enthusiast who can usually be found competing behind the wheel of a Porsche 911, was challenged last summer to take part in the Dakar Classic by Yves Loubet. The idea

immediately appealed to the Belgian businessman, but there was the stumbling block of the car to overcome.

"I couldn't take part with my car, which is prepared for rally tracks rather than rally-raids. So, with my friend Emmanuel Eggermont [participating in the VW Apal buggy # 201], we sought out and found this VW-Baja Beetle in Los Angeles. We shipped it over, but it only arrived at the start of November, giving little more than a month to carry out all the necessary modifications."



They won the race against the clock to get the car on board the ship in Marseille and the cruise to Jeddah was comfortable for the oldest car in the field. "But our adventure took a complicated turn during the second stage," explains Benoît: "After 5 kilometres of the special, a spark plug blew off the cylinder head and ripped off the thread, so it was impossible to repair it. We had to drive the rest of the special and the entire link route to the bivouac on only three cylinders, meaning we had a catastrophic loss of power. That's why we had to climb that famous slope where we had to ask for a tow."

The road to reach Wadi Ad-Dawasir was therefore long, but fortunately Benoît Callewaert is farsighted: "It was out of the question that I was going to tackle the Dakar without a second engine. I wasn't planning on using it, but in the end, we had to strip everything down to install it, bearing in mind that it's not exactly the same type!" They thus experienced an active and rather long evening on the bivouac, but it was with genuine apprehension that the duo he forms with Ghislain Morel took starter's orders on the day's loop.

"I'm rather worried because it will be very sandy and we've switched from a 1800 cc engine, which already wasn't that powerful, to a 1600 cc engine which is very likely to struggle." They will have to look after their venerable Beetle!

They did - the Baja Bug finished the event in 9th place in the Classic class.

Sunhill beach buggy.

Two Sunhill buggies from the 1980s are racing in the Dakar Classic category. Frédéric and Julie Verdaguer hope to pay tribute to their creator by making it to the finish of the inaugural edition.

A Sunhill buggy never fails to turn heads, even in the Dakar bivouac. Its distinctive design and size have already put Frédéric and Julie Verdaguer in contention for the prize for the most photographed car. One of these cutting-edge machines was already present at the start of the first Dakar on

28 December 1978 with Yves Sunhill at its wheel, but the constructor never managed to take one of his creations all the way to Dakar.

Fast-forward to 2021, when Frédéric Verdaguer, an expert in restoring vintage vehicles, has picked up the gauntlet by entering the Dakar with his wife at the wheel of the model that took part in the 1982 and 1983 editions: "As soon as we learned about the introduction of the Dakar Classic category, we decided to take the plunge. The Dakar is the natural home of this buggy", explains Frédéric, who spent several months working to prepare the "desert scarab" for its great comeback. They feature souped-up 2-litre Volkswagen engines with big two-throat carburetors and extractor exhaust.

"I'm pretty satisfied with its performance and reliability, it could even go toe to toe with modern cars", he says only half-jokingly. In order to put their vehicle back into the spotlight, the duo's main objective is to finish the big loop starting and ending in Jeddah, explains Julie: "It would be the best possible tribute to Yves Sunhill. We need to bring this buggy home for him."



The Sunhill buggy of Frédéric and Julie Verdaguer finished the event in 5th place in the Classic class. The other Sunhill buggy of Marc Douton and Emilien Etienne led the class over every stage and won the Classic class, beating other classics such as 4WD Toyotas, Nissans and Mitsubishi's, and a Mercedes Unimog,

Volkswagen does it again!

Thanks to Bruce Madden for the articles

The \$500 VW.

The more things change, the more they stay the same.

Years ago, I remember, that I used to love to buy a little \$500 Beetle with 6 months rego and drive it around until the registration ran out.

After that, they were mostly cut up and sold as parts.

It was a great way of keeping the price of motoring very low.

Also, you never really needed to worry about anything like car park dings, small accidents, paint, rust, hail damage, depreciation, wear and tear, or even the amount of kilometres you clocked up.

Sometimes, I felt a bit sorry for the new generation of kids, because gradually the easy supply of cheap old Beetles



ran out. I thought that they would never get to have the sort of VW fun, like I did.

But I don't have to feel sorry for them - because you can still do it 30 years later.

I brought this New Beetle with 160,000 kilometres on the clock and 6 months rego, last week on eBay for \$500.

It was a little untidy and it was dripping coolant everywhere, but basically it was a good 20 year old car.

It took 2 days to clean, polish and replace a plastic fitting near the radiator.

It came out nice and for sure I'm going to drive it around for the next 6 months but this time I'm not going to chop it up.

This time I plan to drive it for years.

Ashley Day



Most accidents can be avoided.

The Sydney Morning Herald, Monday 24 November 1969

Situation 1

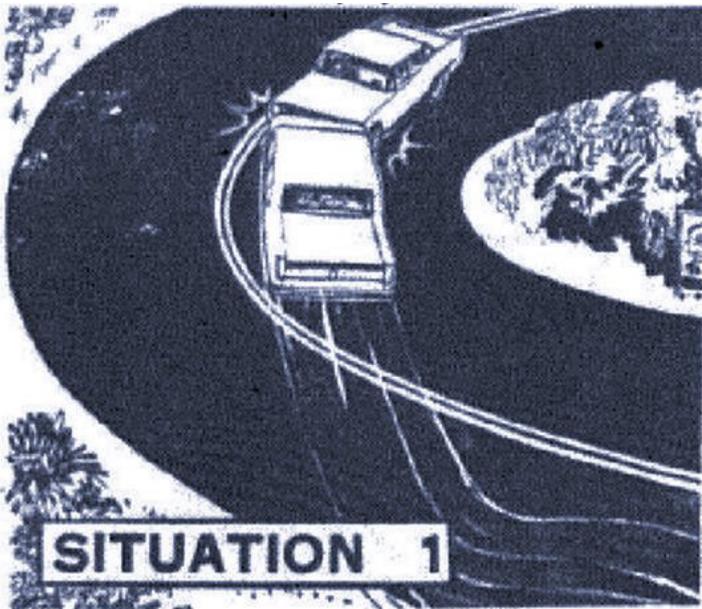
A man borrowed his neighbour's car so he could rush his pregnant wife to a hospital two miles from his home.

When approaching a sharp curve, the man found the brakes were faulty and would not slow the car (Car A).

He ran off the curve to the left, but managed to swing back again.

However, he moved too far right and crossed the path of an oncoming car (Car B). A head-on collision resulted.

The driver of Car A said he did not know the brakes of his neighbour's car were faulty, and he said Car B had crossed the centre line in the road.



Q: Could the driver of Car A have avoided the collision?

A: The driver of Car A could have avoided the accident, even though it involved a series of adverse conditions.

He should have tested the brakes, since the vehicle was strange to him.

No matter how great a hurry he was in, the driver should not have hoped to drive into a curve at excessive speed. He should have tried to slow down long before he did.

Situation 2

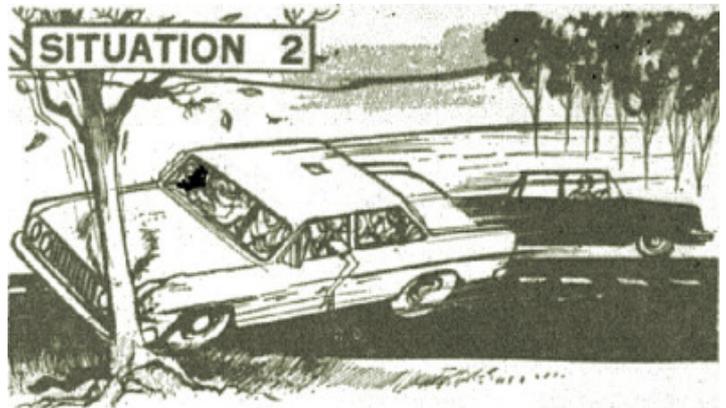
Nine people, jammed into a large two-door sedan, were killed when the car ran off a rural road and crashed into a tree.

The victims included a mother and father and four of their five children.

The weather was fine, traffic was light and the road was straight when the accident occurred.

Q: What caused the tragedy?

A: The car contained too many people - two adults and two children on the front bench seat, and three adults and two children crammed into the back.



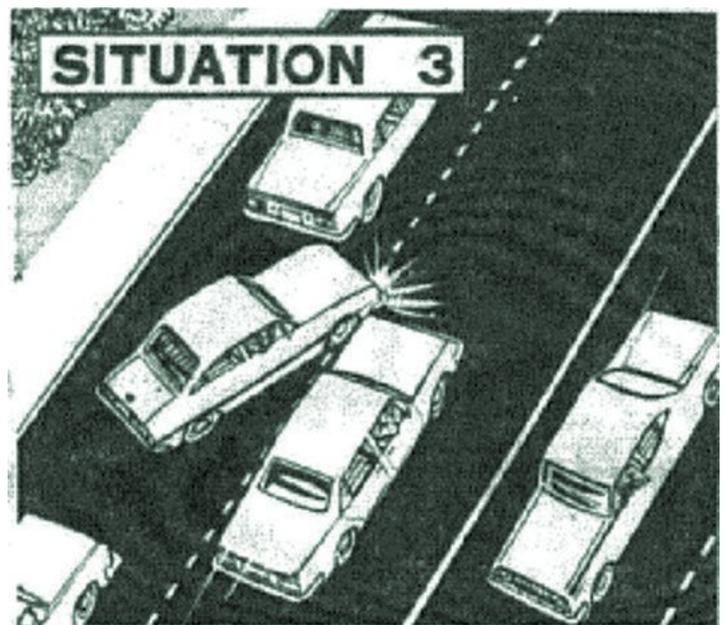
The driver was probably distracted or crowded by one of the passengers when the car struck a pothole, causing him to lose control.

Situation 3

Two motorists were critically injured when their cars were involved in a side-swipe accident on a wide dual-lane city highway.

Police found the accident occurred when the driver of Car A in the right lane began to pass Car B in a line of traffic on the left.

The driver of Car B moved out to overtake Car C without checking his side or rear-view mirrors and crashed into the side of Car A.



Q: Although the driver of Car A was not at fault, could he have taken precautions to avoid the accident?

A: The two cars would not have collided had the driver of Car A been more cautious. He should have realised Car B might drift out of his lane for a number of reasons.

For that reason he should have kept a watch on Car B and as soon as he noticed the car pull out towards him, he should have lifted off the accelerator and tapped on the horn to warn the driver, and been prepared to brake if necessary.

Being in the right does not absolve a driver from the responsibility of being observant and all times and avoiding an accident.

Situation 4

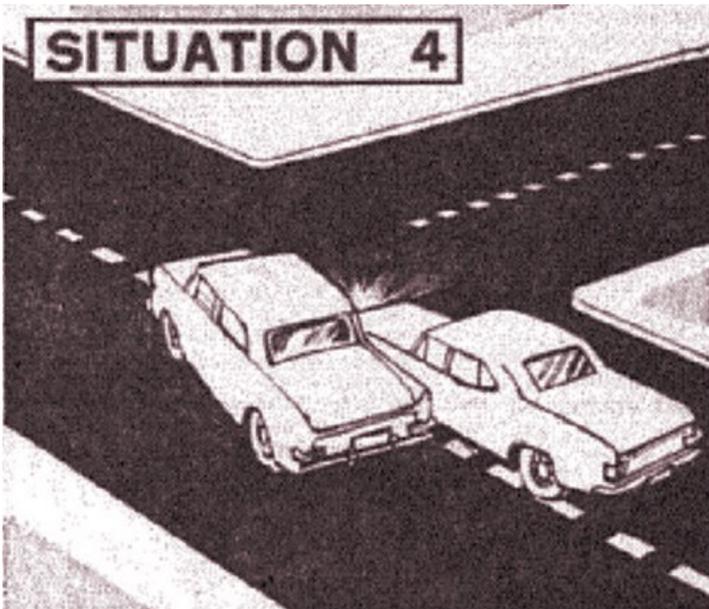
Car A was moving slowly along a quiet suburban street when the driver decided to take the next turn on the right.

He diverged to the centre of the roadway and made sure there was no oncoming traffic before starting to make the turn.

Suddenly, Car B started to overtake on the right from behind and crashed into the side of his car as Car A turned across him.

The driver of Car A said, "The street was empty of traffic shortly before I began the right turn.

"I saw nothing coming towards me so I did not think it necessary to signal my intention. Besides, I was in the centre of the road and there was room on my left for any traffic behind me to get past."



Q: Could this accident have been avoided?

A: It could have been avoided had the driver of Car A signalled his intention to turn right at a safe distance from the corner, and watched his rear vision mirror for overtaking vehicles.

The good driver always signals correctly in good time to let other drivers know of his intentions. He is also aware that there are foolish drivers who will overtake at an intersection and is always prepared for them.

Situation 5

Car A, closely followed by Car B, approached an intersection as the traffic lights changed from green to amber.

Although the driver of Car A thought he might have had time to cross the intersection before the red light, he decided to stop.

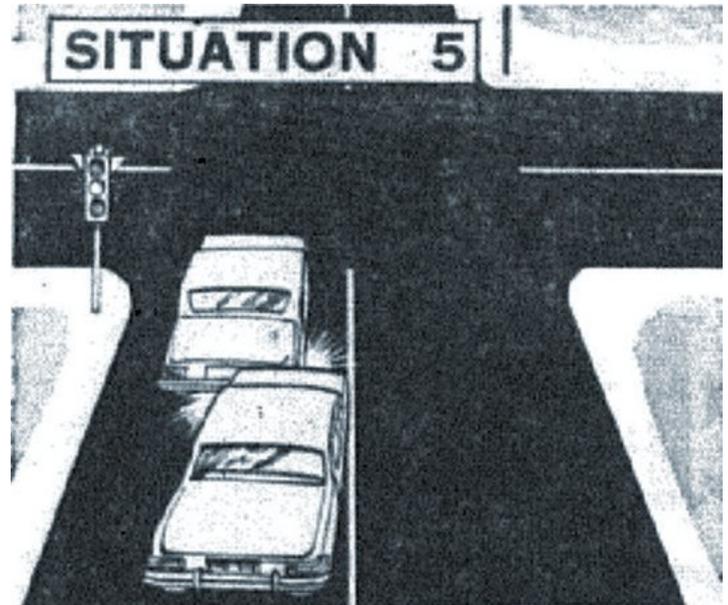
Car B crashed into the rear of Car A when the brakes were suddenly applied.

The driver of Car B said, "I was prepared to follow him, but at the last second he changed his mind and went for the brakes.

"I tried to stop but ran into the rear of his car."

Q: Was this accident preventable?

A: It was preventable. The driver of Car B did not stay alert



for sudden stops and did not allow enough following distance.

The good driver allows one vehicle length of following distance for every 10 mph (15 km/h) of speed. Therefore, if Car B was travelling at 30 mph (45 km/h), he should have travelled three car lengths behind Car A.

Situation 6

Five people were killed in a head-on collision between two cars during a blinding rain storm.

The road was perfectly straight, tar-sealed and had a clearly marked centre-line.



Q: What caused the collision and could it have been avoided?

A: One of the vehicles, if not both, was on the wrong side of the road because visibility had been impaired by the heavy rain.

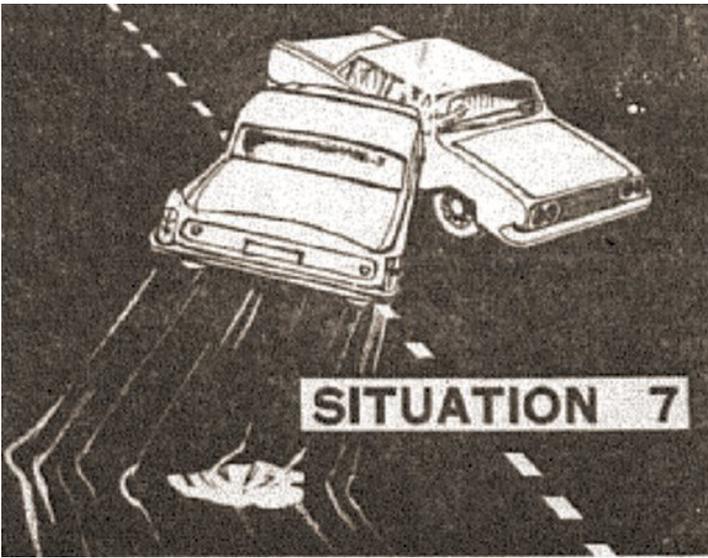
Their speed had been far too great for the weather conditions. Had they travelled at a slower speed, and kept well to the left, or even pulled to the side of the road until conditions improved, the accident would not have occurred.

Situation 7

The weather was clear and the traffic sparse when Car A suddenly moved to the wrong side of the road and crashed into Car B.

The driver of Car A told police he was well within the speed limit when his front offside wheel struck an unexpectedly deep pothole.

The sudden jolt tossed the driver out of his seat, and before he could regain control the car had swerved into the other vehicle.



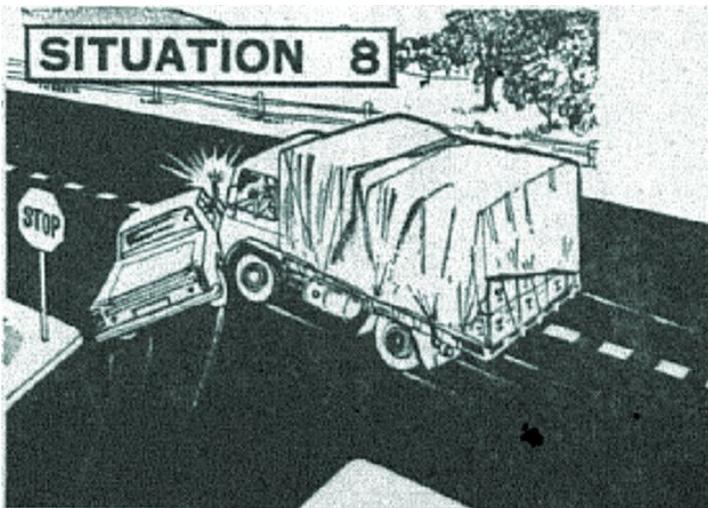
"I could not have been expected to notice the pothole in this bituminous surface roadway," he told police.

Q: How could the driver of Car A have avoided this accident?

A: By wearing his seat belt. This would have held him firmly in his seat, allowing him to maintain control of the car when it struck the pothole.

Situation 8

A man was killed when a car sped through a stop sign and crashed into a truck at an intersection on the outskirts of a country town.



Q: While the driver of the car was at fault in law, could the driver of the truck have taken any precautions to prevent the accident?

A: The truck driver should have been observing traffic, seen the car approaching the intersection at high speed and been ready to stop if necessary.

The good driver realises that there are idiots out there and stop signs do not always stop traffic.

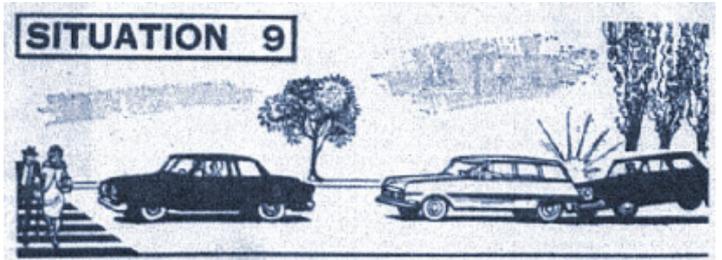
Situation 9

Car B was moving in a line of traffic when Car A in front stopped suddenly at a pedestrian crossing to allow two elderly women to cross the street.

Car B had allowed several car lengths between himself and the car in the front, so he stopped in time.

However, Car C travelling behind did not allow enough room in which to stop and crashed into the rear of Car B.

Q: Although Car C was technically at fault, could Car B have prevented this crash?



A: The accident could have been prevented by Car B, had he taken notice of the car travelling close behind him.

He should have allowed one car length of space between himself and Car A for every 10 mph (15 km./h) he was travelling.

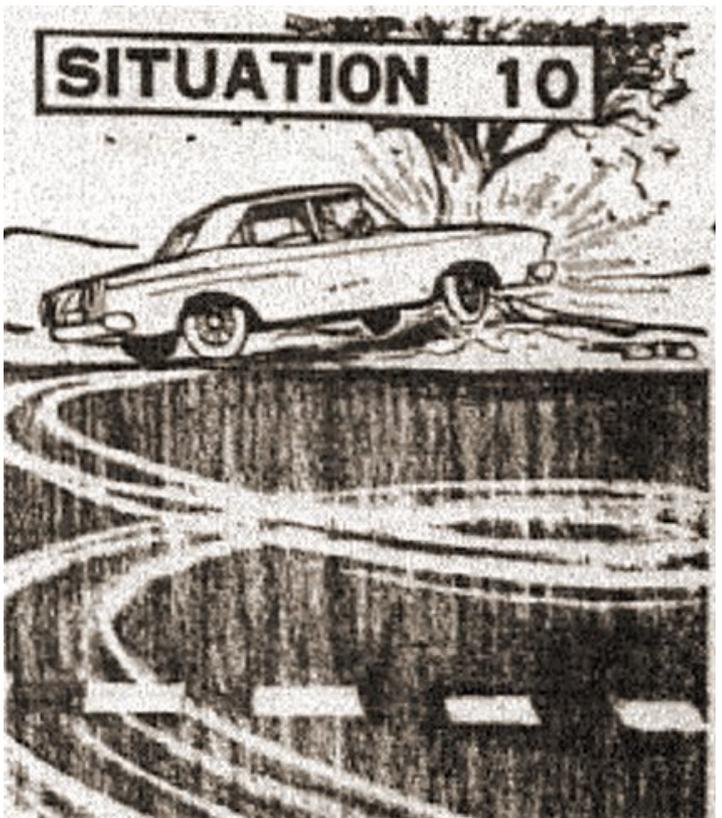
With Car C so close behind, he should have doubled the space between himself and the car in front. This would have allowed him to stop gradually, and have prevented the sudden jab on the brakes necessary to prevent hitting Car A. The driver of Car C would have noticed the move and also been able to stop in time.

Situation 10

Light rain had fallen a few minutes before the driver of a car decided to make a 'U' turn on a straight bitumen road.

Making sure there was no traffic about, he swung the steering wheel sharply around and accelerated, and the car went into a wild spin.

Even though he lifted his foot from the accelerator, the car kept slipping about erratically.



In a frantic effort to stop the car, the driver applied his brakes. This was his last recollection before the car skidded into a tree.

Later, the driver said: "I consider myself a safe and courteous driver. I tried to make the turn quickly to avoid blocking other traffic."

Q: Could the driver have made the turn without losing control?

A: Yes, had he not made four serious errors.

Swinging the steering wheel violently caused a braking effect on the rear wheels and put the car into a skid. By accelerating sharply at the same time, the driver threw the weight of the car onto the rear wheels and caused them to lose traction.

When he raised his foot abruptly from the accelerator pedal, engine compression had a braking effect on the rear wheels and made the skid more erratic.

All traction was lost and the car became completely uncontrollable when he jammed on the brakes.

To make the turn, the driver should have instead engaged a lower gear, turned the steering wheel slowly and accelerated delicately until the turn was completed. Not until the front wheels were straight, at the end of the turn, should he have applied more acceleration.

Rarest Hot Wheels VW.

When Mattel launched the Hot Wheels brand in 1968 it probably had no idea the toys would make such a huge impact on automotive fans across the globe. The initial models, known collectively as the 'Sweet 16,' are among the most coveted by collectors, but it's the rare prototypes, those never meant to leave Mattel's HQ, that demand the highest prices.

Born in 1961, Bruce Pascal has been a Hot Wheels fan since the beginning, but his collecting began in earnest when he stumbled upon his childhood collection about 20 years ago. Since then he's amassed some of the most desirable die-casts the company has ever made.

His pink Beach Bomb VW bus is one of just two known to exist. After much sleuthing, he tracked both models down and snapped them up. "I won't say how much I purchased it for," says Pascal of the pink bus, "but it is worth an estimated \$150,000 today."



Pascal sold one to a friend and fellow collector and kept the most well-preserved version for himself, as the jewel of his 4000-strong Hot Wheels collection.

The pink Beach Bomb is rare not only due to its colour (Hot Wheels were marketed to boys, and pink wasn't thought to be a big seller), but also because of its rear-loaded surfboards, indicative of its status as an early prototype. The boards' position seemed to throw off the balance of the Beach Bomb. A Hot Wheels has to roll smoothly after all, and this prototype didn't pass the test.

The production Beach Bomb featured widened quarter panel storage boxes with a surfboard stashed in each side. Those heavier sides apparently helped lower the centre of gravity and give the Beach Bomb better performance when scurrying around those trademark orange tracks.



The priciest full-size versions of the VW deluxe Microbus, the 23-window variants, are worth nearly \$190,000 in #1 (Concours) condition. That means that the rarest of the 1:64-scale models bests all but the most pristine, sought-after versions of the real thing.

Maybe it's worth peeking around your attic for some of your old Hot Wheels. Pascal is still in the market for rarities...

Hegarty's Auto News



Mitte 1976 erschien der Golf GTI, der mit 110 PS geradezu nach optischem „Auffrisieren“ (auch Forstinger-Tuning genannt) schrie. Golf-Sammler Josef Juza widmet dieser geschmacklich zügellosen Zeit in seinem Museum eine Sonderausstellung. Fotos (2): Doppelmaier

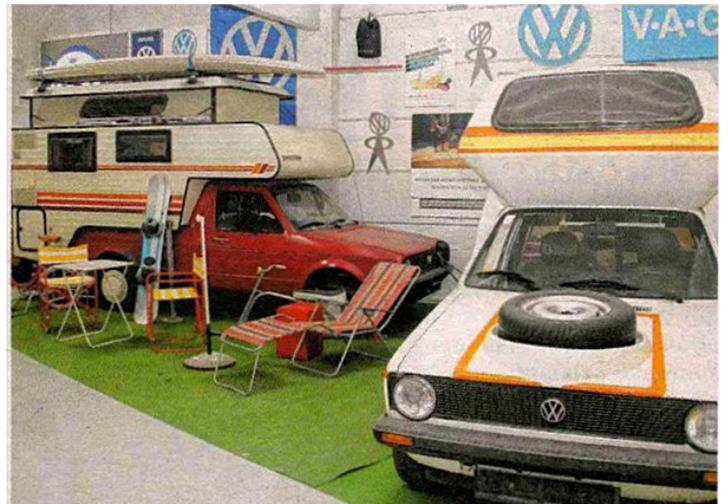
The man who owns 116 Golfs.

Out of the 30 million Volkswagen Golf units sold since the early 1970s, 116 of them are currently owned by one man. Yes, Volkswagen's best-selling vehicle has been more than just a car for Josef Juza, a former chimney sweep from Austria.

Over the years he has actually owned 144 VW Golfs, ranging from rare kinds, like a sliding-door Golf, to odd ones that we bet you never knew existed. With this huge collection of cars, calling Juza a fan is an understatement. His fascination with the Golf started the first time he sat inside the car.

“When I sat in a Golf for the first time I just had the feeling that this car had been built for me alone,” said Juza. “The seat position, driving fun, everyday usability – it was all exactly as I like it.”

Juza began his collection as part of his job when he was driving a first-generation European-spec Caddy, which the Americans know as a Rabbit Pickup. His collection began to grow from then on, owning as many Golf types as you can imagine – a Cabrio for summer, a GTI for some driving fun,



Platz ist in der kleinsten Hütte. Oder: Es gab fast nichts, wofür der Golf nicht gut war. Vom Krankenwagen bis zum Wohnmobil.

and a Golf Country for winter. As he puts it, he has “the right Golf for every occasion.”

However, what sparked the collection was his first 1100cc Mk1 Golf with front drum brakes and a ‘swallow-tail’ rear scuttle that he found at a car show the mid-1990s. From then on there was no turning back. He collected rare and extraordinary Golfs, not just in small model sizes like everyone else, but in the 1:1 full-size scale.

which began his Golf collection stored in a warehouse outside Vienna. In the modern age, Juza added more cars into his herd the same way anyone who shops online does.

“I only had to have a quick look on the Internet and I soon found another great vehicle that cost practically nothing. The transport was often more expensive than the price of the vehicle,” he said.

The oldest of Juza's collection is a 1974 pre-production Golf fitted with a forward-sliding driver's door. He also has two mid-'80s all-electric Golfs, known as CitySTROMer I and II, which used gel-electrolyte batteries. Among the rarest in his ‘Golf Pack’ is one of



the 71 Golf G60 Limited models, which were hand-built by Volkswagen Motorsport. This car produced 207 horsepower from a supercharged four-cylinder engine with syncro AWD. He also has a 181-hp 1989 Rallye Golf.

Another special feature is that the vehicles are not 'pimped up,' but are exhibited exactly as they were taken off the road. Among them, for example, is a Golf that has run a million kilometres. And you can see the results clearly.

Of course, a collection that's 116 strong isn't without quirky inclusions. Juza owns several Golf-based campers, as well as two stairway cars built from VW Pickups that were used by the Bremen airport. There's a prototype Jetta Cabriolet, and the door-less Golf once used at the Wolfsburg factory to tow tourist carriages - it used to have water-filled tyres! Probably the coolest among the herd is the customized first-generation GTI that was made by a German tuner for a Middle Eastern prince. It has wood inserts, top quality grain leather, and a 1980s luxury item – a car phone.

Juza admits that taking care of 116 Golfs is no easy feat. He has opened his collection to the public as VW Golf museum, called the Golfsrudel, in Wiesener Strasse 3 in Stockerau. It is open to fans on weekends and public holidays (10 am-6 pm). It is the largest such collection in the world.



Juza's collection also includes many VW Golf promotional items, hundreds of scale models, collectables, signs, brochures, books, panoramas and almost anything you can think of to do with the VW Golf.

www.golfsrudel.at/

Now, if you want to buy one of his Golfs, that might not be a great idea. Juza was asked which five of his cars would he take above the others, to which he answered:

"I think I would close down the entire collection. I would prefer to do without all of them than have to choose just a few."



Klub Korrespondenz.

To: www.clubvw.org.au
Date: 28/12/20 19:30:00

Dear Club Veedub,

Hi. To clear up some lively Christmas dinner debate, my hostess said her brother once tried to teach her to drive a column shift manual in a deserted supermarket car park. That would be okay except she insisted the car in question was a VW Beetle. My eyebrows went up and I tried to explain that was impossible. They were ALL floor shifts. She won't be swayed.

Was there ever a run of Beetles made with a column shift? Perhaps for an export market? If such a car still existed in Australia, it would be a very rare beast indeed. I do hope you can advise me in order to clear this up. Are there any VW public events displays slated in SA for 2021? I'll drag her along to one and show her all these floor shift models. Thank you for any help. Kind regards, Scott

Hi Scott,

Many thanks for your message (below), left on the Club VW Sydney website.

You are correct, Volkswagen never made the Beetle (or any other VW model) with a column gear shift. They were all floor shifts, 4-speed manual in normal H pattern and reverse down, left and back. That also includes Type 3s, Kombis, and later Golfs, Passats and all other water-cooled models.

From 1968 to 1974 there was a VW Beetle 'semi-auto'



available as an option for extra cost, which had no clutch pedal. But its gear lever was also floor mounted, with a microswitch underneath to operate the torque converter switch.

The only stalk on the steering column was the blinker switch on the left, and after 1971 the wiper/headlamp dip stalk on the right.

We are in Sydney, so I can't help you with events in Adelaide for 2021. At the moment all our public events are cancelled due to the covid lockdown. You should try contacting the Adelaide-based clubs (links attached).

Hi, thanks for the reply.

I have also been contacted by the club secretary, Norm, who also said no.

I was 99.5% certain. I told her I had never heard of that and that they all came as floor shifts.

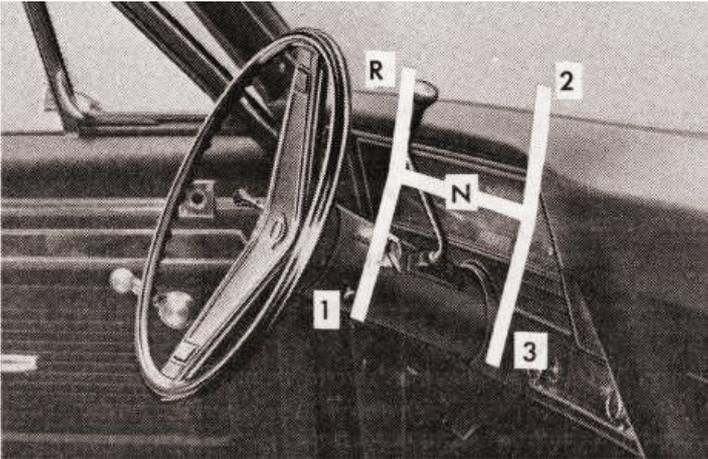
Still, like all our other debates over the years, she refused to listen to reason, so I figured I may as well do some research and make sure.

Thanks again, Scott

No worries Scott.

The more interesting question was - if it wasn't a VW, then what was it that she drove?? Even though she remembers it as a VW, does she have any idea of what vintage the car was? I wonder if it was a '50s British car, or a '60s or '70s Japanese car? Would her brother remember?

It must have been something smallish - VW-sized - and roundish, so that all these years later she remembers it as a



VW. So it won't have been an FC Holden or a Toyota Crown, bigger cars I know from first-hand experience had column shifts. Lots of American cars of the '60s had column shifts.

A Borgward Isabella has a column shift, but looks nothing like a VW on the outside.

Morris Minors and Morris Majors both had floor shifts. Minis did too. I'm not sure about the Standard Ten (pic attached) - I think the bigger Vanguard had a column shift but not sure about the smaller Ten. It even looks a bit like a VW I suppose.

I don't know enough about old American, British or Jap cars to make any further guesses about them.

Maybe she could check with her brother?

Hi again,

I feel I should give you an update. I went to hers for drinks and pizza yesterday and said I'd been doing some research and sent some emails.



Well, in any case, she grudgingly admitted she'd got it wrong. It was some 4 decades ago, after all.

It seems the car on that day may have been a HT Holden wagon. When she drove a VW, I don't know, but it wasn't on that occasion.

Her brother was- and still is- a mechanic, so there was always a variety of cars around.

Anyway.....debate won, mystery solved??

Scott

Dear Club Veedub,

Spotted this Type 3 'Ute' at Erina on the Coast recently, a very professional conversion. I have blurred the number plates to protect identity. Thought the members would be interested.

Regards, Bruce Madden

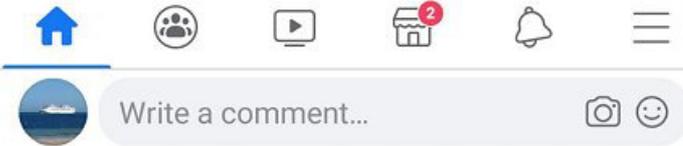


Jeff's Facebook finds.

Anyone for a "leisurely" cruise?



facebook



 **Greg Mackie** Friends of Catalina Park Raceway
4 hrs • 🌐

I seem to recall it raining a lot at Catalina Park...



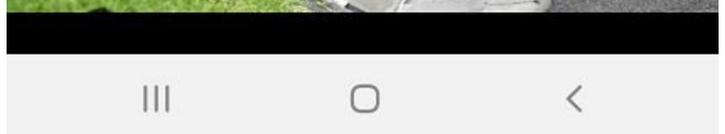
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Clear coat over the patina and a spotless engine. What a great combination.



Wild thing!



Laughs in Lockdown.

I did track and field when I was at school. I used to be really scared of the hurdles. But I got over it.

There were new born twins who were orphaned. One of them was adopted by a Pakistani couple, who named him Amal. The other was adopted by a couple from Spain, and was named Juan. With such different upbringings, you probably think that the twins grew up very different. But in fact they were still identical. If you've seen Juan, you've seen Amal.

There were two goldfish in a tank. One says to the other - you drive, I'll man the guns.

An Englishman, an Australian and a New Zealander walk into a bar. The barman says, "Is this some kind of joke?"

I bought some HP sauce the other day. It's costing me 10c a month for the next 2 years.

So I said to the doctor, "Help me Doc, I've got a cricket ball stuck up my backside." The doctor said, "How's that?" I said, "Don't you start."

A meat pie, a sandwich and a hot dog walk into a bar. The barman says, "Sorry, we don't serve food in here."

I went into a bookshop and asked the sales girl, "Where's the self-help section?" She said, I can't tell you, it would defeat the purpose.

I went to make a bet on the Melbourne Cup. Number seven - Black Beauty. Aha, I thought. Now there's a dark horse.

I know that one in five people in the world is Chinese. And there are five people in my family, so it must be one of them. Not me obviously. It could be my mum or dad, but I don't think so. Maybe my older brother Colin. Or my younger brother Ho Chan Chu. But I think it's Colin.

I went to the butchers the other day, and the butcher said, "I bet you \$50 you can't guess the weight of that meat up there on the top shelf." No way, I said, I'm not gambling. The steaks are too high.

The librarian told me that my trousers were too long and were scuffing the library's carpet as I carried my books. She said they were a trip hazard and I would have to roll them up. I thought, there's a turn-up for the books.

A man walks into the psychiatrist's office wearing only Glad Wrap wrapped around for shorts. The doctor says, Well, I can clearly see you're nuts.

Yesterday I saw this aboriginal bloke busking with a didgeridoo, and he was playing Dancing Queen on it. I thought gee, that's abba-iginal.

I went to the gym instructor and said "I want to learn how to do the splits." She said okay, how flexible are you? I said "I can't make Tuesdays."

A man walked into the doctors. The doctor said "Gee, I haven't seen you in a long time." The man replied, "I know, I've been ill."

I went to the local paper shop. But it blew away.

D'you know, somebody actually complimented me on my driving today. They left a little note on the windscreen. It said 'Parking Fine.' So that was nice.

I went to the doctors. He said, What appears to be the problem? I said "I keep having the same dream, night after night, beautiful busty girls rushing towards me and I keep pushing them away." He said, How can I help? I said, "Break my bloody arms!"

But I'll tell you what I love doing more than anything: trying to pack myself in a small suitcase. I can hardly contain myself.

Two peanuts walk into a rather rough bar, not looking for any trouble. Unfortunately, one of them was a salted.

Now you know those trick candles that you blow out and a couple of seconds later they come alight again, well the other day there was a fire at the factory that makes them.

I went down to my local supermarket. I said "I want to make a complaint, this vinegar's got lumps in it." She said "Those are pickled onions."

A cargo ship full of spittle sank at sea. There were no salivas.

Two Eskimos sitting in a kayak were feeling chilly, but when they lit a fire in the craft to get warm, it sank. This proves once and for all that you can't have your kayak and heat it too.

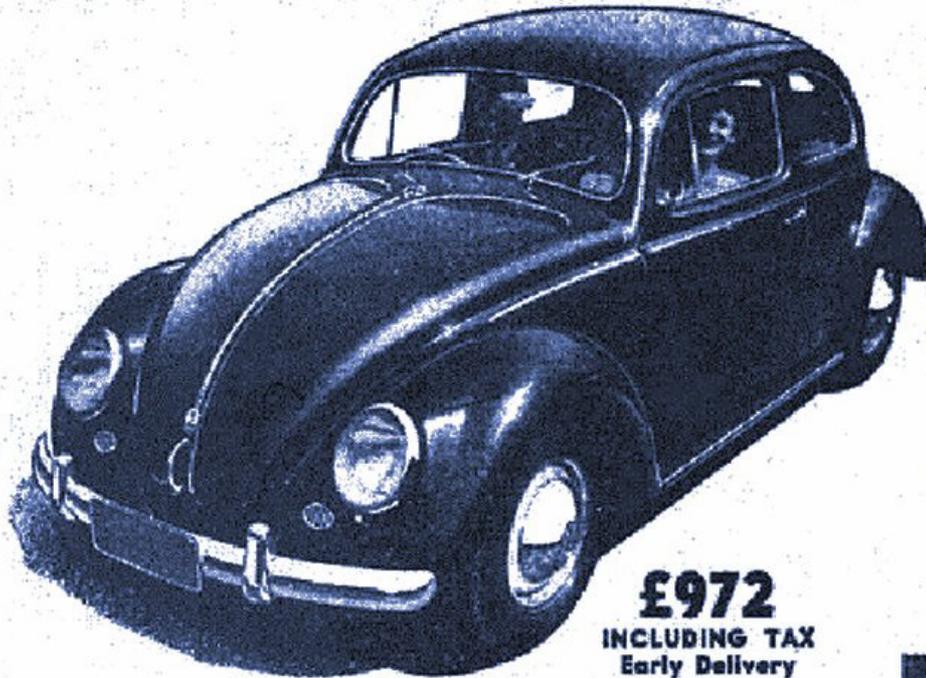
I rang up Telstra. I said "I want to report a nuisance caller." He said "Oh no, not you again."

I went to the doctors and told him a long list of things that were wrong with me. He shook his head and said, "You've got hypochondria." I said, "Not that as well!"

The other day someone left a lump of plasticine on my desk at work. I didn't know what to make of it.



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