

Zeitschrift



The VW Nationals is back!

June 2021

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VW Track Day results
Canberra Coffee Meet
More Ash articles**

**Bathurst 6-hour
TCR Eastern Creek
EMPI's Joe Vittone
Plus lots more...**



The Legend Never Dies

Club VeeDub Sydney.
www.clubvw.org.au

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



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Club VeeDub membership.

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

Monthly meetings.

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

Correspondence.

Club VeeDub Sydney
PO Box 324
Mortdale NSW 2223

Facebook:

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



Our magazine.

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

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

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

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

We thank our VW Nationals sponsors:

33 years.

Andrew Dodd Automotive	Vintage Vee Dub Supplies
H&M Ferman	Volksbahn Autos Pty Ltd
Stan Pobjoy Racing Engineering	

25 years and over.

Aust VW Performance Ctre	Shannons Car Insurance
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15 years and over.

All Metal Bumpers	VW Magazine Australia
Black Needle Motor Trimming	Wolfsburg Auto Melbourne
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10 years and over.

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Canberra VW Centre	Rod Penrose Racing
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Euro Automotive	Volkshome Automotive
MacKellar Service Centre	Volkscare
Just Kampers	Warby's Stickers

See the back page for all 2021 VW Nationals sponsors.

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

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



Come Join Flat Four

On a

PIE RUN to Robertson

*It doesn't Matter, New, Old, Rusty or Shiny
Dust Off the Cobwebs, and Come and Join Us
For Morning Tea or Brunch,
At the Robertson Pie Shop*

Sunday 4th JULY 2021

Meeting Points –

***Northerners – Woonona-Bulli RSL
Meet at 10am / Leaving at 10.30am
Southerners - Albion Park RSL
Meet at 10.30am / Leaving at 11am
(Or when the Northerners Turn Up)***

***Club Veedub convoy - meet
at Uncle Leo's at Liverpool
crossroads at 8:45am for a
9:15am departure.
58 km and 50 min to Bulli.***

***Then a nice Leisurely Cruise,
Up Macquarie Pass
Or YOU can just meet us,
At the Robertson Pie Shop
For more Info, Contact Kevin 0417480905***

2021 WINTER EUROPEAN CRUISE



MT WILSON



AUSTRALIAN SPLIT WINDOW KOMBI CLUB



Proudly Sponsored By:



All VW's Welcome

2021 Annual Australian Split Window Kombi Klub's "Winter European Cruise" to Mt Wilson in the Blue Mountains NSW for a BYO Picnic Lunch on Sunday 29th August 2021

Split Window Kombi's To Lead Cruise



WILSON



Mt Wilson Precinct	8
Mount Wilson	8
Cathedral Of	8
Ferns	8
Mount Irvine	17

ITINERARY:

- From 8.00am: Meet for Breakfast at McDonalds Windsor (McGrath's Hill)
- Cnr Windsor Road & Groves Ave.
- 9.30am: Splitting from McDonalds.
- 10.15am: Coffee Stop - The Fruit Bowl Bilpin (depart 10.45am)
- 11.00am: Arrive at Mt Tomah Rest Area - Photo Shoot. (Depart 11.20am)
- 12.00pm: Expected Arrival time at Cathedral Reserve, Mt Irvine Road Mt Wilson.
- 12.30pm: BYO Picnic Lunch
- 1.30pm: Sponsor Awards
- "Best Split Window Kombi" sponsored by Andrew Dodd Automotive.
- "Best Other Attending VW" sponsored by Forty Horse.
- "VW Dedication Award" awarded by Simon Barnfield.
- 2.00pm: Thanks Everybody For Your Attendance You Can Now Split.

Event Contact: Simon Barnfield
Email: kornbis2u@gmail.com



Find us on:
facebook

"Australian Split Window Kombi
Winter European Cruise 2021"

Von dem Herrn Präsident.

Hi all, well after a covid non-event in 2020 the 33rd VW Nationals in 2021 have come and gone, and again our biggest VW show of the year was very well attended. The VW Nationals and the club itself could not exist without help from our club members and the club committee. We needed lots of help leading up to the Nationals, during the day and after a long day at the show packing up the venue, so a big thank you to you all. The show wouldn't have been a success without your help.

For the Saturday Supersprint we elected not to go to a regular CAMS motorsport venue, and instead we booked spots at the privately owned and run Luddenham Raceway. It was a great success and I'm pretty sure we will do the same thing next year. The beauty of running the event at Luddenham was that you only need a photo street license (CAMS licence not required), and we didn't have to provide flag marshal, scrutineers, fire truck, ambulance, insurance cover etc. Those who took part had a great day on an exciting new track. We booked 20 spots for VW racers, and anyone after that could just book directly with the venue. The track has a capacity for around 50 cars on any day and was still open to the public. We had around 20 VWs old and new taking part, as well as a couple of Audis, Skodas and Porsches. There were quite a few non-VWs running by members of the public, but it was a good mix of cars. The result sheet is in this issue. Hopefully next year we will see a lot more VW drivers having a go.

After racing it was off to Fairfield on Saturday night to get the venue setup for Sunday's show n shine - setting up signs, setting the layout, putting up tables, hanging banners, organising the club office and shop and all the other work getting the venue ready. Early Sunday it was very cold with lots of cars and traders arriving before dawn. Almost all the traders were in place early.

You may have noticed a Covid checking station at the northern end of venue beyond the swappers. This will be a big new under-cover area that we can put to good use next year - if the area isn't needed for Covid checking (hopefully everyone will be vaccinated and the covid pandemic will be nothing but a bad memory by then).

Thank you to all our sponsors for their continued support, especially those who set up trade stands on the day. The updated sponsor list appears on the back page of this magazine, and the long-term sponsors with their business card ads. Please support them, because they support us.

We planned to make car show entry quicker this year, even with the additional covid check-ins, and it worked. We had a hand-held electronic payment system so that people could tap and go to pay and move on. Our volunteers moved up the line of cars to hand out and collect entry forms, grab the QR codes and take payment, so the delays at the gate were minimised as much as possible.

We were missing Shirley this year as she wasn't feeling well. But Gwen and her helpers were there taking details from people for their show entry. This really sped things up and cut down the waiting time considerably. Thanks to Lee, Adam and son Oscar and Stewart for doing this. At one stage the entry queue was all the way down the car park to Smithfield



Road, but cars came through the gate quickly to have their photos taken and move on to their parking spots. Almost all the cars were through the gate by 10am and it was only a few latecomers after that before the entry gates closed at 10:30.

I would like to thank Lee very much for also organising our QR code, the Covid Marshalls on the day, and the hand sanitiser stations and info signs all around the ground. I really hope we won't have to do all that rigmarole again next year.

The show classes and peer judging that have worked so well were the same as last time, with cars entering almost every one of the 41 entry categories available. The numbers changed around a bit, some categories more popular than before and some less, but in general it was a great turnout. We had 192 cars officially enter the show for judging, with an additional 3 cars entered by traders with no car show form, making 195 cars altogether. This compares with 198 cars in pre-covid 2019 and 192 cars in 2018, so thank you to everyone who brought their VW along.

Beetle '58-'67 Modified was the most popular category this year, with 15 entries. T1 Kombi up to '67 Standard had 12 entries, the most ever (last time just 7). T2 Kombi '68-'79 Standard was again popular with 12 entries, and T2 Kombi Modified also had 12 entries, the most ever. Another category with remarkable growth was Golf 1 '76-'83, which had 12 entries - by far the most ever. Early Golfs have really taken off in popularity. Even Golf 2 '84-'92, a model that had only a few hundred sales in Australia, had 5 entries, the most since 2016. Golf 3 '93-'97 had 11 entries, again the most ever.

Rat Class had 10 entries, a little down on previous years. Golf 7 2013-on, for current models, had 9 entries, the most ever, showing that many buyers of new Golfs, especially hot ones, are becoming enthusiasts.

In the end there were 48 Beetles entered across six categories, 47 Kombis entered across five categories, and 44 Golfs entered across seven categories. Beetle numbers are consistent with previous years and the same as 2019, while Kombi numbers have increased slightly (up from 43 in 2019). Golf entries however have gone up in leaps and bounds, increasing from 32 in 2019 to 44 this time. That's where the future lies.

Type 3 Standard remains consistent, but Type 3 Modified has dropped considerably - from 10 in 2017 to 6 in 2019 and just 3 in 2021. It looks like modified Type 3s are no longer the done thing. Likewise with Karmann Ghias - Standard entries remain constant at around 5, while Modified Ghias have dropped from 7 in 2017 to 3 this time.

Another big drop is Non-Factory Off-Road - Buggies, Baja, Trikes etc. From 9 entries in 2017 and 11 in 2019, they

dropped to just 2 this time. Likewise Aussie Convertibles and Kit cars - from 4 in 2019 to just 1 this year.

The Concours category, for immaculate factory stock VWs over 10 years old, got 3 entries this year, the most ever. These cars are judged by a panel of VW industry experts, and the three entries this time were all so beautiful and impossible to separate! In the end the panel had enough difficulty even ranking them 1-2-3, so all three were awarded a trophy.

Every show category had a First Place trophy, with the more popular categories also having a Second, and sometimes even a Third Place trophy, depending on average entry numbers over the last five years.

A great way to be assured of winning a trophy is to be the only entrant in your category! This year we saw only one entry in the Factory Off-Road, Aussie Kit Cars, Air-Cooled Race, Water-Cooled Race, Polo and VW SUV categories, so these entries all won a trophy by default. There were also just a couple of entries in the Karmann Cabriolet, Non-Factory Off-Road, Golf 4, Golf Convertible, Audi and Porsche categories. There were three categories with no entries at all - VW Commercial (Caddy, Transporter, Amarok), SEAT and Skoda. So if you own one of these, please bring it along next year! I hope we see more VWs having a go in these categories next time.

All car show entrants received peer judging sheets, allowing them to choose up to 20 different favourite cars per sheet. Altogether some 1,412 separate votes were cast on these, and posted in the blue box before the close-off at 12:30 (though we accepted some from latecomers up to 12:45). Some people wasted their votes - one fellow voted for the one car 20 times on his sheet! Obviously his own car, but those extras don't count, it's one vote per vehicle per sheet. There was also an additional 482 People's Choice votes cast by members of the public coming in through the gate, which made 1,894 votes altogether (and 192 entry forms) for Phil to enter into the computer. This took all morning and lunchtime, but the actual calculating of the results was quickly done with Phil's custom-built Excel spreadsheet. The results were all worked out by 1:30pm.

This year my son David could not make it to the show, so his friend Sam, a professional photographer, stepped in to take photos of the entrants' cars as they came through the gate (and one of their sticker, to match the car with the entry number). He and Phil and I spent all afternoon matching up the photos to the 61 winners for the PowerPoint display, which was ready to go for the 3pm trophy presentation. The results of the show are in this issue. We will be showing all of Sam's photos at the June meeting on Thursday 17th at the Greyhound Club. If you'd like your own copies, bring a USB stick and Phil will copy them for you.

We will also be handing out the nine trophies that weren't claimed on the day as they left early.

Thank you to all the helpers on the main gate, and the traffic marshals. Raymond and Grace, and their girls Bettina and Kira, were busy in the Club shop all day, not just selling shirts, jackets, mugs and hats, but taking memberships and answering hundreds of questions all day. Raymond and his girls were also the organisers of the wonderful German dancing, which remains a very popular entertainment. Christine did a great job with the raffle (I was thrilled to win the major prize, a large steel VW-shaped beer cooler!) Parramatta Rotary again did a great job with the BBQ lunch,

and there were also a great variety of other food, drink and snack sellers throughout the show. Rotary ensured that all public tables and contact surfaces at the meal areas were cleaned regularly, as per the covid requirements.

Once again, thank you to all our members who helped out with the Nationals at Fairfield on Saturday night and Sunday. It made the setting up, running of the show and the packing up afterwards so much easier. We were all worn out at the end of the day. I think having two golf buggies again really saved our aging legs on the day. And of course major thanks to our main organiser Dave Birchall, who put in many hours of work in the months leading up to the show, and on the day itself.

We are open to all input and suggestions from our members, both at the Committee and Monthly Club meetings, on the Nationals this year. What you liked, what you didn't and how we can make it even better next year. Don't be shy, let us know what you think. So if you have some great ideas or would like to help out next year, please come along to committee or monthly meeting. Or drop us an email or leave a message on the Club website (once it's fixed).

There are lots of events coming up so keep an eye on the Calendar and flyers in this issue and mark them in your diary. All VWs and their owners are welcome to all events, so if you haven't been to an event for a while, why not come along?

See you with your VW soon.

Steve Carter



Kanberra Kapitel report.

Massive thank you to all the Sydney team that put together a great day for the 2021 VW Nationals. All your hard work and effort certainly paid off.

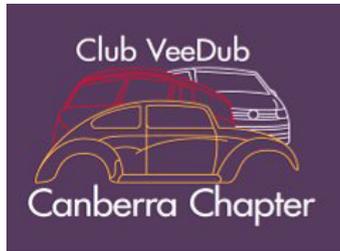
Congratulations to all the winners on the day. There were some amazing vehicles on display this year, some new faces and some old. Special congrats to our Canberra Club VeeDub members Zac Dowling, Willie Nelson and Jon Prymas for their wins on the day. I am extremely proud of our achievements this year.

Personal thank you and shout out to Jon Prymas and the Kim's Car Detailing team for making the Scirocco look as good as the day I picked her up! Unfortunately, Monster didn't look as good when I got home due to a swarm of bugs throwing themselves at my front bar - ewww.

The day also wouldn't have happened without all the participants who came from far and wide or nearby, thank you for your ongoing support after a rough 2020 and start to 2021.

We now return to normal scheduling in Canberra with our monthly meetings and events in the build-up to the German Auto Day on 26 September 2021. The venue is not yet determined, I'm not sure what devious plan the Mercedes Benz Club of Canberra have in play to finalise this decision. We'll keep you updated as information becomes available.

Keep an eye out on Facebook or via the Club VeeDub Canberra Chapter email for our upcoming events. Stay safe and stay warm. 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.

June.

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

July.

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

Sunday 4th:- Flat Four Pie Run to Robertson Pie Shop, organised by Flat Four VW Club. Dust off the winter cobwebs and join our VW friends on a nice leisurely cruise through the Illawarra, and up the Macquarie Pass to the famous Robertson Pie Shop! You can join the short cruise at Albion Park RSL at 10:30am; the medium cruise at the Woonona-Bulli RSL at 10:00am. Or go the whole way – join us at Uncle Leo's Roadhouse, Liverpool Crossroads, at 8:45am for a 9:15am departure. It's 50 min (57 km) to Woonona, then 30 min (31 km) to Albion Park, then another 25 min (22 km) to Robertson Pie Shop. Or just meet us there around 11:30am. Check out their website for their yummy pie menu: www.robertsonpieshop.com.au/ See you there!

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.

Saturday July 31st – Sunday August 1st:- VW Spectacular 2021 at Macksville. These are the main activity days but events are on the whole week before. Local VW sightseeing cruises and activities; movies, markets, go-kart racing. Saturday giant convoy and street parade at Nambucca Heads; Swap meet and markets; fund-raising charity dinner and auction. Sunday car show at Macksville (NOTE NEW VENUE) with Top 10 Shootout, swap meet, traders. Fun VW activities all week! Pre-bookings and deposit are a must. Contact Donna Pell on 0427 695203, or email her at vwspectacular@gmail.com Visit the website www.volkswagenspectacular.com for more info and the essential booking form.

August.

Monday 2nd:- Canberra General Meeting at the Harmonie German Club, 49 Jerrabomberra Avenue, Narrabundah, from 7:30pm.

Thursday 5th:- Magazine Cut-off Date for articles, letters and For-Sales.

Thursday 12th:- Committee Meeting and magazine pack at the Arena Greyhound Sports Club, 140 Rookwood Rd. Yagoona (next to Potts Park), 7:30pm.

Sunday 15th: Shannons Sydney Classic 2019 at Sydney Motorsport Park, Eastern Creek. Organised by the CMC, it's the largest classic car show in Australia. Club displays, double-decker bus rides, trade stands, historic race cars, Concours, and a parade lap of the track for all show entrants. Over 2,000 classic cars! Club VeeDub will again have a Volkswagen display, with 20 spaces booked. Cars should arrive by 8:00am. You must book with David Birchall or Norm Elias at the monthly meeting to secure your reserved space and display ticket for the day. Please only reserve your ticket if you are SURE you will be attending – don't get a ticket then fail to turn up on the day.

Thursday 19th:- CLUB VW MONTHLY MEETING at the Greyhound Social Club, 140 Rookwood Rd. Yagoona (right next to Potts Park). Get the latest VW news and views, plus VW socialising, drinks, raffles, trivia and plenty of prizes. Lots of fun, all welcome. 8:00pm start.

Sunday 29th:- Split-window Kombi Winter European

Cruise to Mt Wilson in the Blue Mountains NSW. Meet at McDonalds McGrath's Hill (Windsor Rd & Groves Ave) from 8am for breakfast. Cruise departs at 9:30am. Coffee stop at Fruit Bowl, Bilpin. Photo stop at Mt Tomah Rest Area. Arrive at Cathedral Reserve, Mt Wilson, at 12pm for BYO picnic lunch. Trophy presentation at 1:30pm. A free event in which all VWs are welcome but split Kombis will lead the cruise! Sponsored by Andrew Dodd Automotive and FortyHorse products. Please ensure your VW is full of fuel, food and drink before cruise departure as there is no fuel or food available at Mt Wilson (there are public toilets on site). Contact Simon at kombis2u@gmail.com for more info.

September.

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

Monday 6th:- Canberra General Meeting at the Harmonie German Club, 49 Jerrabomberra Avenue, Narrabundah, from 7:30pm.

Thursday 9th:- Committee Meeting and magazine pack at the Arena Greyhound Sports Club, 140 Rookwood Rd. Yagoona (next to Potts Park), 7:30pm.

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

October.

Saturday 2nd & Sunday 3rd:- VW Warwick Drags 2021. Two days of Volkswagen drag race action! Dyno challenge, street parade and static show, scruteneering and practice; evening tappet cover racing and entertainment. Sunday drag racing all day. Great food and drink. Air- and water-cooled VWs welcome, stock or hotted. Entries open 1 September - pre-entry is mandatory, no entries on the day. Go to www.vwma.net.au/warwick for all details and entry.

Monday 4th:- Canberra General Meeting at the Harmonie German Club, 49 Jerrabomberra Avenue, Narrabundah, from 7:30pm.

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

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

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

Marktplatz.

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

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

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

New ads.

Wanted:- I was wondering if you would be able to assist or point me in the right direction. I recently purchased a Golf Mk3 Cabrio which is missing a **tonneau cover**. Do you know where I could source one for a reasonable price? If you can help please contact Mr Michael Brandt on 0412 381644 or email michael.brandt@inet.net.au

For Sale:- Hi, I'm not sure if you do advice. I am the proud (?) owner of a **2010 petrol Golf** that I don't drive anymore because it has, I believe, well-known mechanical issues. I really don't want to try to sell it to someone who thinks its problems are minor, but I also don't feel that it is just scrap. Do you have any enthusiasts who might like it for parts, or to dismantle the engine to get it going properly again? Thanks, Benjamin Penny 0455 618898 or email Benjamin.Penny@anu.edu.au

For Sale:- Hi, my father in law passed away last year, it appears he left a **Denzel engined 56 type 1**, in one of his sheds. Would there be any interest amongst your membership in acquiring this engine? Contact Mr Bill Schmidt on 0403 963562 or email bill.dot.schmidt@gmail.com

Wanted: I grew-up in Canberra and have recently returned





with my family, after 30+yrs living away. While studying in Canberra I bought a **jaffa red 1972 Type 3 Squareback** from a Doctor living in Curtin, who had owned it since new. It was in great condition, almost completely original. During my time I had it re-sprayed and various small fixes. Just before leaving Canberra to go overseas, in December 2002, I sold it to a family living in Davis Street in Weetangera who were giving it to their son studying at University in Melbourne. I'm now keen to locate it and try to buy it back so I can restore it. I'm having trouble finding my old records with any more information about the buyers. I've attached a photo, but at the time of sale it had NSW licence plates: WAW 072. I realise this is a ridiculously long shot, but I've also seen how the VW world seems to be shrinking with the number of roadworthy cars. So I'd really appreciate any advice on how to track-down my old Type 3. Is anyone aware of this Type 3 or can help me find it? Or alternately do you know of anyone selling a nice straight rust-free squareback? If you can help, please contact Andrew Williamson at wilos72@gmail.com

For Sale:- Hi, I have a **Gregory's 'Beetle Service & Repair Manual'** - Scientific Publication # 46 for models: 1100/1200/1200a/1300 & 1500 1954-1971 & in very good nick. Was going to take local auction house but thought of you first should any member be interested in buying it. If you are interested, just let me know. Please contact John Mullavey Hobart at johnmullavey6@gmail.com

2nd Month ads.

For Sale:- 2009 Golf R32 Less than 60,000kms! One owner, fastidiously maintained. Non-smoker, no pets. Never modified or taken on a track or raced. This is one of the last of the legendary R32s brought into the country in 2009. If you are looking at this ad you will already know what an amazing vehicle this is. Six cylinder, non-turbo with heaps of power (247 bhp) and sound that makes your heart beat faster! It's full-time four wheel drive lets it corner like a go-cart on rails. The DSG automatic transmission still lets you get sporty with real paddle shifters or drive it like a conventional automatic for the comfortable quick trip down to the shops. It has a recent rego (until January 2022) and four near new Pirelli Dragons all around. The leather interior is clean and



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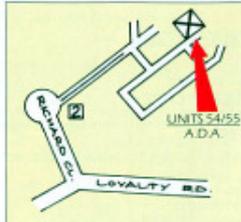
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2021 T6.1 Transporter.

The 2021 Volkswagen Transporter 'T6.1' has arrived in Australia, bringing with it fresh looks and up-scaled safety and convenience features. This is a familiar model update theme, as fresh active electronic safety equipment and infotainment technology is incorporated into an ageing facelifted model to bring it up to date with newer competition. In the Transporter's case, it's arguably long overdue but the welcome additions improve the Volkswagen's standing in the market together with a sharp starting price.

There are 49 variants in the 2021 Volkswagen Transporter T6.1 range, spanning short-wheelbase and long-wheelbase low-roof vans and five-seater Crewvans, a high-roof van, single- and dual-cab chassis utes (with factory tray) and the more up-spec people-mover Multivan, Caravelle and California.

Three engines, all 2.0-litre turbo-diesels, are on offer, running through five- or six-speed manuals or a seven-speed DSG dual-clutch automatic. Final drive is through either the front wheels or, with the optional 4MOTION system, all wheels.



The van range will consist of two wheelbase dimensions and come with three engine choices. The range will begin with the standard wheelbase TDI250, powered by an 81 kW turbo-diesel engine and mated to a five-speed manual gearbox starting at \$38,990 (plus on-road costs).

Next up the ladder will be the TDI340, powered by a 110 kW engine and with the choice of a six-speed manual or seven-speed dual-clutch automatic transmission (DSG). An all-wheel-drive version (4Motion in VW-speak) will arrive later in 2021. The TDI340 will be priced from \$41,990 for the manual and \$44,990 for the DSG.

Then there's the TDI450, packing a 146 kW turbo diesel and paired exclusively with the seven-speed dual-clutch auto, but with the option of all-wheel drive. The two-wheel drive model starts at \$50,990 with the 4Motion from \$53,990.

The long wheelbase van range will only offer two engine options - TDI340 and TDI450 - with the same transmissions as the standard wheelbase models. The TDI340 LWB will be priced from \$44,990, the TDI450 LWB from \$53,990 and will peak at the TDI450 LWB 4Motion priced from \$56,990.

Standard equipment for the van will include halogen headlights and daytime running lights, and 16- or 17-inch steel wheels (with optional alloys for the TD340 and TDI450). Inside there will be cloth trim, LED interior

lighting for both the cabin and the cargo area, rubber floors in the cabin, as well as an multimedia system with a 6.5-inch screen, two USB-C ports, AUX input and Bluetooth connectivity. You can option navigation for \$1600.

Volkswagen will include plenty of standard safety features too, with all Transporter vans equipped with Front Assist with City Emergency Brake, Crosswind Assist, Side Assist, blind-spot monitoring, rear cross-traffic alert, multi-collision brake and cruise control. It will also come with Driver Fatigue Detection, hill-start assist, rear parking sensors and a reversing camera as well as front and side airbags.

If you're familiar with the VW Transporter playbook, you'll know Volkswagen is big on offering personalisation to allow buyers to essentially custom-build their van to suit their specific needs.

So, it's no surprise there are lots of options available, including: Driver's side sliding door (\$1300) with power latching (\$1520), Kerbside power latching sliding door (\$290), fully electric doors (\$860 kerb only, \$3600 kerb and driver), Fixed Load Compartment window (\$420 per side), Sliding Load Compartment window (\$920 per side), a fixed partition with window (\$710), rear airconditioning setup (\$1220) or the Transport Package, with a fixed partition (no window), full side plywood trim, two additional tie-downs and side lashing points (\$1690).

Optional safety technology includes lane keeping assistance (\$1290), adaptive cruise control (\$690), LED headlights (\$1990) and Park Assist with side protection (\$990). Some other vans have taken a different tact, offering at least some of these items standard.

Other options include metallic or pearl effect paint (\$1300), the Appearance Package with colour-coded bumpers, mirrors, handles and grille (\$1130), 17-inch alloy wheels (from \$1790 to \$2990), and a High Roof with barn doors (\$1790 to \$2090) - but note, that deletes reversing camera, blind-spot monitoring and rear cross-traffic alert.

The Transporter T6.1 Crewvan will be similarly equipped as the van, but will add a right-hand sliding door.

The Crewvan will also come with the option of the standard and long wheelbase but will only be available with the 110 kW engine and seven-speed DSG.

The TDI340 is priced from \$51,490 and will be joined later by a TDI340 4Motion starting at \$54,490. It's the same story for the long wheelbase variant, with the TDI340 LWB costing \$54,490 with the TDI340 LWB 4Motion set to cost \$57,490 when it arrives.

It will be similarly equipped as the van, but will add a



right-hand sliding door and both sides will have windows for the second row seats.

The third member of the Australian Transporter 6.1 family is the Cab Chassis body style, which will come equipped with an alloy tray as standard.

It will have the choice of a single- or dual-cab, but only be available with the longer wheelbase and powered by the 145 kW turbo diesel, paired with the seven-speed DSG. However, it'll come with the choice of two- or all-wheel drive, with both available straight away, unlike the other 4Motion models.



The Cab Chassis will have a starting price of \$55,490 for the TDI450 Single Cab, \$58,490 for the Single Cab 4Motion, \$57,490 for the TDI450 Dual Cab and top out at \$60,490 for the Dual Cab 4Motion.

The aluminium tray will feature folding drop sides, safety latches and a fold-out step on the tailgate. It will have eight recessed tie-down points on the Single Cab, and six for the Dual Cab.

It will ride on 17-inch steel wheels as standard, and like the rest of the range will have a full-sized spare wheel and tyre.

Inside will mirror the vans with black cloth trim, a leather-wrapped steering wheel and 6.5-inch multimedia screen.

Safety-wise it gets many of the same features as the van - including Front Assist with City Emergency Brake and the airbags - but it does miss out on Crosswind Assist, Side Assist, blind spot monitoring, rear cross-traffic alert and the rear parking sensors and camera.

See the new range of Volkswagen Transporters at your Volkswagen dealer now.

2020 Australian VW Transporter T6.1 pricing:

TDI250 SWB 5-speed manual	\$38,990
TDI340 SWB 6-speed manual	\$41,990
TDI340 SWB 7-speed DSG	\$44,990
TDI340 SWB 7-speed DSG 4Motion	\$47,990
TDI450 SWB 7-speed DSG	\$50,990
TDI450 SWB 7-speed DSG 4Motion	\$53,990
TDI340 LWB 6-speed manual	\$44,990
TDI340 LWB 7-speed DSG	\$47,990
TDI340 LWB 7-speed DSG 4Motion	\$50,990
TDI450 LWB 7-speed DSG	\$53,990
TDI450 LWB 7-speed DSG 4Motion	\$56,990
Crew Van TDI340 SWB 7-speed DSG	\$51,490
Crew Van TDI340 SWB 7-sp DSG 4Motion	\$54,490

Crew Van TDI340 LWB 7-speed DSG	\$54,490
Crew Van TDI340 LWB 7-sp DSG 4Motion	\$57,490
TDI340 single-cab seven-speed DSG	\$55,490
TDI340 single-cab seven-speed DSG 4Motion	\$58,490
TDI340 dual-cab seven-speed DSG	\$57,490
TDI340 dual-cab seven-speed DSG 4Motion	\$60,490

T6.1 Caravelle and Multivan.

The 2021 Volkswagen Multivan and the larger 2021 Volkswagen Caravelle have been updated, with the VW people-movers getting a new 'T6.1' designation to mark a facelift to the T6.

Volkswagen has been producing the T6 Multivan since 2016, based upon the Transporter T5 platform which dates back to 2003.

This 2021 update brings improvements to standard inclusions, as well as technology and safety equipment, across both seven-seat Multivan and nine-seat Caravelle variants.

New safety technology includes Front Assist with City Emergency Brake (CEB), Crosswind Assist, Side Assist (including blind spot monitoring), Rear Traffic Alert, and Multi-collision brake.

Entry-level models get a 16.5-cm infotainment display with Apple Carplay and Android Auto, while more expensive variants get a bigger 23.4-cm system and digital instrument cluster.



The 2021 Volkswagen Multivan range comes with a wide variety of sizes, layouts, powertrains and specifications to choose from, and looks to compete with the likes of the Kia Carnival and Honda Odyssey in the people mover segment.

The Multivan fits seven on-board, with two occupants in the first and second rows, and three in the rearmost row.

The short wheelbase Multivan starts with the Comfortline Premium, which is powered by the 110 kW/340 Nm 2.0-litre turbo diesel TDI340 powertrain, running through a seven-speed dual-clutch 'DSG' automatic gearbox and the option of '4Motion' all-wheel drive.

Comfortline Premium can be had as a long wheelbase version, and can also be optioned with Volkswagen's 4Motion all-wheel-drive system.

Top specification is Highline, which gets the more powerful 145 kW/450 Nm TDI450 engine and a host of additional improvements inside and out. This variant only

comes in short wheelbase format.

If it's space and niceties you crave, then the long-wheelbase Multivan in Comfortline Exec, powered by the 145 kW TDI450 engine and room for seven on-board will be what you are looking for. As the name indicates, this is aimed towards business and executive use, and comes with most premium interior and exterior options ticked, along with the most powerful drivetrain.

There's a new special edition Multivan as well, which is called 'Cruise'. Priced from \$73,990 plus on-road costs, the Multivan Cruise gets things like LED headlights, two-tone microfleece seating upholstery and the larger 23.4-cm infotainment display. There's also a choice of three two-tone paint options, 18-inch alloy wheels and electric power sliding doors and tailgate.



The Caravelle is a long-wheelbase people mover aimed at big families and growing businesses alike, with seating for up to nine on-board through the versatile and configurable seat rail system. Coming to Australia solely in Trendline specification, the Caravelle is priced from \$58,990 plus on-road costs and sits on the longer 3400mm wheelbase.

Standard kit includes a 16.5-cm infotainment display, 16-inch alloy wheels, three zone climate control and the new suite of safety technology. Caravelle is powered by the 110 kW/340 Nm TDI340 turbo diesel engine, going to the front wheels via a seven-speed automatic and without the option of all-wheel drive.

2021 Australian VW pricing:

Caravelle Trendline LWB TDI340 FWD	\$58,990
Multivan Comfortline SWB TDI340 FWD	\$61,990
Multivan Comfortline SWB TDI340 AWD	\$64,990
Multivan Comfortline LWB TDI340 FWD	\$64,990
Multivan Comfortline LWB TDI340 AWD	\$67,990
Multivan Cruise SWB TDI340 FWD	\$73,990
Multivan Highline SWB TDI340 FWD	\$84,990
Multivan Highline SWB TDI340 AWD	\$87,990
Multivan Comfortlight Exec LWB TDI450	\$87,990

Hotter Golf 8 R?

The new-generation 2022 Volkswagen Golf R could soon be in line for an additional power boost.

A section in the new Volkswagen Golf's British owners' manual – shared across the entire range, from base to performance R models – lists 'technical data' for all engines offered with the small car, from the entry-level 66 kW 1.0-



litre three-cylinder sold in Europe, to the 235 kW 2.0-litre turbo-four used by the new Golf R hot hatch revealed earlier (see January 2021 Zeitschrift).

However, listed alongside the 235 kW 2.0-litre is a 245 kW version of the same engine, producing an identical 420 Nm of torque – a tune never seen before within the Volkswagen line-up, leading to speculation an even higher-performance R 'Plus' hot hatch halo could be in the works.

Previous rumours have indicated a potential Golf R Plus could either feature sister brand Audi's 2.5-litre turbocharged five-cylinder, or a hybridised version of the standard R's 2.0-litre four-cylinder developing up to 300kW.

However, both powertrains would likely cannibalise sales of Audi's 294 kW five-cylinder RS3 Sportback, given the Volkswagen's inevitable lower starting price.

The same can't be said of a 245 kW tune of the existing 2.0-litre mill, which would still fall around 50 kW of short of the Golf R's Audi sibling, making it unlikely to steal sales – assuming the new-generation RS3, due to be unveiled by the end of 2021, doesn't receive a power bump.

Supporting the 245 kW Plus rumour is a leaked slideshow published online in January 2020 – nine months prior to the 'standard' R's debut – indicated the Mk8 Golf R would produce 245 kW. While the production car was officially revealed with 235 kW, the slide's existence strongly suggests a punchier model is in development.

An alternate theory suggests the more powerful tune could be offered in non-European markets with less restrictive emissions regulations – however, the 245 kW engine's inclusion in the British and German owners' manuals confirms the hi-po tune will be offered on the continent, quashing such rumours.

It's unclear whether a high-performance Golf R Plus flagship would make its way to Australia, with a Volkswagen Australia spokesperson confirming following the standard Golf R's unveiling in November 2020 it was "too soon" to discuss which engine tune(s) would come to Australia.

However, the spokesperson added the brand's local arm's intention remains to "offer the most powerful Golf R available." We'd wager both models would be offered in time, given Australia's thirst for performance cars and status as one of Volkswagen R's biggest markets, despite our small overall size.

The 'regular' 2022 Volkswagen Golf R will go on sale in Australia in 2022, alongside an expanded range including the Tiguan R and T-Roc R turbocharged performance SUVs.



New Arteon and Shooting Brake.

The facelifted 2021 Volkswagen Arteon will go on sale in Australia by the end of September, with a 'Shooting Brake' wagon body style to be offered locally alongside the liftback for the first time.

Volkswagen Australia confirmed the updated Arteon liftback and Shooting Brake will go on sale in Australia in the third quarter of 2021 (July to September), answering the calls of wagon enthusiasts (and motoring journalists alike) since the models were unveiled in June 2020.

Just one variant of either model will sold in Australia, powered by a 200kW-plus 2.0-litre turbocharged four-cylinder engine largely shared with the Golf R hot hatch, driving all four wheels through a seven-speed dual-clutch automatic transmission.

All Arteons sold in Australia will receive the R-Line package as standard, comprising bespoke front and rear bumpers, and sportier side skirts and alloy wheels.

They'll also offer comprehensive levels of standard equipment, expected to include a 23.4-cm infotainment touchscreen, a 26-cm digital instrument cluster, large alloy wheels, adaptive cruise control and lane-following assist – the latter pair combining for semi-autonomous driving on motorways at speeds up to 210 km/h, dubbed Travel Assist in Volkswagen parlance.

Performance fans keen on the hi-po Arteon R liftback and wagon will be disappointed to hear it has been ruled out for our market, due to the niche market (and thus low sales) it would attract, and Volkswagen Australia's preference to focus on the launches of the Golf R, Tiguan R and T-Roc R performance cars instead.

First shown in Europe in June 2020, the facelifted Arteon brought a range of technology and styling tweaks to Volkswagen's svelte five-door, from an updated, touch-based interior and the aforementioned Travel Assist system to a revised exterior design with new bumpers and light signatures.

The Shooting Brake wagon was unveiled alongside the facelift, and sees the liftback's sloping roofline replaced from the B-pillar back with an attractive wagon body and wide rear haunches.

Volkswagen claims 565 litres of boot space in the Shooting Brake with the second row in place, and 1632 litres with it folded – up just 3 and 75 litres, in part due to how the measurements were taken (up to the window line).

The 2021 Volkswagen Arteon liftback and Shooting Brake wagon will go on sale in the third quarter. Local pricing and specifications will be announced closer to launch.

VfL Wolfsburg finish 4th.

The 2020–21 season of the German premier league football competition, the Bundesliga, has just finished. It was the 58th season of the Bundesliga, which involves 18 professional football teams from

across Germany.

The 18 teams play a full home-and-away season, playing each of the 17 opposition teams twice, or 34 match rounds for each team.

The Bundesliga is one of the world's biggest and most popular football competitions, drawing bigger average crowds than the Italian Serie A, the Spanish La Liga or the English Premier League.

Our team, the VfL Wolfsburg 'Wolves,' was formed in post-war 1945 Wolfsburg as a sports and fitness club for the Volkswagenwerk employees. For years they were just an amateur sports club, competing in regional amateur football leagues. When the professional Bundesliga was formed in 1963, VfL Wolfsburg played in the third-division Northern Region League, where they played for almost 30 years.

In 1992 VfL Wolfsburg finally won through to the second division of the National competition (the 2. Bundesliga), and in 1997, by finishing second in the 2. Bundesliga, were promoted to the first division Premier League for the first time, where they have remained ever since. VfL Wolfsburg won the premier league Championship in 2008-09, their only premiership so far.

Today, VfL Wolfsburg is a fully professional organisation, 100% owned by Volkswagen AG, and they play out of the modern 30,000-seat Volkswagen Arena in Wolfsburg, right next to the VW factory and Autostadt. 'VfL' stands for 'Verein für Leibesübungen,' or 'Association for Physical Education.' Wolfsburg's colours are green and white, not VW blue as you might imagine, but they do always feature a big VW logo.

Last season VfL Wolfsburg had a reasonably good year and finished 7th, which qualified them for the UEFA Europa League, the second-tier European Club Championship, at the 72-team second qualifying round position. The Europa League was due to kick off last August, but due to the Covid lockdowns it eventually began in late September, with numerous covid restrictions on players, management, crowds and scheduling changes.

In their first match, against Kukesi (Albania) at the Arena Kombëtare in Tirana, the Wolves won 4-0 and qualified for the third qualifying round and a match at home. They played Desna Chernihiv (Ukraine) in Wolfsburg, but not at their regular Volkswagen Arena stadium – they played at the much smaller AOK Stadion as a cost-cutting measure (as no crowds were allowed at that time). The Wolves won 2-0, thus qualifying them for the Play-Off round, aiming at reaching the Group stage.

Unfortunately this is as far the Wolves got. They had to

play AEK Athens (Greece) at Olympic Stadium Athens, and lost 1-2, and were thus eliminated from the competition.

Meanwhile, the 2020-21 Bundesliga season kicked off in September 2020, six weeks late due to the covid pandemic. It was a season of starting slowly and building up for the Wolves. They began with four consecutive draws, dropping to 13th on the table before finally gaining their first win, 2-1, against Arminia Bielefeld at Volkswagen Arena. A draw against Hertha in Berlin was followed by three excellent wins in a row – 2-1 against 1899 Hoffenheim at Wolfsburg, then first away win for the season 2-0 against Schalke 04 in Gelsenkirchen, and a high-scoring 5-3 win against Weder Bremen at Wolfsburg. Another draw, then a 2-1 win against Eintracht Frankfurt in Wolfsburg, saw the Wolves sitting high in 4th place on the table. Then the first loss, 1-2 to Bayern Munich in Munich, but then followed another win, 1-0 against VfB Stuttgart, and the Wolves were still 4th as the season paused over the two-week Christmas holiday period.

The Wolves began 2021 with another loss, 0-2 to Borussia Dortmund, then two more draws, and had eased back to sixth on the table. But then came a wonderful period of seven weeks where the Wolves won six matches (2-0 against Mainz 05, 1-0 against Bayer Leverkusen, 3-0 against SC Freiburg, 2-0 against FC Augsburg, 3-0 against Arminia Bielefeld and 2-0 against Hertha BSC), with just a 0-0 draw against Borussia Mönchengladbach during this golden time. The Wolves then had a 0-1 away loss to 1899 Hoffenheim, but then strung three more wins together – a massive 5-0 home win against Schalke 04, 2-1 against Werder Bremen away, and 1-0 against 1. FC Köln. The Wolves were riding high in third place on the table.

With seven rounds to go the Wolves were in with a chance of a second Premiership, but unfortunately faded with just two wins, a draw and four losses in the last seven rounds.

The Wolves still achieved a welcome improvement over 2019-20 and finished the 202-21 Bundesliga in an excellent fourth place, with 17 wins (4 more than last season), 10 draws (same as 2019-20) and 7 losses (4 less than last season). The Wolves scored 61 goals (13 more than last season) and conceded 37 goals (9 less than last season). Wolfsburg Arena provided a fine home ground advantage, as the Wolves won 10 at home, drew 4 and lost only 3. On the road the Wolves won 7, drew 6 and lost 4.

VfL Wolfsburg's 1.97m Dutch striker Wout Weghorst was again the team's top goal scorer with 20 goals, equal fourth-best in the league. He was also the Wolves' best for assists, with 8. Josip Brekalo scored 7 goals for the Wolves, and Maximilian Philipp and Ridle Baku both scored 6. Josip Brekalo also scored the Wolves' only hat-trick of goals for the season, in their 3-0 defeat of Union Berlin. The league's top scorer was again Bayern Munich's Polish striker Robert Lewandowski, with a remarkable 41 goals for the season, which broke the long-standing record of 40 goals in a season set by Gerd Müller in 1971-72.

The Wolves kept their opposition scoreless 14 times through the season, thanks to their Belgian goalkeeper Koen Casteels. This was the second best 'clean sheet' performance



of the year, just one behind Péter Gulácsi of RB Leipzig.

The Bundesliga champions for the 2020-21 season were, again, the mighty Bayern Munich who won a record 9th Bundesliga title in a row, and 30th overall. They won 24 matches, drew 6 and lost just 4 all season.

With Wolfsburg finishing in fourth place, they qualify for the 2021-22 UEFA Champions League group stage, along with Bayern Munich (1st), RB Leipzig (2nd), and Borussia Dortmund (3rd). This is Europe's premier club competition, involving the best 55 clubs from across Europe. Qualifying rounds for the lower-ranked clubs are scheduled to begin in June, while the competition proper begins in September and concludes in May 2022. The Wolves are ranked 36th the competition, according to UEFA. It will be Wolfsburg's third time in the Champions League, after 2009-10 (3rd in Group B, dropped to Europa League, eliminated by Fulham in quarter final), and 2015-16 (1st in Group B, beat Gent Belgium in Round of 16 and lost to Real Madrid in quarter final). We'll let you know how the Wolves go this time.

As for the Bundesliga next year, the lowest two teams this year are relegated back to the second division 2. Bundesliga. These will be the 17th-placed Werder Bremen, the four-time Bundesliga champions relegated for the first time since 1979-80; and 18th-placed Schalke-04, relegated for the first time since 1990-91. They will be replaced by the top two sides of this year's 2. Bundesliga. These will be VfL Bochum, returning to the Premier League for the first time since 2009-10, and Greuther Fürth, promoted again after their one and only season in the Premier League in 2012-13.

In addition, the third-last Bundesliga team is required to play off against the third-best 2. Bundesliga team, with the winner to play in the top league and the loser in the second tier. This time it was the 16th placed Bundesliga team FC Köln, which had not been in the lower division since 2017-18, to play 3rd placed 2. Bundesliga team Holstein Kiel, a team that has never been in the top division before. The first playoff leg at FC Köln's home ground in Cologne saw them in an upset 0-1 loss to the challengers Holstein Keil, but at Keil three days later FC Köln prevailed 5-1, winning the playoff 5-2 on aggregate. Both teams stay in their prospective leagues.

The 2021-22 Bundesliga gets underway in August, in what will be the Wolves' 25th consecutive season in the Premier division. You can follow them and join in all the fan activities at www.vfl-wolfsburg.de/en/home/



genuinely interested in the cars and learning about the earlier generations of their employers products. I believe this was part of Rick's planned outcome for the event. It also got a lot of us into the showroom to drool over the new model VWs they had on display - another one of Rick's planned outcomes.....

Although the event was free - a collection tin for Lennox's chosen charity was passed around, raising quite a few dollars for Men's Link. A very worthy charity we were all happy to support.

On behalf of all members of Club VeeDub (Canberra Chapter) we wish to thank Lennox Motors Volkswagen for their continued support of the club and look forward to many more years partnership with them.

Willie.

Canberra Lennox Motors Coffee Meet.

Earlier this year, one of the club's greatest supporters here in Canberra, Lennox Motors Volkswagen, contacted the club to offer a morning tea at their showrooms in the suburb of Phillip.

Manager of commercial sales and PR, Rick Davis indicated that due to many events that they support, including the ACT German Auto Day (GAD), were not conducted in 2020 due to the pandemic, that they were still keen to show their support of the club. A date in March was finally decided upon and the invite put out to all club members and other VeeDub enthusiasts of Canberra.

Once we arrived and lined up out the front of Lennox Motors, most of the sales and maintenance staff came out and admired the cars. Many of them seemed so young (well to me they were young) and were not familiar with the older aircooled cars of Volkswagen past. They all appeared



Berry VW Show

I recently went to the Berry Blast to the Past, which was held on Sunday 18 April at the Berry Bowling Club.

It was an enjoyable day. I took lots of photos. Here are some for you to look at.

Jeff Swords



VW Nation



2
SYDNEY

VW NATION

Saturday
Club 1
Luddenham Raceway
Numbers strictly limited - phone 02 9438 1111

Sunday
Show Day, Fair
Gates 10am

Club Vee Dub Sydney is proud to present

VISIT WWW.CLUBVW.ORG.AU
CALL DAVID BIRCH

The Original Motor Show

Photos: Brendon



nals 2021



2021
VEE DUB AUSTRALIA
NATIONALS

22nd May
Track Day
Sydney Motorsport Park
Phone: 0430 020338 for bookings

23rd May
Field Showgrounds
Open 7:30am

Event is expected to host a COVID safe event

www.clubvw.org.au OR
Phone: (02) 9534 4825



an Matthews





2021 VW Nationals trophy winners.

(2nd and 3rd-places were awarded for categories with large entry numbers).

- 1. Beetle - up to 1957 - Standard**
1st: Sandy Benic
- 2. Beetle - up to 1957 - Modified**
1st: Daniel French
- 3. Beetle - 1958 to 1967 - Standard**
1st: Sam Nadile
2nd: Hayley Cooke
3rd: Mohammad Bamya
- 4. Beetle - 1958 to 1967 - Modified**
1st: Joey Muhra
2nd: John Kritikos
3rd: Marshall Hartwich
- 5. Beetle - 1968 onwards - Standard**
1st: Carl Moll
2nd: Jeff Swords
- 6. Beetle - 1968 onwards - Modified**
1st: Irae Khorbatli
2nd: Willie Nelson
3rd: Graham Ingram
- 7. Kombi T1 - up to 1967 - Standard**
1st: Bob Van Munster
- 8. Kombi T1 - up to 1967 - Modified**
1st: Matt Raine
2nd: Phil Hoken
3rd: Frank Skubla
- 9. Kombi T2 - 1968 to 1979 - Standard**
1st: Ken Plowman
2nd: Andrew Hughes
3rd: Kylie Raynor

10. Kombi T2 - 1968 to 1979 - Modified

1st: Wayne Murray
2nd: Richard Cahlan

11. Transporter T3 - 1981 to 1992 - All

1st: Grant Rollinson
2nd: Scott Pitcher

12. Type 3 and Type 4 - Standard

1st: Rob de Domizo

13. Type 3 and Type 4 - Modified

1st: Daniel Garland

14. Karmann Ghia - All Years - Standard

1st: Finn Dunleavy

15. Karmann Ghia - All Years - Modified

1st: Cameron Schrijvers

16. Factory Karmann Cabriolet - All Years - All

1st: Angus Owers

17. Factory Off-Road - Aircooled - All

1st: Peter Kunz

18. VW Factory Exotics - All

1st: Anthony Sarcasmo

19. Non-factory Off-road and Buggies - All

1st: Peter Campbell
2nd: Sezer Solyali



20. Aussie Convertibles and Kit Cars - All

1st: Steve White

21. Best engineered/race - Aircooled - All

1st: Paul Fenech

22. Rat class - All Years - All Types

1st: Richard Scerri
2nd: Steve Wardrop
3rd: Noah Skubla

23. Polo - All Years

1st: Mariselle Rodgers

24. Golf 1 - 1976 to 1983

1st: Maher Azzam

25. Golf 2 - 1984 to 1992

1st: Leigh Parker

26. Golf 3 - 1993 to 1997

1st: Jonas Andes

27. Golf 4 - 1998 to 2003

1st: Blake Kean

28. Golf 5 - 2004 to 2008

1st: Jonathan Prymas

29. Golf 6 - 2009 to 2012

1st: Paul Stewart

30. Golf 7 - 2013 onwards

1st: Roberto Balano



38. SEAT - All Years

No entries this year

39. Skoda - All Years

No entries this year



40. Best Engineered / Racecar - watercooled vehicles

1st: Martin Berndt

41. Concours d'Elegance

1st: Paolo Torrieri

2nd: Jonathan de Vos

3rd: Zachary Dowling

42. People's Choice - Air-cooled

1st: Angus Owers

43. People's Choice - Water-cooled

1st: Maher Azzam

44. Ray Pleydon Award

1st: Bill Stewart

31. VW Convertible (Golf Cabrios, EOS, etc) - All Yrs

1st: Greg Norris

32. Sports Coupe (Scirocco, Corrado, Audi TT) - All Yrs

1st: Dot Bryan

33. VW Sedan (Bora, Jetta, Passat, Vento) - All Years

1st: Graeme Horsnell

34. SUV (Tiguan / Toureg) - All Years

1st: Jonathan Prymas

35. VW Commercial vehicles (T4, T5, Caddy, Amarok) - All

No entries this year

36. Audi - All Years

1st: Chris Niblock

37. Porsche - All Years

1st: David Bille

45. Brian Walker Award

1st: Grant Rollinson

Photos by Brendan Matthews



VW Nationals Track Day, Luddenham Raceway.

Competitor	Vehicle	Diff	Laps	Best Time/Lap	Best Speed		
1	Vito G	Lotus Elise	0.000	66	52.035	59	96.858 km/h
2	Stephen R	Mazda	0.592	37	52.627	31	95.768 km/h
3	Ahmad M	Toyota Yaris	0.619	50	52.654	47	95.719 km/h
4	Mark S	Caterham	0.661	62	52.696	38	95.643 km/h
5	Ali S	Toyota Yaris	0.721	12	52.756	27	95.534 km/h
6	Jordan H	Mitsubishi Evo	2.248	19	54.283	9	92.847 km/h
7	David B	BMW M2	2.326	29	54.361	21	92.714 km/h
8	Nathan F	Audi RS3	2.395	19	54.430	18	92.596 km/h
9	Wayne P	VW Beetle	2.525	1	54.560	1	92.375 km/h
10	Jamie R	Mazda MX-5	2.558	62	54.593	28	92.320 km/h
11	Alex C	Mazda MX-5	2.764	65	54.799	8	91.972 km/h
12	Allister B	AMG C63	2.996	9	55.031	7	91.585 km/h
13	Anthony Z	Toyota 86	3.465	55	55.500	41	90.811 km/h
14	Rudi F	VW Beetle	3.578	23	55.613	16	90.626 km/h
15	Peter D	VW Golf R	3.770	65	55.805	44	90.314 km/h
16	Paul Z	VW Buggy	3.873	45	55.908	43	90.148 km/h
17	Sangam P	Toyota Yaris	3.893	57	55.928	57	90.116 km/h
18	Ryan R	Mazda MX-5	3.979	67	56.014	34	89.978 km/h
19	Leigh P	VW Golf 2	4.096	55	56.131	15	89.790 km/h
20	Toby B	Toyota MR2	4.478	61	56.513	44	89.183 km/h
21	Renen S	Honda CRX	4.503	46	56.538	46	89.144 km/h
22	Chris S	Mazda MX-5	4.503	40	56.538	16	89.144 km/h
23	Michael H	Open Wheeler	4.608	33	56.643	33	88.978 km/h
24	Aydan C	Seat Ibiza	4.744	59	56.779	58	88.765 km/h
25	Michael G	Renault Glio	5.232	64	57.267	59	88.009 km/h
26	Martin P	Yaris	5.620	50	57.655	28	87.417 km/h
27	Manuel V	VW Golf	5.949	56	57.984	51	86.921 km/h
28	Daniel R	Subaru BRZ	5.984	45	58.019	8	86.868 km/h
29	Jak R	VW Beetle	5.998	14	58.033	13	86.847 km/h
30	D Carter	VW Beetle	5.999	27	58.034	19	86.846 km/h
31	Stewart B	Golf R	6.223	36	58.258	5	86.512 km/h
32	Nikolas V	Honda Civic	6.262	21	58.297	20	86.454 km/h
33	Phillip C	BMW i35	6.450	35	58.485	18	86.176 km/h
34	Malcolm P	Subaru WRX	6.505	46	58.540	36	86.095 km/h
35	M Phillips	VW Golf GTI	6.660	34	58.695	28	85.868 km/h
36	Michael T	Mazda MX-5	7.154	63	59.189	45	85.151 km/h
37	Josh K	Ford Focus ST	7.242	29	59.277	26	85.025 km/h
38	Greg M	VW Golf GTI	7.356	36	59.391	30	84.861 km/h
39	Nenad M	Ford Mustang	7.498	35	59.533	15	84.659 km/h
40	Eduardo F	Datsun	7.933	55	59.968	47	84.045 km/h
41	Luis F	Datsun	7.933	55	59.968	47	84.045 km/h
42	Chris M	Lancer	7.948	55	59.983	42	84.024 km/h
43	Christian H	VW Beetle	8.250	17	1:00.285	11	83.603 km/h
44	Paul F	VW Beetle	8.319	62	1:00.354	34	83.507 km/h
45	Arthur Z	Mazda MX-5	8.521	57	1:00.556	53	83.229 km/h
46	Robert W	VW Golf 3	9.539	56	1:01.574	56	81.853 km/h
47	Laura Z	Ford Fiesta ST	9.600	21	1:01.635	18	81.772 km/h
48	Stephen C	VW Beetle	9.869	34	1:01.904	28	81.416 km/h
49	Eddie M	Lancer	10.672	42	1:02.707	25	80.374 km/h
50	Krystian K	VW Golf	11.333	41	1:03.368	37	79.535 km/h
51	Ashley M	Subaru	12.553	32	1:04.588	29	78.033 km/h
52	Mohammad B	VW Beetle	27.814	27	1:19.849	27	63.119 km/h



Kombi crash protection.

Australian Motor Manual, July 1974

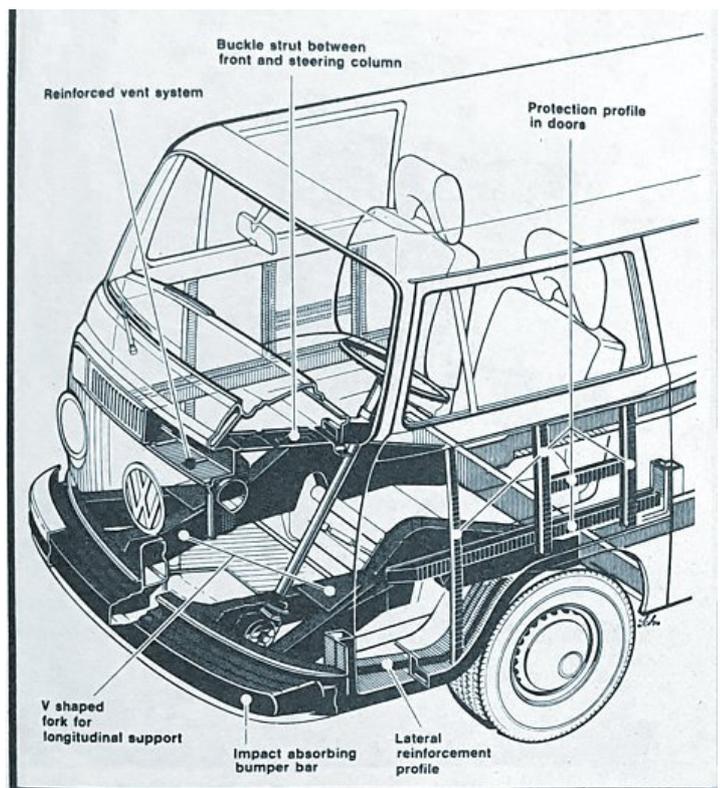
VW Kombis have never looked the safest propositions for the driver and front seat passenger - in a crash, that is. But looks can be deceptive.

The latest Kombis in Germany now come equipped with a new safety cell for these two people. A deformation element is situated across the whole width of the car at the front. In the event of an accident, it compresses against the front of the body and absorbs a fair amount of kinetic energy before the V-shaped fork cross-beams of the frontal frame bend in and they, on their part, start to absorb crash forces.

The whole system is aimed to reduce part of the force and to protect the foot-room in the front of the vehicle, long considered a hazard in this type of unit.

Safety locks and solid fittings prevent the door opening in an accident and the doors themselves are stiffened by profile supports. The ventilation system, which is welded to the front wall, adds to the strength of the front crash barriers.

The Kombis have a new steering system, too. If the



Above: Cut-away diagram shows all the safety features of the Volkswagen Kombi including a new deformation element.

driver doesn't have his seat belt on and crashes against the steering wheel, it swings under so that the driver hits a flat surface, rather than a small part of the steering circle.

In other words, don't judge a book by its cover.



Class C and 24th overall with 114 laps, only two laps behind the class-winning Renault Megane and a lap behind second-placed BMW M3. The other Scirocco R #20, entered by the Gold Coast Embroidery team, did not finish, retiring after 64 laps.

In Class D was one Volkswagen Golf GTI, #71 entered by Bargwanna Motorsport and driven by brothers Ben and Jude Bargwanna. It finished an excellent 2nd in Class D and 19th overall with 116 laps. They were just 1 lap behind the class-winning Toyota 86 GTS of CHE Racing.

The fastest Volkswagen was a Golf R, #50 entered in Class A1 by Harding Performance and driven by Cem Yucel and Iain Salteri. With 120 laps, they finished 4th

Bathurst 6-hour.

At Easter recently I went out to Bathurst to watch the 6-Hour race.

This is an annual motor racing event held at the Mount Panorama circuit over the Easter long weekend, as part of a motoring festival. It has been held every year since 2016, except for last year when it was cancelled due to covid-19.

The Bathurst 6 Hour is currently known as the Hi-Tec Oils Bathurst 6 Hour for sponsorship reasons. It's a race for Group 3E Series Production Cars. The race is held on Easter Sunday, with practice and qualifying sessions taking place on the two days before.

The race is made up of a number of categories:

- Class A1: Extreme Performance (Forced Induction)
- Class A2: Extreme Performance (Naturally Aspirated)
- Class B1: High Performance (Forced Induction)
- Class B2: High Performance (Naturally Aspirated)
- Class C: Performance
- Class D: Production
- Class E: Compact
- Class X: Ultimate Performance

The race features cars of many makes and models - some Holdens and Fords, plus Asian makes like Mitsubishi, Toyota, Subaru, Mazda, Suzuki and Kia. However most of the entries were European - BMWs, Mercedes, Renault, Opel, Audi, and Volkswagen.

There were four Volkswagens in the race. Two of them were Scirocco Rs, entered in Class C. Scirocco #84, entered by AC Store/CP Dental team, finished a respectable 3rd in



in Class A1 and 11th overall. They finished on the same lap as the class-winning and second-placed Mercedes A 45 AMGs, and a Mitsubishi Lancer Evolution X.



This year the only Audi was a TT RS #52 entered by Mark Eddy Racing in the A1 Class. It finished 5th in class and



13th overall, one lap behind the Jahnnes BMW.

The top four overall winners were all BMWs from Class X. The winner was the Bruce Lynton BMW Team BMW M4 F82, driven by Shane Smollen, Rob Rubis and Shane van Gisbergen. A Bruce Lynton BMW M3 F80 was second, and a Sherrin Rentals BMW M4 was third. All the top 11 cars finished with 120 laps after six hours, so the racing was very tight all day - helped of course by many safety car periods during the race.

The fastest lap time for all of these standard and modified production cars was 2:26.5, by the winning van Gisbergen BMW.

Shane van Gisbergen became the second driver to win the Bathurst 'triple' - the Bathurst 1000, Bathurst 12-hour and Bathurst 6-hour - after Paul Morris.

It was a very enjoyable weekend.

Jeff Swords



Deal with the unexpected and stay safe.

Driving in Australia can lead to all kinds of situations.

You can encounter roadworks, break down, get lost, have to change a flat tyre in the dark, hit a kangaroo and about a million other things.

Your ability to cope with these emergencies can depend on what you carry in your car.

While you may not need certain items in your car emergency kit if you are just driving to the shops, it's a different story for a longer drive out in the country. You'll at least feel better knowing they're there.

Here's my checklist:

- #1. Car owners manual.
- #2. Torch or light.
- #3. The original toolkit and spare wheel, with air in it.
- #4. First aid kit.
- #5. Hi vis vest.
- #6. A blanket.
- #7. Toilet paper.
- #8. Water.
- #9. Jumper leads.
- #10. A proper toolkit, including a big hammer, WD40, race tape, cable ties and special sockets needed for newer cars.
- #11. Engine oil.

- #12. Money/ cash.
- #13. Fire extinguisher.
- #14. Lighter or matches.
- #15. Portable phone charger.
- #16. Food, maybe two cans of baked beans.
- #17. Hand air pump.
- #18. Ice scraper.
- #19. Rope, or a tow strap.
- #20. Pen and paper.

Obviously there are many other things you could carry; this is just a quick checklist.

What do you keep in your car?

Be safe and adventurous.

Ashley Day.





rounds. Each round consists of two sessions of practice, then qualifying, and then three races over a weekend. The races earn points towards the championship.

The first round was in January at Symmonds Plains in Tasmania, then Phillip Island in Victoria in March. The Mt Panorama Bathurst in April was the third round, and the Eastern Creek weekend I just saw was the fourth round. The fifth round will be at Morgan Park Raceway in QLD in June, and finally the sixth round at Sandown, Victoria in September.

Cars that compete in the 2021 Australian championship include Alfa Romeo Giulietta, Honda Civic Type R, Hyundai i30N, Peugeot 308 R and Renault Megane RS. There is one Audi RS3 entered by LM Motorsport and

driven by Liam McAdam, but the rest of the VWs and Audis are entered by the Melbourne Performance Centre. Their Audi RS3s are driven by Luke King, Chaz Mostert and Garth Tander, depending on the round.

TCR at Eastern Creek.

I recently went to the fourth round of the 2021 TCR Australia championship, which was held at Sydney Motorsport Park, Eastern Creek.

TCR stands for Touring Car Racing. It was first introduced in Europe in 2014. It is now run in dozens of different series worldwide. TCR first came to Australia in 2019.

All TCR cars are based on 4 or 5 door production vehicles, and are powered by 2.0 litre turbocharged engines. While the body shell and suspension layout of the production vehicle is retained, and many models use a production gearbox, certain accommodations are made for the stresses of the racetrack including upgraded brakes, wide wheels and flares, and additional aerodynamics. Competition vehicles are subject to Balance of Performance (or BoP) adjustments to ensure close racing between different vehicles. Engine power can be up to 257 kW (350 bhp) and 420 Nm. Only 2WD is allowed.

Nearly all major makes are represented in TCR around the world, but not all of them race in Australia. It was actually a VW Group vehicle, the SEAT Leon Cup racer, that was the 'prototype' for the formula and these still compete in Europe. Audi enters the A3 RS3 in many series, while Volkswagen uses the Golf GTI TCR.

The first TCR Australia series in 2019 was run over seven rounds, and was won by Will Brown in a Hyundai i30 N. There was no series in 2020 due to the covid lockdown.

The series returned this year, and will be run over six



Melbourne Motorsport also enter two Volkswagen Golf GTI TCRs, driven by Lachlan Mineeff and the lovely Chelsea Angelo. I got to talk to her in the pits! She came through Formula Ford, Formula 3, V8 Supercars Development and Porsche GT3. She is only 24 years of age. Lachlan is a graduate from Formula Ford and is just 18!

I got to see all three races on Sunday at Eastern Creek.





Chaz Mostert in the Audi came 3rd, 2nd and 7th, while Luke King came 16th, 7th and 6th. Lachlan Mineeff in the VW Golf came 19th, 16th and 16th, while Chelsea in the other VW came 20th, 15th and 18th.

The top three cars in each of the three races were:

Race 1

- | | | |
|----|--------------------|-------------------|
| 1. | Josh Buchan (NSW) | Hyundai i30N |
| 2. | James Moffat (Vic) | Renault Megane RS |
| 3. | Chaz Mostert (Qld) | Audi RS3 |

Race 2

- | | | |
|----|----------------------|----------------------|
| 1. | Josh Buchan (NSW) | Hyundai i30N |
| 2. | Chaz Mostert (Qld) | Audi RS3 |
| 3. | Michael Caruso (NSW) | Alfa Romeo Giulietta |

Race 3

- | | | |
|----|----------------------|----------------------|
| 1. | Michael Caruso (NSW) | Alfa Romeo Giulietta |
| 2. | Josh Buchan (NSW) | Hyundai i30N |
| 3. | Dylan O'Keeffe (Vic) | Renault Megane RS |



After four rounds, even though they didn't have a winning time at Eastern Creek, the championship leaders are Chaz Mostert in the #25 Audi RS3, followed by Luke King in the #2 Audi. Josh Buchan in the Hyundai is third.

It was a very enjoyable event.

Jeff Swords



Klub Korrespondenz.

From: Brian Mannix

Date: 11/5/2021 16:33:14

Good afternoon everyone,

Just thought I would touch base with you all. I have been out of the picture, I missed the Wollongong Lighthouse cruise on 13th March as I was in Sydney at a family birthday luncheon.

On 18th March I took myself off to Thredbo for 10 days, with plenty of walking.

Then on 21st April I went on a (4) day walking/hiking holiday to 'The Bay of Fires' near St Helens, Tasmania. I was in a group of six, plus a guide, and we covered 45 km. Beautiful white sandy beaches, clear blue sea, the lichen covered rocks were stunning, and there was no one around except our little group, great weather, a most rewarding experience.

After the tour finished I travelled on a coach to Hobart. My wife Eunice and I had been to Hobart a few times, but being on my own was different. However, Hobart really hasn't changed much, no one seems to be in a rush, no frantic traffic, a pleasant change.

Walking down Collins Street one day I noticed a Kombi sitting up on top of a shop awning, I thought well if it's road life is over then this was better than putting it to scrap, I have attached some photographs.



Also, walking through Elizabeth Mall I came across a beautiful Kombi flower shop, it looked just great. Good to see how they utilised the Kombi..... food for thought! I have also attached a photo of the flower Kombi.



Hope to see you all soon... VW Nationals coming up.
Kind Regards

Brian Mannix

What is a crows foot VW bus wheel?

Last month our club librarian Carl Moll was selling a tyre for a Beetle, which as you know are for 15 x 4 inch rims. A guy contacted him and asked: "Will it fit a crows foot bus rim?" Carl couldn't answer him as he didn't know what a 'crows foot bus rim' was, and had never heard the term before.

He replied to the buyer, asking what a crows foot bus rim was, and what size it was, but he did not get a reply.

Carl then messaged me, assuming that as a walking VW encyclopaedia, I would know what a crows foot bus rim was. But I had to admit that I had never heard the term before either! I wondered if it was some new example of UK-VW slang that had made its way to Australia. There have been lots of 'new' British slang terms emerge in recent years.

Some British invented VW terms I can think of are 'Bay Window' for the T2 Kombi (incorrect as they actually have 'panoramic' windscreens), as well as 'Campervan' for ALL models, whether they be vans, kombis or even Microbuses; 'Wedge' and 'T25' for the T3 Kombi (Single- and double-cab T3 Kombis are actually model 24, not 25); 'Zwitter', for the German Beetles built between October 1952 and March 1953 that had the split-window body, but with the new oval-window dashboard. 'Zwitter' is German for 'hybrid.' Quite a nice term I suppose, but not one that Volkswagen ever used. And the term 'Swallowtail', used to describe the first of the VW Golfs built in 1974-75 that had a different angled pressing on the rear panel that supports the number plate. These particular models were never sold in Australia.

Anyway, it was natural to assume that 'crows foot wheel' was another newly-arrived UK slang term, so I had to look it up. In fact, it seems to be a US term.

It refers to some wheels fitted to VW Transporters up to about 1960, in the days when VW used to out-source the making of some components. After about 1960 Volkswagen made all their wheels themselves, but before that in the early years VW used to source steel wheels from German makers such as Lemmerz and Kronprinz.



Kronprinz (KPZ) manufactured the 'standard' rim (above), while Lemmerz manufactured what is now called the 'Crowsfoot' rim. This refers to the design of the Lemmerz rim, which has 3 raised or pleated areas around each lug nut hole that resemble a crow's foot. They were a strengthening pleat. After 1960, Volkswagen took over all production of rims at the factory and produced the Kronprinz Standard rim. There has been some considerable discussion on VW forums as to whether the crows foot rim is stronger than the normal standard rim, but there is no evidence of any difference; there was no VW Service Bulletin to that effect, and vehicles often came with one type of wheel or the other, and even sometimes a mixture. Likewise, there is no significant difference in offset; some owners have measured differences of up to 6 mm, some have measured less and it seems not to make any difference. Likewise there is no difference in size or design of the cooling slots. It's just a slightly different design



by a different maker to do the same job.

While VW Bus rims were made in 16", 15" and 14" at various times, only the 15" ever had the 'crows feet' stampings. These were in size 15 x 4.5 inches, so to answer Carl's question, the Beetle rim was 4" wide and the Kombi rim (crows foot or otherwise) was 4.5", so they were slightly different and no, while you could probably make the Beetle tyre fit a rim half an inch wider, you shouldn't.

I am not sure if any Kombis came to Australia with the crows foot wheel or whether they were part of the CKD kits prior to 1960, but chances are they probably were. Something to keep an eye out for at the next VW show.



20 questions with Joe Vittone.

VW Trends magazine, March 2009

As most of you probably know, Joe Vittone was a founding father of the VW high-performance industry in the USA. He founded European (later changed to Engineered) Motor Products, Inc. (EMPI) in Riverside, California in 1956, making replaceable valve guides for the 36hp VW head. At the time, if a head needed new valve guides, VW would scrap the old head and install a new one. From these humble beginnings, a dynasty was born - that of EMPI. Vittone was still very active. We were fortunate enough to catch up with this very busy, special man for a session of 20 questions.

VWT: Where did you go to school?

JV: I went to a lot of different schools, because my parents moved a lot. My dad bought and sold farms, and he had a couple of different manufacturing companies; he did upholstery work and many other things. I went to a school, at one time, where Grades 1 through 8 were all in one room. I went to school at Montana State College in Bozeman, Mo. (now Montana State University), and I went to the College of the Pacific in Stockton, Calif., and to UCLA in Westwood, Calif.

VWT: What was your first car?

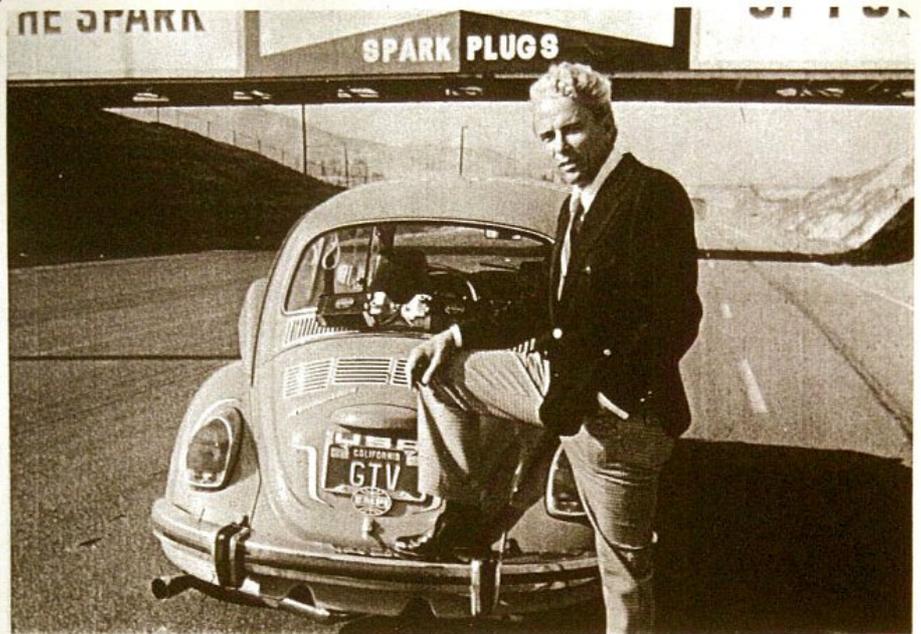
JV: The car that I really feel was my own first car, was a 1932 Ford, Model 'B' four-cylinder Victoria. I always loved cars, and it was possible, when I was a kid, to buy an old car that didn't need much work, fix it up and sell it for a little profit. I had a lot of old cars. I remember one car, a DeSoto; it was a roadster. Oh, what a beautiful car it was! But it was a little heavy.

VWT: Were you in any car clubs?

JV: I belonged to the 'Outriders' car club, in Los Angeles. I was so young at the time, though, that my parents wouldn't let me go to all the meets. Once in a while, we would get up to El Mirage Dry Lake; not as often as I would have liked to have gone, though. But it got me involved with a lot of people, like Eddie Meyer. It got me interested in engines and what people could do with them. I made friends with Vic Edelbrock, Roy Richter and Ed Iskenderian. Cliff Collins and I were very good friends. Cliff had a company called Harmon-Collins that made an excellent ignition system for flathead Fords.

VWT: What made you decide to go into VWs?

JV: I had a motorcycle shop in Stockton and sold interesting motorcycles like Royal Enfields, Douglas, Zundapps and Ariels. In doing this motorcycle business, I was fortunate to

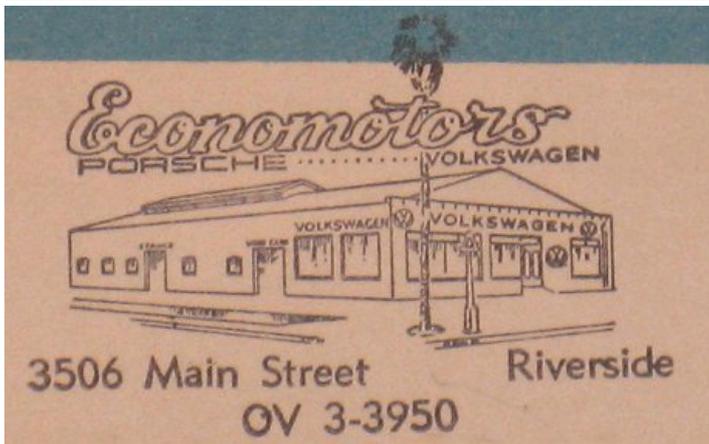


**EMPI LEADERS IN VW
HI-PERFORMANCE PRODUCTS**

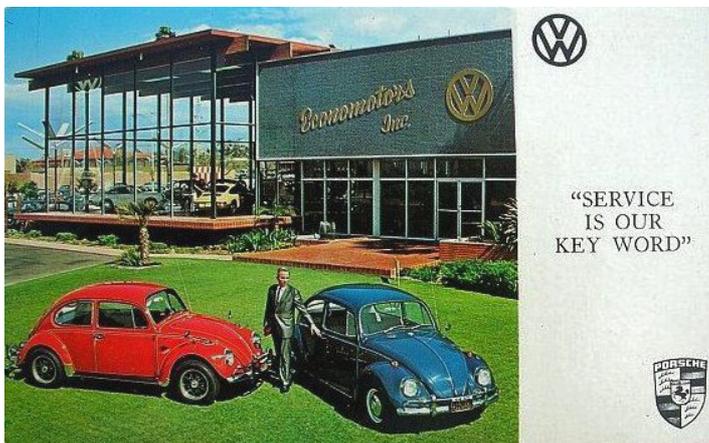
work with some very skilled mechanics. Through them, I not only learned how to make the engines go faster, but also to last longer. It's one thing to build something that goes fast, but only goes for a short time; you don't keep too many customers that way. At that time, in 1952 I think it was, a guy came to see me with a funny-looking little car; it was the Volkswagen Beetle. I was already familiar with it, because I read all the car magazines of that time, even back then so I knew about the Volkswagen and it being "Hitler's car." The guy wanted me to be a dealer. I had to buy two cars and an enormous amount of spare parts inventory. You wouldn't believe the parts package that was involved with becoming a dealer! I told the guy that I thought the cars were pretty good, but if they were that good, why did I need all those extra parts? It didn't make sense, you know? I turned that guy down and referred the guy to a friend of mine, who took the dealership offer. In one year, that guy had sold only one car. Seeing that, I thought my decision not to become a dealer was all right. The next year, I think the dealership sold two or three cars. In 1954, they began to sell a little better and, at that time, I bought one. I tried to break that car and it wouldn't break! I put a couple of Amal motorcycle carburetors on it; I made a couple of manifolds and, of course, that increased the performance of the car quite a bit. I took the engine all apart and it looked to me to be a pretty strong little car, you know?

So at that time, I decided that I would apply for a Volkswagen dealership, which I did and I was offered my choice of a whole bunch of locations. One right where I lived in Stockton, but I didn't want to take that one, because it would have meant taking it away from my friend, Jack Thornton, who had the dealership there.

They offered me about five different dealership locations in Southern California and I chose Riverside, because it had a racetrack there; a dirt track. So that's what made me decide to go into VWs. Of course, I didn't have any money, but I rented an old building that used to be an old



Hudson dealership. This became the original Economotors, at 3506 Main St, corner Fifth. The distributor at that time was John Von Neumann and he liked motorcycles and because of that, I got the VW dealership. It was an enormous success and we soon moved to 8330 Indiana Avenue, grew to take over much of that block, up to the corner at Adams. We opened huge new 5-acre VW showrooms and parts and workshop facilities there in 1966.



VWT: What made you decide to race VWs? Did you originally intend to become involved in drag racing a VW or was that the influence of Dean Lowry?

JV: Well, that was normal for me. I would race anything on wheels. VW looked like a natural to me. I mean, it had the advantage of not having to worry about getting the weight onto the rear end for traction and an engine that was similar to a motorcycle, and it didn't look very hard to me to get some extra horsepower out of that engine. So, I had this VW dealership, and I hired Dean Lowry to work at the dealership.

He was a real nice guy, extremely knowledgeable and he was into drag racing Chryslers at the time, as I recall. I had been into drag racing motorcycles for a long time. Instead of racing stuff with large cubic inches, I always ran motorcycles with small engine displacements and made them go as fast as I could.

VWT: When did you start racing VWs?

JV: It must have been around 1957. I'm guessing now, but that should be about right. I was working on VWs, which still had the 36 hp engines. I got some help from my friend Cliff Collins and we changed the crankshaft. I believe we enlarged



Joe Vittone, EMPI's President, shows us how U-shaped gasket fits onto his rocker-arm covers. Seals at bolt holes are similarly ingenious. These are the only covers which won't leak, regardless of how many times you take them off. Square shape accommodates highest-lift cams without interference.

the displacement, but not very much, as there were no 'big bore' kits around at that time. I believe we used a Porsche crank. To the best of my recollection, that car ran 91 mph the first time we ran it and that was encouraging. VW had a lot of crank problems back then. It wasn't common knowledge, but it was not unusual for a guy to come driving into my dealership with a broken crankshaft (they would still run with a broken crank). I would never tell the customer that it had a broken crankshaft. We would change the crank under warranty, but never tell the customer what the problem had been. Then, working with Cliff Collins, we drew a design for a new crankshaft that corrected some of the faults of the original VW crank.

I tried to have the crank forged in the United States, but the forging companies here wanted more money than I could afford, to do it. So I flew to Germany and I talked to the Porsche factory there (I was also a Porsche dealer), made friends with the folks in the parts department and they told me who all of their suppliers were. I went to the manufacturer who made the cranks for Porsche and they made cranks for



me. That started the crankshaft business.

At that time, I had no intention of starting a business. All I wanted to do was to help the Volkswagen factory get more of the youth market and the factory didn't seem to care one way or the other. I was very disheartened.

Another thing I noticed was that the valve guides on the VW engines deteriorated very rapidly. It seemed like at about 20 or 25,000 miles, you would need a valve job and Volkswagen said you have to buy new cylinder heads. I thought "This is crazy! I can replace these guides and I can make them out of better material!"

It was always our intent to try and help the factory. We tried to sell these guides to the factory. They were not interested and they also said that if I persisted in this type of activity, I might find myself without a franchise to sell VWs! Well, I went ahead and did it anyway. I kept trying to work with them, but they were just so hard-headed I couldn't do anything with them. At Economotors, we offered the customers a choice of the normal 1131cc motor or the 1300cc with the EMPI crank for only \$200 more. That really got me a lot of heat from the factory, but EMPI cranks didn't break.

VWT: Did you know, or have any idea, when you made replaceable valve guide for the 36hp VW head that it would turn into EMPI?

JV: No, my intent was always to try and help the VW factory.

VWT: What made you decide to start EMPI?

JV: I had ordered some stuff from an accessory outfit back East and when the parts got here, the quality was atrocious! I



mean it was really junk. I called the place and asked about what kind of guarantee they had and the guy told me "if it breaks into two pieces, you own both parts." I thought, "Well, this guy really needs some competition!" Right there, that day, EMPI was born. I decided that we would have parts too, but in my opinion, it didn't just have to be as good as the factory part; it had to be better. The only thing I preached was quality, quality, quality. We got the best materials and we tried to improve upon the factory parts in every way. We went to all the best manufacturers, got acquainted with them and as you know, we had a lot of pretty nice products.

VWT: What is your most memorable race with the Inch Pincher?

JV: I would say that it was the race in Long Beach, Calif., Darrell was driving the Inch Pincher and Darrell won by beating a pretty fast Corvette. See, at that time, it wasn't common for Volkswagens to go that fast.

VWT: What is your proudest moment?

JV: I took my new dune buggy, the EMPI Imp, to the Frankfurt Auto show and the Chancellor of Germany, Konrad Adenauer, sat in it along with former VW America boss Carl Hahn. We took pictures of everyone sitting in the car and then Dr. Hahn said that they would like to buy the car and put it in their museum in Wolfsburg. They did and the car is there today.



VWT: If you could do something differently, what would it be and why?

JV: I'm not very good at looking back, I always look forward and I wouldn't change anything.

VWT: How many GTV Beetles did EMPI/ Economotors assemble themselves? Quite a few, or only a handful?

JV: What we did was this: EMPI would manufacture the kits, and we would ship the kits to dealers around the United States and the dealerships would put the car together. My own dealership, Economotors, did about a hundred cars. I don't recall the numbers that other dealers did, but none of them did nearly that many. Some of the dealers did a dozen or 20 or

so, but that was it. The dealers would get threatened with the loss of their franchise if they had an EMPI car on the showroom floor.

VWT: Did customers ever complain about the BRM magnesium wheels, that they needed polishing too often to stay shiny?



JV: They complained quite a bit. I told the customers that they had a choice--that they could either polish them and then clear coat them or just let them fade to their normal color. Either way, it wasn't too bad. We designed that wheel in Riverside and sent the plans to England to get bids on manufacturing them. This one company, that had a subsidiary called BRM, which raced the old Formula 1 cars, came up with what I thought was a very nice product, and the wheel was made out of magnesium. Veteran racecar driver Graham Hill was a driver for this company, and I got to be friends with Graham. Nobody else was making wheels out of magnesium. I wanted to lower the unsprung weight of the car and get the best quality possible, so I made a deal with them and they also agreed to let me use their name on the wheels. That's why they were called BRMs. BRM had nothing to do with us whatsoever. Speedwell was Graham Hill's company and my distributor in Europe.

VWT: The EMPI catalogues were unmatched in quality and detail. What made you decide to invest so much into a parts catalog?

JV: I always felt that we had quality, and I wanted to convey to our customers that EMPI was quality. Quality, quality, quality! Not equal to OEM, but better. We used to say that EMPI equals: EMPI Means Product Integrity. I wanted the catalogue to convey this, and in order to do that, we had to spend quite a bit of money; which we did. I printed that catalogue in-house and we had our own in-house advertising agency; we had a PR person. My EMPI crew worked together, very, very closely. I was always on the lookout for the best people and I feel that I got them. You know, some real winners.

VWT: Any humorous anecdotes from the early EMPI days?

JV: I was going to the Paris Auto Show, so I ordered a Beetle

from Wolfsburg and shipped an EMPI engine over and we switched engines. I was driving it and the engine was good for, oh, around 130-135hp, so the Beetle would really perform. I didn't change anything on the exterior; the only thing else I did was put sway bars on it. I had a ball driving it around Europe; I think I drove it maybe 4000 miles, drag racing from stop signs and blowing people away on the Autobahn. I went to the Paris Auto show and had an invitation to drive on the old Montlhery Race track. Anyway, a guy there from Renault - a PR person for them - asked me where I was staying, and I told him, "Gosh, I don't have a room yet," and he said it was very hard to get a room in Paris. He had his secretaries call and they got me a hotel room. He was explaining to me how to get there and I told him that I'd get lost, so he volunteered to show me the way. He had this Renault Gordini and said "just follow me." He asked me about my car and I said it was one that I picked up at the factory and he didn't give it a second look. So, we started going. He was driving faster and faster, wilder and wilder, over sidewalks and everything, I mean he was just going wild! My VW was right next to him all the time. Well, when we got to the hotel, I never said a word. He was surprised and said, "did you have any trouble following me?" and I said "no;" I was just very nonchalant about the whole thing. He came over and wanted to look at the motor on the VW, but there was a lock on it, so he couldn't open it. Boy, he was really shaking his head! I never did tell him.

VWT: Of all the races that the Inch Pincher was in, which car did you like beating the best? VWs or domestic cars?

JV: Well, the domestic cars, sure ! The big Detroit iron.

VWT: How do you feel about today's VW industry as a whole ?

JV: I think they really have a winner in Ferdinand Piech. I think he is one of the best automobile people in the world, no doubt about it. I think VW makes good cars, good quality, just super. Great company!

VWT: Who would you say was your biggest influence in the VW industry?

JV: I would say that I had a lot of negative influence from VW when I was a dealer. I think they had a good car, but the management at the time just missed the boat.

VWT: Now that you are pretty much removed from it, do you ever miss the VW scene?

JV: Well, I keep pretty close to what's going on. I'm involved in all kinds of different activities that keeps me travelling around. I follow CART racing very closely and Formula 1 racing, and with my son Darrell still involved in the business I keep pretty much informed on what's going on through him.

VWT: How did your son Darrell start out and what is he doing nowadays?

JV: Darrell worked for us at Economotors and EMPI in the early days - the Inch Pincher started out as his daily driver '56

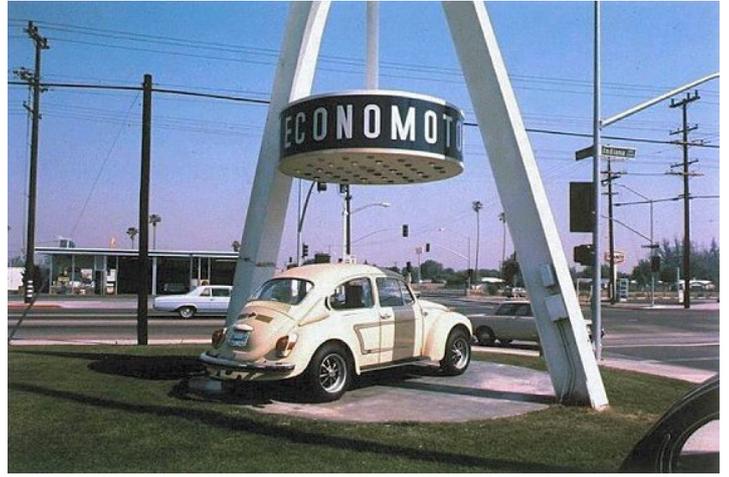
VW before we turned it into a race car. Dean Lowry did most of the initial design and testing work, and Darrell took over after Dean left to start his own business. One other project we worked on together was building the film vehicles for the Love Bug, after the Walt Disney company approached us. We built one race VW that had a Porsche 1600 engine, Porsche 356 brakes, widened wheels, and Koni shocks. We also fitted an EMPI camber compensator. It was a real race car, not just a film car, and could do over 100 mph when driven by legendary Hollywood driver Cary Loftin.

By the time we sold EMPI in 1971, Darrell was an expert with the dynamometer and air flow bench and started his own tuning company called The Race Shop in our Economotors Centre. That was when he built the VW-powered Fiat 850 Spyder. In 1981 he opened Techtonics Tuning, specialising in modern water-cooled VWs. This was up at 1253 W La Cadena, right next to McPeak body shop that did the paintwork and graphics for most of the famous VW drag cars of the 1970s. In 1991 Darrell moved Techtonics up to Sheridan, Oregon.

VWT: What would you like to tell our readers about Joe Vittone that they may not know?

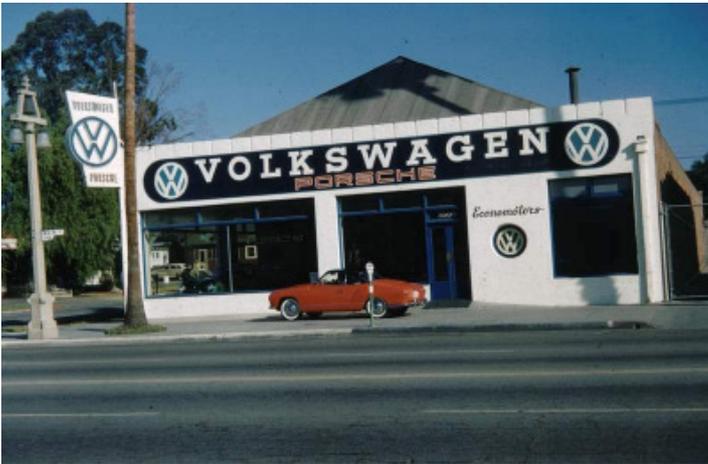
JV: I always felt that quality was important, and instead of trying to make the most money possible, I was trying to do the best I could and make the best product. The slogan was: "Service is our keyword"...And never look back because, "Everything is from now."

Joe Vittone's original 1956 Economotors VW-Porsche agency, at 3506 Main Street Riverside, had an iconic '50s appearance and its likeness has been popular for use in VW model dioramas and show layouts. Unfortunately the building



no longer exists. Downtown Riverside has been extensively developed in recent decades and the site is now part of the Convention Centre carpark, with Main Street narrowed. Only the iconic street lamppost is the same, although it was moved when street was re-profiled.

His later much-larger Economotors VW-Porsche dealership in the Presidential Park district of Riverside also no longer exists, having closed in the early 1980s. The entire block has been redeveloped, and is now a giant 'auto centre', a bit like Car City, with several modern dealerships and parking lots occupying the 250 metre by 420 metre, 10-hectare block occupied by modern Riverside Mazda, Riverside Nissan and Riverside Honda all adjacent on the big industrial estate. The large 1966 rebuilt Economotors and EMPI showroom was on the corner of Indiana Ave and Adams St - these are also long gone and that area is now a giant car parking area. There is a modern VW dealer on the same block, Riverside Volkswagen further south on Adams, but still listed as 8330 Indiana. It's much smaller than the adjacent Japanese showrooms, as well as the Walter's Audi and Riverside Lexus dealerships next door.



However if visitors look closely, there is one remnant of Joe Vittone's Economotors Volkswagen surviving. If you look closely at the decorative brickwork on the corner of Indiana and Adams, just below where the modern Japanese cars are displayed, you can still see bronze 'VOLKSW_GEN' letters on the brickwork.

Joe Vittone passed away in February 2010, aged 86.

A guru bows out of the car industry.

The Sun-Herald, Sunday 15 February 1987

After 34 years the motor industry's most outspoken oracle has called it a day - but not without sounding a grim warning about the future of Australia's car business.

Doug Donaldson, a man renowned for the accuracy of his crystal ball, has retired as managing director of import giant LNC Industries.

At a special function organised by the motoring press last week, Donaldson bowed out in typical style, blasting from the hip with forecasts that imported cars would account for a mere 5 per cent of sales this year, and worse, that the Australian dollar is enjoying an 'Indian summer' and will crash well under the US 60c threshold shortly after the August Budget.

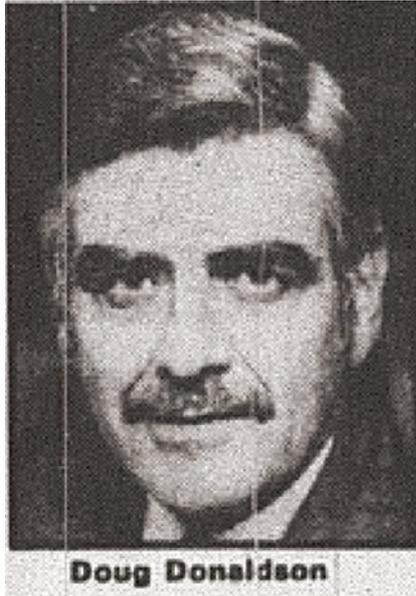
The man who has spent the past 20 years making pretty accurate predictions, says it will be at least two years - and more than likely longer - before the car industry pulls out of its deep slump.

Donaldson began as a Volkswagen salesman for Lanock Motors and rose to become the boss of Volkswagen in Australia. Then, as head of parent company and importer LNC Industries, Donaldson master-minded the local fortunes of Rambler, Rover, Audi, Subaru, Jeep and Honda, and later Fiat, Lancia and Renault. He is now retiring primarily for family and health reasons.

He has been a heavy smoker since his teens and has been suffering from lung problems in recent years.

Donaldson's track record in the car business is outstanding. Appointed managing director at 38, he built LNC from a fledgling company with an annual turnover of \$14 million to a \$450 million giant employing 3,500 people, at its peak two years ago. He has also served several terms as the chairman of the Federal Chamber of Automotive Industries.

LNC has had a difficult couple of years, thanks to changes to Federal import laws, quota regulations and the declining \$A exchange rate. LNC has relinquished the franchises for Rambler, Jeep, Rover and Honda, and has closed the Volkswagen Australia subsidiary after VW car sales ended in 1980. VW Transporters and Audis are now sold



through LNC Distribution Pty Ltd. The Melbourne-based Libermann Investments company became the major shareholder in LNC Industries in 1984 and have since sold off many of LNC's diverse industrial subsidiaries in order to raise capital.

Donaldson's ability to predict the market is uncanny. In 1974 he tipped petrol would jump to \$1 a gallon within a year and was only two months out. In 1983 he correctly forecast that GM-H would ultimately have to restructure, and six months before the great currency crash he signalled the demise of the \$A.

Phil Scott

Doug Donaldson might have had an 'uncanny' ability for prediction according to Phil Scott, but he was wrong about imported cars dropping to 5 per cent of Australian sales. Sales of imports, especially small Toyotas, Mazdas and Hondas, increased greatly through the late 1980s and made local production of small cars uneconomical. Ford closed its Laser assembly plant at Homebush and Holden closed its Gemini plant in Acacia Ridge, both cars replaced by imports. Mitsubishi ended local Sigma assembly in 1988 and Colt in 1990, keeping only the large Magna. Nissan closed its Melbourne factory (the former VW works) entirely in 1991, replacing all models with full imports. Toyota ended local assembly of the Corona, Corolla, Apollo, Lexcen and Nova in the 1990s, leaving only the large Camry locally built.

He was also completely wrong about the \$A exchange rate. From the beginning of January 1987, when the \$A was worth US 66.74c, it reached 68.03c by 1st March and 71.42c by 1st June. After the 1987 August Budget the dollar was 71.66c on 1st September and 71.44c on 1st October. It did retreat slightly to 67.91c by 1 November, but was back to 70.61c on 1 December. It didn't 'crash,' and went nowhere near 60c, let alone 'well under.' By March 1988 the dollar worth 71.88c, and by June 1988 had climbed to 81.35c. The dollar remained above US 75c until 1993.

(Data from Reserve Bank - www.rba.gov.au)

Doug Donaldson passed away from emphysema in 1991 - Ed.

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Jeff's Facebook finds.



Polo Classic 1.6 "unhatched"

Until now Volkswagen's stylish Polo range has been Europe's hippest hatchback. Recently the Polo Classic 1.6 was 'unhatched.' Why 'unhatched'? Because the all-new, Polo Classic 1.6 is a sedan version of Europe's most successful compact car.

Polo Classic 1.6 is a handy 28 centimetres longer than the Polo hatchback and boasts a 432 litre boot capacity. The sedan model includes the abundant safety and comfort features that make Polo the standout European compact car – including dual front and side airbags, anti-theft alarm system, ABS anti-lock brakes,

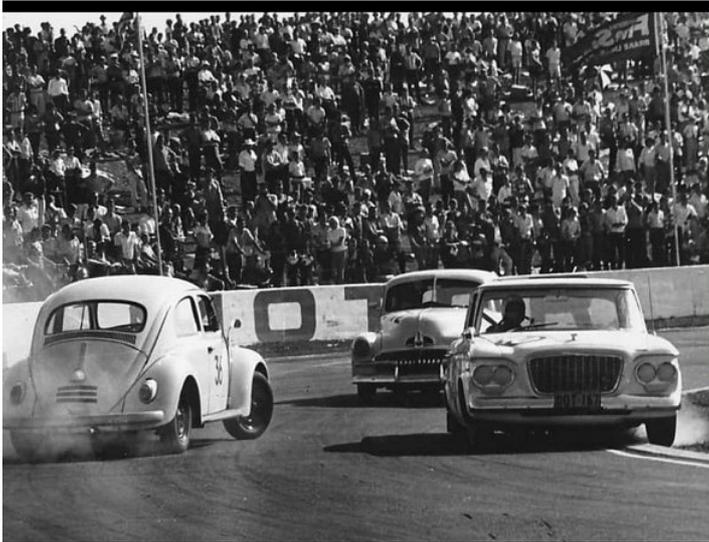
semi-automatic air-conditioning and in-dash CD sound system.

Polo Classic is powered by Volkswagen's 1.6-litre engine developing 74kW of power. The standard transmission is a five-speed manual.

Volkswagen's Polo Classic is very competitively priced at only \$23,990, and will be available in August.



The main VW 1200 production line at the Clayton, Victoria, plant of Volkswagen Australasia Ltd. Plant capacity of VW 1200 sedans is more than 100 vehicles a shift.



Andre Peters

12 JUL. AT 3:17 PM

19

2 Comments

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See a #ClassicVW you like? We see some nice 2-tone Transporters near the back... See more

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142 Comments

I LOVE COFFEE & MY VW



RICHMOND VOLKSWAGEN 1300 BEETLE
 Hot mustard with tan interior, sold to its one owner in 1975 (log books), very clean original condition with reg. to March '84. Drives super and would be a delight for mum or daughter. \$3699, LMT \$1000. HFK-042

\$2699
 or \$19.74 weekly TAP

Laughs in Lockdown.

There's an old guy on the wharf who has worked out how to communicate with fish. He just drops them a line.

The famous cartoonist was found dead in his studio. Police say the details are sketchy.

Tourists want to come to Australia and learn to eat eucalyptus leaves. But it's not that easy. You need to have the right koalafications.

I removed the shell from my racing snail to make it go faster. Didn't work - it just got more sluggish.

I know why England is such a damp, wet country. It's because the Queen has had such a long reign.

Golfers always wear two pairs of underpants when they're out on the course. It's in case they get a hole in one.

I heard on the news that Italian airline Alitalia messed up, forgetting to charge a whole plane load of passengers. They were free to Rome.

There are always ducks floating on the pond first thing in the morning, no matter how early you go down there to watch. It's because ducks always rise at the quack of dawn.

The trainee ballerina decided to quit her ballet classes. She decided the lessons were tutu hard.

I just bought a nice new house, but it's right next to a chicken farm. I could tell by the fowl smell.

How do you make an octopus laugh? By giving them ten tickles.

Volkswagen is cooperating with Microsoft to design a new automatic self-driving car. But they're having trouble installing windows.

I have a talking dog. I asked him, how does sandpaper feel? He replied, 'Ruff.' Then I said, what's on the top of the house? He said "roof." What happens when I light the bonfire? "Whoof." What does Jimi Hendrix play? "Riff." What does the missus do on the phone? "Yap."

The farmer bought three very expensive dairy cows for his farm, but none of them could produce any milk. It was an udder failure.

During my last holidays I decided to learn how to do archery, using a bow and arrow. I tried it for a while, but decided I didn't like it. Too many drawbacks.

The farmer knew he had 38 sheep, but his sheepdog counted 40. Why the difference? The sheepdog rounded them up.

When all the covid problem is over, I can't wait to go on holidays to Africa. By the end of the year, all being well, I'm Ghana go.

Freddo Frog left his car illegally parked. It got toad away.

I saw on the news that hunters in the Amazon caught a snake that measured 3.14159 metres long. It was a pi-thon.

I saw on the news that Nick Kyrgios was banned from playing tennis at the Australian Open. Apparently he was making too much of a racquet.

Girls - never go out on a date with Nick Kyrgios. To him, love means nothing.

Instead of getting a horse, the cowboy got a dachshund instead. He wanted to get a long little doggy.

In these covid times, influenza is still a problem. There are different medicines to suit bird flu and swine flu. One needs tweetment, and the other needs oinkment.

While we are very good at most sports at the summer Olympics, Australians have usually struggled at the winter Olympics. Oh well, some you win, some you luge.

I told my wife I wanted to learn astronomy and look at the brightest stars through my telescope. She laughed and said you cannot be Sirius.

While your household pets such as cats, dogs and budgies are susceptible to catching disease from humans, ants are immune. They already have anty-bodies.

On my last holiday trip to Europe, I managed to visit every major city except one - Helsinki. My trip is un-Finnished.

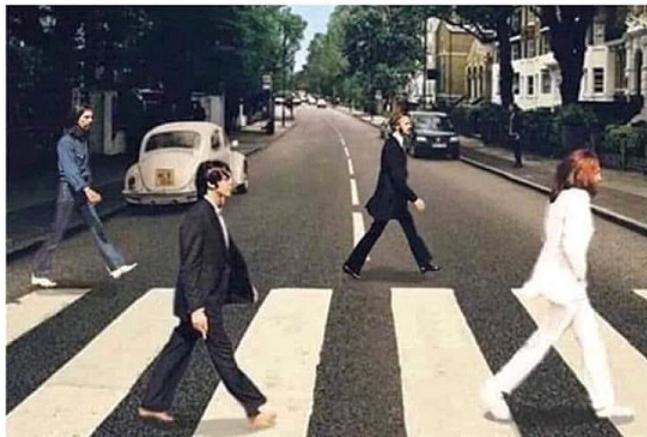
A man was rushed to hospital after eating a fluorescent tube and three 100-watt globes. He told doctors that he wanted to have a light lunch.

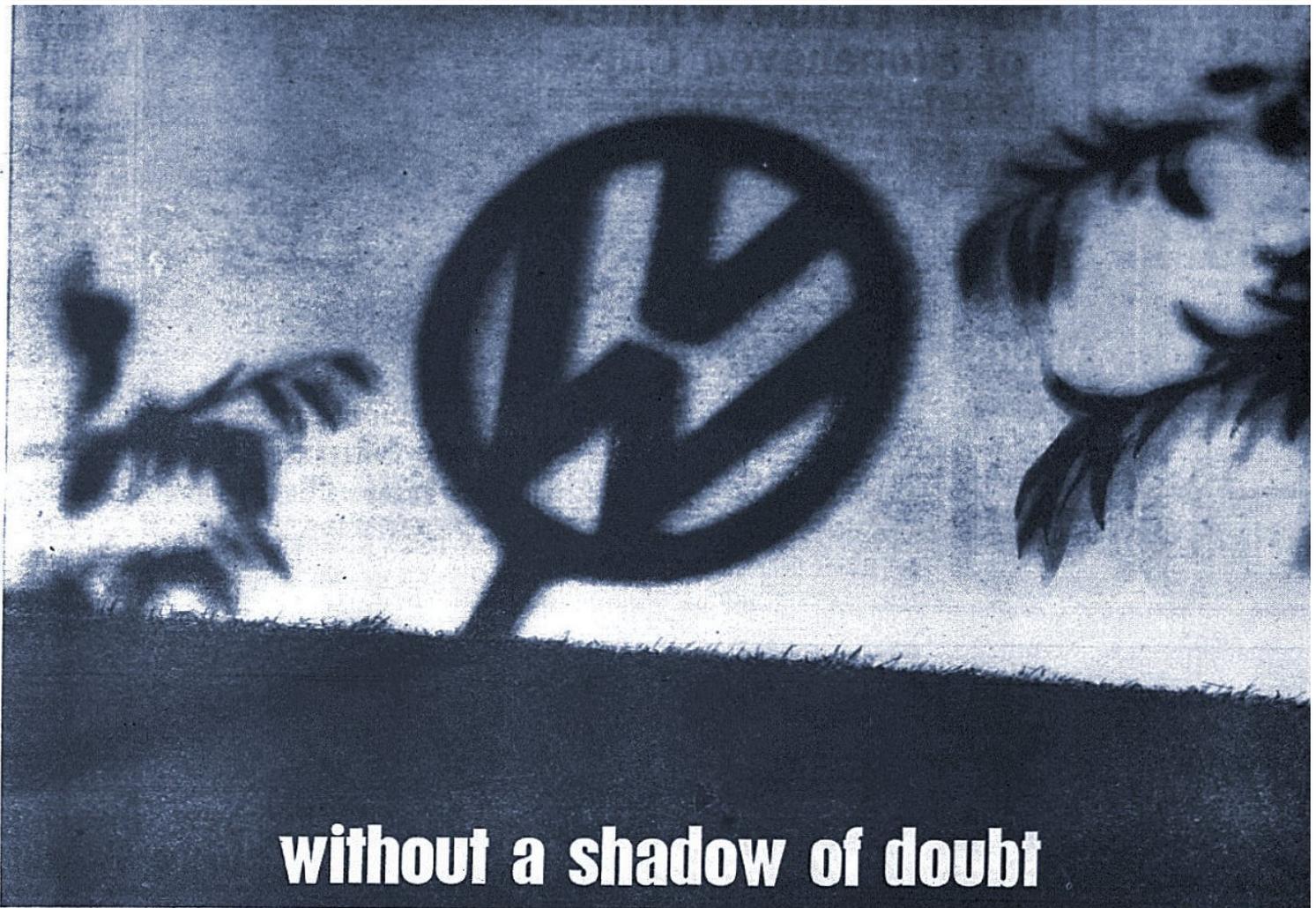
A bear walks into a bar and says to the barman, "Hello. one beer please." The barman says, "Why the long pause?" The bear says "I was born with them."

Studies have shown that seagulls, gannets, mutton birds, terns, and even albatross, cannot manage to eat more than 60 fish in one hour. Only a pelican.

Taronga Zoo reports that they are providing a new range of fashion clothing for their monkeys. It will be made by Dolce and Banana.

Social Distancing





without a shadow of doubt

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don't make changes to make their cars look any different—just to make them run better.

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