

# Zeitschrift



Luis Guarch's 'Birchette' during 2020 lockdown.

**July 2021**

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**What makes the VW?**

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**Plus lots more...**



**The Legend Never Dies**

**Club VeeDub Sydney.**  
[www.clubvw.org.au](http://www.clubvw.org.au)

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



# **Club VeeDub Sydney Committee 2020-21.**

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<b>Motorsport Captain:</b>	Rudi Frank <a href="mailto:motorsport@clubvw.org.au">motorsport@clubvw.org.au</a>	0418 442 953
<b>VW Motorsport Committee:</b>	Craig Adams Barry Parks Eddie Fleita	
<b>General Committee:</b>	Barry Parks Sam Nadile Sandy Benic Joe Buttigieg	Charlie Attard Jeff Swords Zelko Jurkovic

## **Canberra Committee.**

<b>President:</b>	Dot Bryan	<a href="mailto:clubveedubact@gmail.com">clubveedubact@gmail.com</a>
<b>Secretary:</b>	Willie Nelson	<a href="mailto:clubveedubact@gmail.com">clubveedubact@gmail.com</a>
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<b>Registrar:</b>	Willie Nelson	<a href="mailto:clubveedubact@gmail.com">clubveedubact@gmail.com</a>
<b>Council/Events:</b>	David Cook & Lachy Patton	
<b>Social Media:</b>	Dorothy Bryan	<a href="mailto:clubveedubact@gmail.com">clubveedubact@gmail.com</a>

## **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/](https://www.facebook.com/ClubVeedubSydney/)  
[www.facebook.com/clubveedubcanberra/](https://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](http://www.clubvw.org.au) under the Media - *Zeitschrift* tag.

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

## **We thank our VW Nationals sponsors:**

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See the back page for all 2021 VW Nationals sponsors.

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

\* RESCHEDULED \*

KELSO OVAL PANANIA

# EAST HILLS CHARITY

CAR SHOW

Sunday 18th July

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](http://www.crohnsandcolitis.com.au)



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



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# 2021 SHANNONS EASTERN CREEK CLASSIC

## 15th AUGUST 2021

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- Cars, motorbikes, scooters, military, police, fire and ambulance
- NSW's most prestigious concours judging event
- CMC Raffle for Prostate Cancer Foundation drawn at 2:30pm. First prize is \$3,000 cruise voucher from Cruise Express
- Classic double-decker bus rides around the track (gold coin donation)
- Trade displays in Pit garages - books, models, tools, auto memorabilia
- Live music, rock n roll dancing, art show and much more



**PUBLIC ENTRY \$20 (incl. GST). KIDS FREE - 12 years & under  
PARKING FREE  
BUS RIDES - GOLD COIN DONATIONS welcome**

Club VeeDub Sydney has 20 display spaces reserved – these will go quickly.  
See David Birchall or Norm Elias at the monthly meeting to book your VW in the display and for  
your entry tickets. Only reserve a ticket if you will definitely be attending.

2021

WINTER  
EUROPEAN  
CRUISE



All VW's Welcome

Mt Wilson

**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**



AUSTRALIAN SPLIT WINDOW KOMBI KLUB



20horse



Mt Wilson Precinct  
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 McDonaalds.

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.

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"Winter European Cruise 2021"



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2021



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(1/2 Way between Sydney and Brisbane)  
Mid North Coast

**24th October - 1st November 2021**

**Due to COVID we have made the hard decision to  
postpone our event.**

**The new date is..  
24th October to 1st November 2021.**

**Please email us to advise if you are happy to roll your  
bookings over for that period or if you need to change  
your booking.**

**Thank you in advance for working with us**

**We look forward to bringing a memorable Volkswagen  
Spectacular to town on the new dates!**

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[www.volkswagenspectacular.com](http://www.volkswagenspectacular.com)

# **Von dem Herrn Präsident.**

Hi all, well in the words of John Fogerty, it's Déjà Vu all over again. So no Committee meeting this month due to the Greater Sydney lock-down, and unless things improve we may have to delay the July monthly meeting/AGM if Gladys extends the lockdown further. We'll send out an update email to everyone next week once we know for sure.

As you remember we couldn't have a normal July AGM last year due to Covid restrictions then, and this time we'll only do so when we can have our monthly meeting. Our VW club's problems are inconsequential in relation to our personal safety and the health of our nation.

As it turns out we were very lucky to be able to have the VW Nationals in May!

Norman has volunteered the services of his children again to sticker and envelope the printed club magazines and post them out. I'm sure he will provide excellent lollies as a reward.

Future events are up in the air at this time so keep an eye on your emails for latest in what is happening and what has been cancelled. Today would have been the Flat Four Pie Cruise, which had to be cancelled. **The Volkswagen Spectacular at Macksville has been postponed to October** - see the updated flyer. The East Hills Car Show is still on this month, but watch your emails for updates.

The CMC Shannons Classic at Eastern Creek is scheduled for Sunday 15 August; some members have already claimed some of the 20 show tickets available. The Kombi Winter Cruise to Mt Wilson is planned for Sunday 29 August. VW Warwick has been cancelled due to unfinished track upgrades. It will be a full 1/4 mile next year instead of the 1/8 mile.

In the meantime, enjoy your monthly Zeitschrift and thank you to everyone who has submitted articles - especially Jeff, Ash, Carl and Rod. We are getting far more stuff each month than we can ever use. High costs prevent us from going bigger than 44 pages, so please be patient if your submission doesn't appear straight away.

So stay safe, go have your covid vaccination, look after your VW and I hope to see you again soon.

Steve Carter



# **Kanberra Kapitel report.**

Greetings from the Capital.

It's been a rather wet start to Winter here in Canberra so far. Which is interrupting all outdoor activities for a number of reasons. Mostly that no one likes being cold and wet and secondly, Canberrans seem to forget how to drive in the wet conditions.

After we caused traffic chaos in Dickson - whoops. A few of us embraced a bit of a lull the cold and wet weather on Friday night to sneak in cruise to Grease Monkey in Woden.

Quick meal, quick chat and off we rolled before we froze.

A few of the Canberra club members are hoping to head up to the 2021 Volkswagen Spectacular 2021 in Macksville, NSW at the end of the month. Should be a great event for those attending. Fingers crossed the latest COVID outbreak can be contained so the event can go ahead as planned.

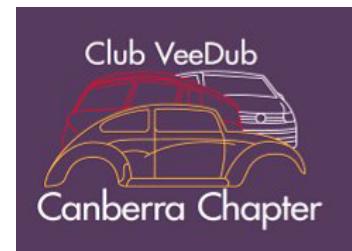
The next Canberra Chapter meeting has been moved to Monday, 12 July 2021 7:30pm at the Harmonie German Club, Narrabundah as a number of the committee were not available on the 5th. We'd love to see some new and old faces there.

We don't have an event planned for July as yet. We might do an ad hoc coffee run or something later in the month. Watch this space.

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](http://www.clubvw.org.au/events) for the latest information and any changes.*

## **July.**

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

**Monday 12th:- Canberra General Meeting** at the Harmonie German Club, 49 Jerrabomberra Avenue, Narrabundah, from 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. **Note: This meeting will also be the Club Veedub AGM. All committee positions will be declared vacant, and new nominations called for. Members are invited to stand for a 21/22 position.**

**Sunday 18th:- East Hills Charity Car Show** at Kelso Oval, Panania (**rescheduled**). 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](http://www.easthillscarshow.com.au)

## **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](mailto: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

## **Club Veedub AGM. Thursday 15 July 2019**

(COVID lockdowns allowing)

Our July monthly meeting at the Arena Greyhound Club will also be our Club's Annual General Meeting. All committee positions will be declared vacant, and new nominations for all positions will be sought. Voting will take place as required, should more than one nomination for a position be forwarded.

All Club Veedub members are invited to attend, and if you wish, nominate for a position on the committee for 2019-20. The 'General Committee' is a great place to start if you haven't done it before. We are always looking for new blood, new enthusiasm and new ideas. Come on, get involved! We welcome your input to help make our VW club bigger and better than ever.

Whether you'd like to stand for a position, or just have a say on how your club is run, please come along to the AGM. Drinks and snacks will be provided on the night.

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.** CANCELLED due to track work.

**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

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

**Saturday 30th – Sunday 31st:- VW Spectacular 2021 at Macksville.** NEW DATES. 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](mailto:vwspectacular@gmail.com) Visit the website [www.volkswagenspectacular.com](http://www.volkswagenspectacular.com) for more info and the essential booking form.

km and has been garaged so presents well. A great thing to drive with superb fuel economy and surprising performance. For all enquiries and more photos please email Warren at [wsaxelby@bigpond.com](mailto:wsaxelby@bigpond.com)



**Wanted:-** The owner's contact details for this VW Beetle at the VW Nationals. Hi I'm Craig Hughes, editor of VWMA magazine. I am interested in talking to the owner of this VW, but I don't know who the owner is. It did not have a show entry form, and its Historic Plates 08732J are not registered with Club Veedub. Can you help? Do you know the owner of this car? If so, please contact me on 0419 735596 or email [editor@vwma.net.au](mailto:editor@vwma.net.au) Thank you!

## 2nd Month 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@iinet.net.au](mailto:michael.brandt@iinet.net.au)

## Marktplatz.

Marktplatz ads in Zeitschrift are free. All ads should be emailed to [editor@clubvw.org.au](mailto: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](http://www.clubvw.org.au).

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

## New ads.



**For Sale:- 1998 Golf Mk3.5 Cabriolet.** Needs some TLC but is registered and in good working condition. Only 150,000



**Next Club Meeting:  
Thursday  
15th July.  
8:00pm  
Arena Greyhound Club.**



**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](mailto: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](mailto: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](mailto: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](mailto:johnmullavey6@gmail.com)



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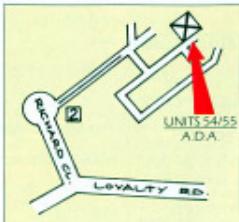
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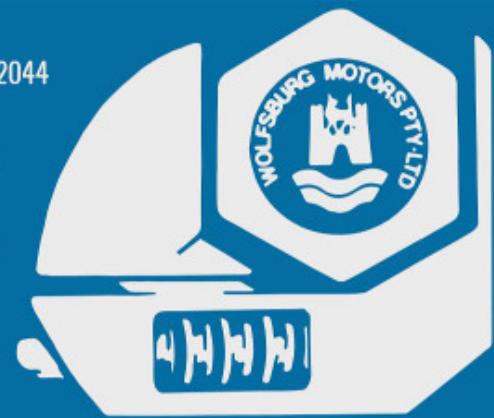
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VOLKSWAGEN - AUDI



## Trades and services directory.

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

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You will receive 12 issues.



## T-Cross CityLife.

The Polo-based Australian Volkswagen T-Cross range has gained a new value-focused CityLife special edition.

Priced from \$30,390 before on-road costs - \$2000 more than the T-Cross 85TSI Life on which it's based - the CityLife is limited to 1000 units across Volkswagen showrooms throughout Australia, all of which add a range of previously optional or unavailable features as standard.

Additional features over the Life include dual-zone automatic climate control, keyless entry, push-button start, 'comfort' sports seats, blind-spot monitoring, rear cross-traffic alert and power-folding exterior mirrors.

A choice of two 'colour themes' are also available, offering differing selections of personalisation features: Bamboo Garden and Black.

The Bamboo Garden theme adds black/bamboo-coloured seat trim, larger 17-inch 'Manila' alloy wheels with a black and 'bamboo' (teal blue) finish, black/grey dashboard decor, gloss bamboo-hued mirror caps, tinted rear side and rear window glass, and a CityLife badge on the tailgate.

Meanwhile, the Black variant scores black/grey seat trim and dashboard inlays, gloss black mirror caps, 17-inch black-accented 'Manila' alloy wheels with machined surfaces, and the aforementioned tinted rear side and rear window glass, and CityLife tailgate badge.

Option packs are limited to the \$1900 Sound & Vision package, which adds a 26-cm digital instrument cluster, satellite navigation, a 300-watt Beats premium sound system and wireless smartphone mirroring.

Pure White exterior paint is standard across both variants, with the Bamboo Garden available with Limestone Grey Metallic and Deep Black Pearl Effect for an extra \$600, while the Black theme offers Reef Blue Metallic and Energetic Orange Metallic for the same cost premium.

Powering the T-Cross CityLife is the familiar 1.0-litre turbo petrol three-cylinder, sending 85 kW and 200 Nm to the front wheels through a seven-speed dual-clutch automatic transmission.

As a refresher, standard equipment on the 85TSI Life includes 16-inch alloy wheels, manual air conditioning, a 20.3-cm infotainment touchscreen with Apple CarPlay and Android Auto, wireless smartphone charging, a leather steering wheel, automatic halogen headlights, front and rear parking sensors, rain-sensing

wipers and four USB ports.

It also features autonomous emergency braking with pedestrian and cyclist detection, lane-keep assist, manual cruise control, driver attention monitoring and a tyre pressure loss indicator.

Stepping up to the 85TSI Style adds (over the Life) 17-inch wheels, LED headlights, auto high-beam, adaptive cruise control, semi-autonomous parking, paddle shifters, dual-zone climate control, keyless entry and start, 'comfort' sports seats, blind-spot monitoring, rear cross-traffic alert and power-folding exterior mirrors - the latter six shared with the CityLife.

See the 2021 Volkswagen T-Cross CityLife at your VW dealer now.

## 2021 Volkswagen T-Cross Australian pricing

**T-Cross 85TSI Life - \$28,390**

**T-Cross CityLife (Black or Bamboo Garden) - \$30,390**

**T-Cross 85TSI Style - \$31,390**

## Tiguan Allspace Wolfsburg.

The 2021 Volkswagen Tiguan Allspace seven-seat SUV has been given the Wolfsburg special-edition treatment.

Priced from \$59,990 before on-road costs, the Tiguan Allspace Wolfsburg Edition has now reached Australian Volkswagen showrooms with a range of blacked-out exterior and interior details, namely on the mirror caps, roof rails, window surrounds, lower body trim and lower front air intakes.

It is the first time Volkswagen has graced one of its seven-seaters with a Wolfsburg badge.

Other additions over the Volkswagen Tiguan Allspace R-Line variant on which it is based include "90 per cent light absorbing" window tint, gloss black 20-inch 'Suzuka' alloy wheels, and Wolfsburg tailgate badging.

Equipment levels are otherwise unchanged, with standard features including a 23.4 cm infotainment touchscreen with Apple CarPlay, Android Auto and satellite navigation, power-adjustable heated front seats with memory, keyless entry, push-button start, an electric tailgate, tri-zone climate control and adaptive dampers.

A digital instrument cluster, Dynaudio premium sound system and a 360-degree camera - all features derived from



the R-Line package, which is typically optional - are also standard.

Also fitted is a head-up display, which Volkswagen claims is exclusive to the Wolfsburg Edition.

Standard safety features include autonomous emergency braking with pedestrian detection, lane-keep assist, adaptive cruise control, blind-spot monitoring and rear cross-traffic alert.

Powering the Tiguan Allspace Wolfsburg Edition is the same 2.0-litre turbocharged four-cylinder petrol engine as its 162TSI Highline (with R-Line package) donor, sending 162 kW and 350 Nm to all four wheels through a seven-speed dual-clutch automatic transmission.

A 6.8-second 0-100km/h sprint time is claimed, while combined fuel economy is rated at 9.0 L/100 km.

Four colours are available - Pure White, Pyrite Silver, Platinum Grey and Deep Black - with all bar the base white commanding an \$800 premium. A \$2000 panoramic sunroof is the sole equipment option.

The Wolfsburg Edition shares lower grades' five-year/unlimited-kilometre warranty, while \$1350 three-year and \$2300 five-year service plans are available.

The 2021 Volkswagen Tiguan Allspace Wolfsburg Edition can be seen in your local VW dealership now - following the return of the mid-spec 132TSI 4Motion in May, which returns after "extended unavailability due to supply constraints."

While the five-seat Tiguan will receive a mid-life facelift in the coming months, no such update is on the immediate horizon for the seven-seat Allspace.

#### **2021 Volkswagen Tiguan Australian pricing**

Tiguan 110TSI Life - \$39,690

Tiguan Allspace 110TSI Comfortline - \$40,990

Tiguan 132TSI Life - \$43,690

Tiguan Allspace 132TSI Comfortline - \$45,490

Tiguan 162TSI Elegance - \$50,790

Tiguan 147TDI Elegance - \$52,290

Tiguan Allspace 162TSI Highline - \$53,190

Tiguan 162TSI R-Line - \$53,790

Tiguan Allspace 140TSI Highline - \$54,690

Tiguan 147TDI R-Line - \$55,290

Tiguan Allspace Wolfsburg Edition - \$59,990



road costs respectively and are due to be part of the range until an all-new model arrives in 2023, based on the next Ford Ranger.

Maximum towing capacity (3500 kg), the fuel economy rating label figure, and five-year/unlimited kilometre warranty all carry over from the donor vehicle. The W580 is about the same weight as the Highline model on which it is based, so Volkswagen expects payload to be similar or the same. Final numbers are due soon.

Volkswagen Australia has so far committed to building 1,200 examples locally, which would account for up to one third of the Amarok model mix. The first production batches have already been spoken for.

"There's no better time than right now, the ute market is humming ... so we're looking forward to a really strong start with this car heading into the really important end of financial year period," said Nick Reid, national marketing and product manager for Volkswagen Commercial Vehicles Australia.

At a time when most ute rivals are designing rugged off-road flagships, Volkswagen has doubled down on an area it excels in: on-road performance.

"The Amarok is already the benchmark in the segment for (on-road dynamics) so why not take it to another level," said Reid. "It's a point of difference to the bulk of rivals. We're zigging when everyone else is zagging. When everyone else is going off-road we're going to hone our performance on-road."

Volkswagen said the W580 program was "not as simple as just bolting on components and pushing it out into the traffic". The modifications - while they seem straightforward - needed to be validated and durability tested to Volkswagen manufacturer standards.

The W580 starts life as a VW Amarok Highline in VW's General Pacheco factory in suburban Buenos Aires, Argentina, before being shipped to Walkinshaw's facility in Melbourne where the locally-engineered parts are fitted.

Indeed, it's the same assembly area that previously transformed the Holden Colorado into the HSV Sportscat.

However, it can be argued the Melbourne suburb of Clayton is also a spiritual home to Volkswagen, as Beetles, Transporters, Type 3s, Golfs and Passats were assembled a few blocks away in the 1950, '60 and '70s before that factory on Centre Rd was purchased by Nissan. HSV actually used the former VW plant as their workshop for a number of years before moving to Whitside Rd on the other side of the rail line. Hence the name of the W580's alloy wheel: Clayton.

## **Amarok W580 testing.**

The 2021 Volkswagen Amarok W580 - Australia's first 'grand tourer' performance ute - has completed local durability and torture testing, and the first customer deliveries are due very shortly.

Jointly developed with Volkswagen and the Walkinshaw Automotive Group - formerly the parent company of Holden Special Vehicles - the VW Amarok W580 is exclusive to the Australian market.

As previously reported, there are two versions of the special edition VW Amarok - the W580 and W580S - which will become a permanent part of the local line-up.

They are priced from \$71,990 and \$79,990 plus on-



The headline changes include new front and rear shock absorbers (with carry-over springs), new wheels and tyres (which deliver a wider offset and a taller ride height), fender flare extensions, a new grille and garnishes for the lower grille and foglight surrounds.

Volkswagen commissioned Walkinshaw to durability test and validate the changes, for the program to get the green light from Germany. Indeed, one of the first examples of the W580 will be shipped to Germany for final approval. No pressure, then.

Led by veteran engineers who worked on HSV cars for the past 20 years - including the supercharged GTSR W1 flagship - the W580 went through accelerated torture testing over 15,000 km in eight weeks, taking three vehicles to extremes to make sure the changes can handle our harsh conditions.

Even though the W580 is aimed at road use, engineers still put the vehicles through their paces in dirt and mud. They also did maximum towing tests in 38-degree heat, to ensure airflow and cooling weren't compromised by any of the changes.

A four-post shaker rig (pictured above) enabled chassis engineers to stress test the shock absorbers in lab conditions while another team was pushing components to the limits in the real world.

For the tech heads, the standard monotube passive dampers made by Monroe are replaced by a newly developed twin-tube passive damper (also supplied by Monroe, but to Walkinshaw specifications) with an increased bore size (from 32 mm to 35 mm) and an increased shaft diameter (from 16 mm to 18 mm).

The extra fluid capacity in the dampers gave the engineers more tuning ability and increased durability rough conditions.

While the front and rear springs are carry-over parts, the front spring platform has been lifted 20mm which, combined with the larger tyre diameter, delivered an overall 50mm lift at the front and a 10mm lift at the rear.

The W580 has a wider footprint thanks to new wheels with a 20mm wider offset, to "improve stability and performance in corners".

Volkswagen says the unsprung mass on each corner is the same as before because the lighter wheels have offset the increase in size.

The wheel design went through

numerous iterations and subtle changes as strength was assessed in the real world and the virtual world.

The wheel had to meet Volkswagen's pothole impact testing standards. Further rough track testing was targeted to test wheels and shocks in severe conditions.

The W580S has a new dual exhaust system. While it delivers no extra claimed power, Volkswagen says it is more free flowing and delivers more oomph in the middle of the rev range.

Why is there no more power from the turbo-diesel V6 (which has an output of 190 kW/580 Nm)? Volkswagen explains while independent workshops can turn up the wick,

vehicle manufacturers do not have the same freedom and must meet stringent global emissions standards, the testing alone for which costs millions of dollars. Such an investment would not likely be recovered this late in the Amarok's model lifecycle.

"One thing we're very confident about ... is the (TDV6) engine, we're well and truly above the pack," said Reid.

"We truly don't believe the car needs the extra power. What would another 30 kW or 30 Nm give us? It might (trim) a few tenths of a second but ... we would have to get the car re-certified (to new emissions standards). We didn't really investigate it."

The extra cost of a full round of emissions tests would likely have made the W580 prohibitively expensive.

The VW Amarok TDV6 already the quickest ute among its diesel rivals by a considerable margin.

Volkswagen makes a 0 to 100 km/h claim of 7.3 seconds, but we routinely extract repeatable 7.8-second times. Most other diesel double-cab utes are in the 9.5 to 11.5-second bracket, based on our testing.

In today's showrooms only the V8 petrol-powered US pick-ups are quicker. The current DS Series Ram 1500 V8 stops the clocks in an identical 7.8 seconds but the Chevrolet Silverado 1500 V8 matched to a 10-speed auto does the 0 to 100km/h dash in an impressive 6.4 seconds.

In the meantime, Walkinshaw is getting ready to ramp up production later this month while Volkswagen gets ready to roll the W580 into dealers this month.





## Golf GTI Clubsport 45.

The 2021 Volkswagen Golf GTI Clubsport 45 has made its official debut, confirming the 45th anniversary model will be based on the hi-po Clubsport, and will not use 'Edition' in its name.

The upgrades to the Europe-only GTI Clubsport on which the Edition 45 is based are largely cosmetic, comprising a '45' hexagonal-patterned decal along the lower sections of the doors, a black rear spoiler, and a new set of 19-inch alloy wheels with red accent outlines.

Additions over the 'standard' Clubsport include a black roof, black rear spoiler (reportedly a tribute to the black roof spoiler fitted to the original 1976 GTI), 19-inch 'Scottsdale' black alloy wheels with a Tornado Red pinstripe, '45' side decals, a '45' badge on the tailgate, and the Race package, which includes a speed limiter delete and a sports exhaust system.

There's also a '45' badge features on the bottom spoke of the steering wheel, GTI-badged 'premium' sports seats and matrix LED headlights - the lattermost typically limited to the options list.

As expected, the Clubsport's powertrain carries over to the 45, employing a 2.0-litre turbocharged four-cylinder petrol engine sending 221 kW and 400 Nm to the front wheels through a seven-speed dual-clutch automatic transmission.

The 2021 Volkswagen Golf GTI Clubsport 45 went on sale in Germany in April, with prices starting from 47,790 Euro (AU\$75,000) - around 5000 Euro more than a regular GTI Clubsport optioned with 19-inch wheels and matrix LED headlights.

The limited-edition Mk8 GTI will follow in the wheel tracks of earlier anniversary special-edition Golf GTI models, including the Mk4 GTI 25th Anniversary, Mk5 GTI Edition 30, Mk6 GTI Edition 35 and the Mk7 GTI Clubsport Edition 40 - the latter sold as the GTI 40 Years in Australia, due to a trademark clash with HSV's Clubsport sports sedan range.

While Mk4, Mk5 and Mk6 anniversary models have offered a boost in power and torque over their standard counterparts, the Mk7 version retained the 'standard', European-market Clubsport's 195-213kW engine tune, given it was already up to 44 kW more potent than regular GTI and GTI Performance models.

It's likely the Mk8 Golf GTI Clubsport Edition 45 will

follow suit, offering the same 221 kW/400 Nm 2.0-litre turbocharged four-cylinder, seven-speed DSG auto and front-wheel-drive configuration as the 'base' Clubsport.

An Australian launch for the limited edition hot hatch in its European guise appears possible, if unlikely, given most special edition Golf GTI models sold in Australia are configured specifically for our market, with different engine and transmission combinations, equipment levels, or badging.

At the time of the original 'standard' Clubsport's unveiling back in October 2020, a Volkswagen Australia spokesperson said, "special editions are absolutely part of

[VWA's] thoughts for the Mk8 Golf performance range" - not ruling out the arrival of a similar 45th anniversary model unique to Australia later down the road.

## VW models to continue.

The futures of Volkswagen's most popular models - the Golf, Tiguan, Passat and T-Roc - have been secured into the electric age, with VW's German head office confirming its popular models will all receive another generation.

As part of Volkswagen's 'Accelerate' product strategy announcement late last week, CEO Ralf Brandstätter confirmed next-generation versions of the Golf, Passat, Tiguan, T-Roc and Chinese-market Tayron are in the brand's plans, all of which will benefit from plug-in hybrid drivetrains offering up to 100 km of electric-only range.



"We will still need combustion engines for a while, but they should be as efficient as possible, which is why the next generation of our core products - all of which are world models - will also be fitted with the latest generation of plug-in hybrid technology, with an electric range of up to 100 kilometres," said Brandstätter.

Don't expect all-electric versions of the aforementioned models, however, as Volkswagen's electric vehicle (EV) offensive will be covered by its expanding ID range, which is planned to account for 70 per cent of VW's European sales by 2030, and 50 per cent of Chinese and US sales.

This month's confirmation reaffirms words from Volkswagen board member Jürgen Stackmann in May 2020, suggesting a ninth-generation Golf would likely be developed to sit alongside VW's ID EV range.

It's unclear whether the next-generation Passat will continue to be offered in both sedan and wagon body styles, given a report from industry publication Automotive News Europe in November 2020 indicated only the latter long-roof would live on, with a new model due in late 2023 for select, wagon-loving European markets.

It's worth noting that no specific reference has been made to the city-sized Polo hatch, indicating development of a combustion-powered successor - likely due around 2025, based on an eight-year model cycle - could have been called off in favour of Volkswagen's promised sub-\$20,000 (AU\$31,000) electric car, confirmed for a 2025 launch.

However, the media release's wording suggests a next-generation city car - Polo or otherwise - could still be on the cards, despite slowing sales globally.

If the seven-year lifecycle of the outgoing Golf 7 is any guide, expect to see the current Golf 8 replaced by the Golf 9 in 2026, with the ninth-generation model to carry Volkswagen's popular small car into 2033 (or beyond).

Similarly, going by the lifespans of their predecessors and other VW models, the next-generation Tiguan should arrive between 2023 (according to some sources) and 2025; the Passat in 2023, and the T-Roc in 2025 or 2026.

An additional generation of each model hasn't been ruled out, suggesting models like the T-Roc - an electric counterpart to which isn't in Volkswagen's publicly-confirmed plans, as of publishing - and Tiguan could live on well into the 2030s with combustion power.

## ID.Buzz for 2023.

Volkswagen's heritage-soaked ID.Buzz concept van is well on its way to production. First presented back at the 2017 Detroit show and featured in many 'coming soon' news articles since, it looks like this time it might be happening.

The VW bus-like EV is being developed with the US market in mind, and a new report sheds light on what the line-up will look like.

Citing comments made by Carsten Intra, the head of Volkswagen's US commercial vehicles division, Car & Driver reported the production version of the ID.Buzz concept (whose production name hasn't been decided yet) will begin arriving in American showrooms from the factory in Hanover, Germany, in 2023 - about a year after it goes on sale in Europe. Sales will start for the 2024 model year, meaning deliveries will likely start about halfway through 2023.

Intra also shared details about how the range will be structured. While buyers in Europe will have people- and cargo-carrying variants to choose from, motorists in the United States will only have access to the former. It's unclear if the Chicken Tax that came into effect in 1964 and places a 25% tariff on imported light trucks is to blame. If so, history will repeat itself: The tax kept commercial van versions of the Type 2 away from American shores.

Short- and long-wheelbase models will be offered globally, but the US market will not receive the former. Intra's comments suggest that only the more upscale vans will be



sold there. Volkswagen will build the Buzz on the modular MEB platform found under the ID.3 and the ID.4, among other EVs, and power for the entry-level model will come from a rear-mounted electric motor rated at about 150 kW. More expensive trim levels will receive a dual-motor all-wheel-drive powertrain that will put about 220 kW under the driver's right foot.

Additional details, like range and pricing, won't be released until closer to the Buzz's unveiling in 2022. We're also waiting to find out what changes Volkswagen's design team has made to the van since we first saw it in 2017. We've spotted early test mules in Europe, but they're hidden under a heavily modified sixth-generation Transporter body.

Volkswagen Commercial Vehicles has released some details of the pioneering fully-autonomous version of the upcoming Volkswagen ID. Buzz, which is set to launch globally in 2025, three years after the human-driving version.

Created in partnership with AI and autonomous driving pioneer, Argo, the 2025 Volkswagen ID. Buzz people-mover has been created specifically for ride-hailing and car-pooling services.

The modifications to the pure-electric Volkswagen ID. Buzz suggest the ID.3-based van will feature a number of LIDAR sensors on the roof. These are expected to be joined by further laser and radar modules in the front bumper and sides.

According to reports, the development of the driverless ID. Buzz is running at "full speed", with trials already underway on German roads. It's not known yet whether the urban-centric Volkswagen ID. Buzz will rely on embedded sensors in specific geo-fenced areas.

However, such an arrangement could help Volkswagen overcome some of the significant legal obstacles involved with rolling out unmanned driverless vehicles in highly populated cities.

"This year, for the first time, we are conducting field trials in Germany, in which the self-driving system by Argo AI will be used in a version of the future ID. Buzz by Volkswagen Commercial Vehicles," said Volkswagen's head of digital car and services, Christian Senger.

"In the middle of this decade, our customers will then have the opportunity to be taken to their destination in selected cities with autonomous vehicles."

More details of the driverless ID. Buzz are expected along with the launch of the pure-electric Volkswagen microbus in Europe in 2022. It is most unlikely to be sold in Australia.



## **Nuts, bolts, springs, clips, screws and washers.**

When wrecking Volkswagens and Porsches it's always great to get the wheels, seats, headlights, panels and the engine and gearbox, but the real gold is in all of the nuts and bolts used to hold everything together.

There are a huge amount of nuts, bolts and clips in every car.

So why are nuts and bolts like gold?

In every restoration nuts and bolts go missing; they get rusty, stripped or even worse, you might have drill or grind them out.

Most of them do a very specific job and can be near impossible to buy or replace new (especially on a Sunday), so we use good second hand ones.

It's just like playing with LEGO and you need a specific piece to build whatever you're building.

So it can pay to sort out and organise your collection of nuts and bolts. This can save you a lot of time later.

Next time, instead of digging through a massive pile of rusty, dusty nuts and bolts in a big tin, you'll be organised and things will be easier to find.

Make sure that they never get wet because it destroys them and you probably won't be able to use them again.



You can clean and protect them at the same time by washing them in a steel tin, like for tinned fruit. Use some kerosene, do a handful at a time and swirl them around. The kerosene will remove the grease and dirt, and leaves a protective coating.

To look after them, I recommend large segmented trays from Bunnings and zip lock sandwich bags, but you could do it anyway you like. Even the old 3-compartment cardboard spare parts boxes are good.

Just make sure you look after them because you'll be surprised how often you or your friends go digging through them.

Also your shed will look organised, and it will look like you know what you're doing, even if you don't.

Ashley Day.





## A GTI Caddy.

You can't roller skate in a buffalo herd, but you can be happy if you have the mind to do it.

Just because you can't buy a GTI Caddy van doesn't mean you can't fake it until they make it.

I don't know why you can't buy a GTI Caddy van, it's probably because Volkswagen can't make everything for everyone, but just imagine how much faster you could get your work or delivery's done.

Work would never be the same.

Also, why can't I have fancy red bits, plaid seats and a GTI drivetrain in a Caddy?

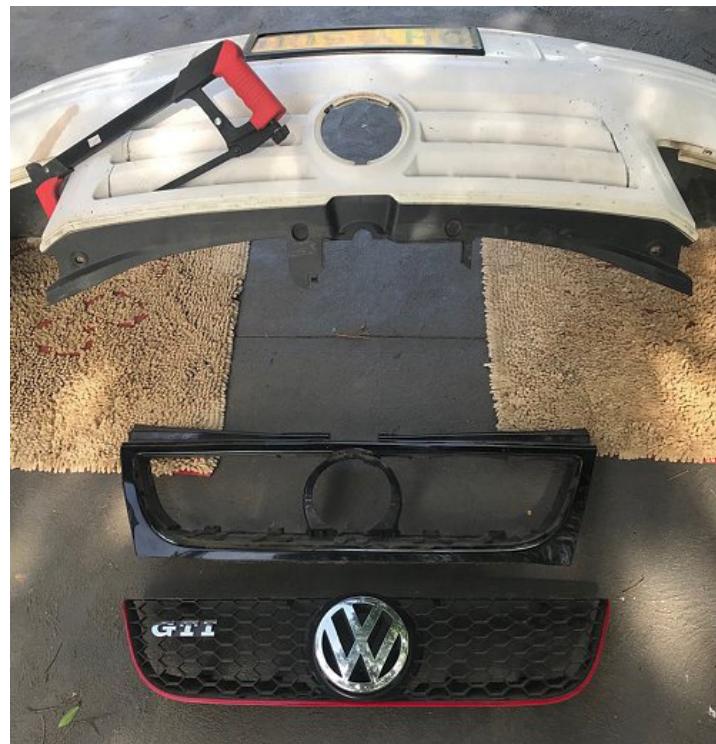
If you think about it, it really wouldn't take Volkswagen very long to design and build them.

They already sit on a Golf platform, the wheels, seats, steering wheel and many other parts from a GTI bolt straight in or on, so I don't really see any problems producing such a vehicle.

Not only that, I'm pretty sure a lot of people would buy them, even though they might be a little expensive.

I don't know why work Caddy vans have to be a little bit boring, as good as they are.

Many people nowadays, for tax and other reasons, have



very fancy, expensive and nice work vehicles.

I don't know why the humble Caddy van has to miss out on all of this fun?

Anyway, until then, maybe you could start bolting a few GTI options to your Volkswagen Caddy?

The easiest and cheapest way is to buy and wreck a GTI Polo or Golf for all the parts you need.

Wouldn't it be great to fit the GTI's engine and gearbox as well, but I'm afraid it's a little beyond my technology.

Not for some clever people though and with money you could push through that boundary easily enough.

I can't wait to see yours.

Ashley Day.



# Canberra member profile.

Member:	<b>Willie Nelson</b>
Member since:	2013
Lives:	Harrison, ACT
VW:	1975 Superbug L
Colour:	Blue
Daily Driver:	VW Touareg
Other classic vehicles?	1981 Subaru Brumby
Previous VeeDubs?	1975 Superbug L 1969 Kombi Panelvan 1975 Kombi Panelvan

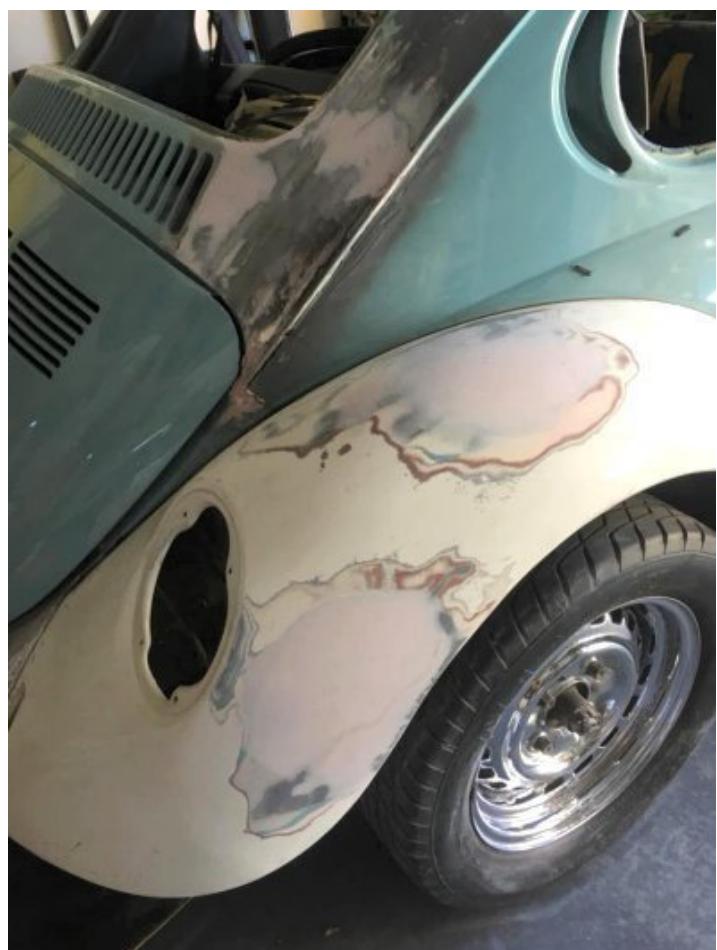
After owning a few classic cars over the years, it was time to get another one that he hoped would be with him for a long time. Coming close to the end of his military career, he wanted something that he could work on and join a community of like-minded enthusiast to share the passion. Settling in one spot, rather than moving all over the country every two years or so, meant that a project could be started without the fear of having to let it go due to a posting to the other side of the country.

The criteria that got the idea over the line with his ever-suffering wife was that this would be a budget build and not cost too much. Having owned old Holdens, Fords, Subarus and a Mini Cooper S, he thought about another of those marques; however their prices had already started to soar and put many examples out of reach. He had owned a few VWs over the years and decided another one would fit the bill nicely. Luckily, VW Beetles were only just starting to increase (Kombis had already increased beyond his budget) and as Willie's first car was a 1975 Superbug, it was decided that another '75 L Bug would be the model to get.



This Super Beetle was bought sight unseen from Hobart, where Willie bought a one-way plane ticket and an unregistered vehicle permit and drove it home to Canberra. The trip from Melbourne, after the trip on the Spirit of Tasmania, was on a 40-degree heat wave with hot north-westerly winds all the way home. But the Beetle performed well, with the speed restricted to approximately 90 km/h as the car was an unknown.

After driving it around as it was for a couple of years, it was decided the budget restoration should begin. The car was



stripped and all rust cut out and new patches welded in. Another body was bought to cut the rust repair sections from, with a few bits going to other owners that needed them. Then the body preparation for paint took place, with many hours of sanding, skimming filler, more sanding, more skimming and more sanding before laying the primer. Then more sanding, before the paint was applied. Willie had never painted a car before; however with some guidance from a good friend who had many car restorations under his belt, Willie laid the colour in a backyard shed during a Canberra winter. The two-pack went on and the result was considered acceptable. The colour was a custom mix, after Willie decided he liked the original Flipper Blue, but wanted it to "pop" more and be really bright in the light, some yellow tint was added to the Flipper Blue, producing the colour it is now.



So far, the engine hasn't been touched except for routine maintenance and some fine tuning of the carburettor.

A slightly bigger engine is in the plans, but for now the 1600 twin-port will suffice. The interior also needs some attention, but it will also have to suffice for the time being.

The suspension has been lowered slightly, with coilovers and a strut brace in the front and the rear adjusted to match. The rear wheels are widened steel rims and the fronts are standard.

Willie has been a former Chapter President and currently holds the position of Registrar for the Canberra chapter.

## VW Beetle back again with a few changes.

*The Canberra Times, Tuesday 17 February 1976*

The seemingly timeless Volkswagen Beetle has again been changed. The 1976 model, just coming on to the market at \$3798, has reverted to the traditional body style.

The bulbous nose and curved windscreens of the Superbug have gone. The new model has the flat windscreens and smaller front compartment of the model which sold for more years than most motorists can remember.



The body style is the same as the previously marketed VW 1300 but the car is now fitted with a 1600 engine, double-joint rear axles, disc-drum brakes, alternator, new bumpers with rubber inserts, improved front seating and relocated front indicators.

Volkswagen in Germany lost nearly \$300 million in 1974 and half as much again last year. Under far-reaching new plans, production of the Beetle has been reduced to a fraction of the original rate while the firm concentrates on the new generation of front-wheel drive vehicles.

The Golf, which is soon to be sold in Australia, has become Europe's best seller with Ford Cortina a close second.

Volkswagen Australia has discontinued assembly of the 1300 and TS Passat coupes. During 1975, Passat sales improved by 47 per cent, with the 1500 sedan and wagon accounting for more than 90 per cent of sales.

Changes for 1976 include the use of 1600cc engines in all models, a revised gear-selection system, new front seats, opening quarter-vent windows, rear-window demister, soft-rimmed steering wheel and small changes in the electrical system. Prices begin at \$4,900.

The Audi Fox also receives a 1600cc engine and the same front seats as the Passat.

The Audi 100GL moves into the \$11,000 price bracket. Although the body style remains unchanged, the suspension, braking and steering system have been redesigned along the same lines as the Passat-Fox series.

The popular Kombi and Campmobile range both receive a 2,000cc engine with 32 per cent rise in torque.

Mike Kable



## VW Crafter van.

Volkswagen has left nothing on the table with its new Crafter van. While the previous Crafter was a re-badged, re-engined Mercedes Sprinter (so too the earlier second-generation LT, being part of a joint venture), this ground-up new design is all Volkswagen - with a little bit of help from VW's MAN truck division.

Getting this new Crafter designed, built and onto showroom floors is not a cheap exercise: 10 billion Euros. Volkswagen is banking on this new van selling strongly and making all of that money back as it grows market share - especially in markets like Australia where the Crafter/LT has never been a bigger seller, dominated by the Mercedes Sprinter.

The new Crafter comes with a big variety of wheelbases, lengths, bodies, drivelines and GVMs available, with prices ranging from \$48,890 up to \$65,580 (before on-road costs).

What we have here is a Volkswagen Crafter 35 TDI410 with a medium wheelbase, eight-speed automatic and 4Motion all-wheel drive. Decoding that mouthful: 35 refers to a 3550 kg GVM, while a Crafter 50 gets an increased GVM (5-tone) and dual rear wheels.

TDI410 refers to the 2.0-litre, four-cylinder twin-turbo diesel motor under the bonnet, which makes 130 kW at 3600rpm and 410 Nm at 2000rpm. Your other option here is a TDI340, which has 103 kW and 340 Nm from the same engine, but is mated up to the six-speed manual gearbox.

You can choose between a medium wheelbase (3640 mm) and long wheelbase (4490 mm), while the latter can also be had with an extra-long body.

Front-wheel drive is standard, but you can opt for four driven wheels. The floor gets raised up slightly to help accommodate the very long tail-shaft, as well as the rear differential.

The all-wheel-drive system bears the Volkswagen nomenclature '4Motion', but rather than having similarities to a Touareg or Amarok, the Crafter uses a fifth-generation Haldex AWD system, which is also used by the Golf R.

The engine and transaxle are transversely mounted, with the majority of the Haldex smarts hanging off the pinion of the rear differential. It's an electronically controlled clutch pack - a mechanism that allows the Crafter to dial in a varying amount of

drive to the rear end, depending on what the car and driver are up to.

Our short stint of off-roading showed it to be an impressive system, calming it down on fast dirt and giving plenty of grip on low-traction surfaces. Combined with an electronically controlled centre differential, the Crafter drives and feels like a permanent all-wheel-drive system.

The system doesn't feel slow or reactive. Even full-throttle applications on loose dirt see the front and rear ends hook up for a seamless, spin-free getaway. And while the suspension and ground clearance of the Crafter negate it from any serious four-wheel driving, it's happy to lift a wheel and soldier on with surprising confidence.

No, it's not a rock crawler, but it's pretty good. For those wanting better capability on dirt roads, wet grass and muddy tracks, the Crafter's 4Motion driveline will be a handy asset. All that I feel it's missing is an ability for the driver to lock it into 4WD mode, which would help make the Crafter even more capable off-road.

Punching down a dirt road in the Blue Mountains, I started thinking about the ability to transform this Crafter into a bit of a recreational weapon. The good all-wheel-drive system means it's a perfect candidate for a semi-off-road mobile home. There is a gargantuan space in the back for your own take on living quarters. All I think you'd need are some light-truck tyres and maybe an additional fuel tank. Then, hashtag to your heart's content. Or just to go to a long-time VW camper converter such as Trakka - their Crafter-based Jabiru motor home is breathtaking.

The diesel engine is typical Volkswagen fare: smooth, refined and punchy in the right places. It's enough engine for the van, especially when combined with all of the traction the 4Motion system gives. It's reasonably efficient, as well. My commute to and from work knocked the numbers around because it's mostly highway speeds.

The eight-speed gearbox is also smooth and responsive, feeling urgent enough on gear changes to help get the big van moving. There's a sport mode for some reason, as well as a manual gear selection available. It's a torque converter gearbox, not a dual-clutch automatic as found in the smaller Volkswagen Transporter van range.

It adds up to what is overall a very car-like experience from behind the wheel. Albeit, a very tall car with a massive load space. Electric steering lightens the feel at low speeds, allowing you to easily access the impressive 13.6 m turning circle (for such a big vehicle). The steering feel gradually





firms up as your speed increases, leaving you a composed feeling, even with some nice feedback.

While visibility through the Robocop-grade rear window grate isn't fantastic, it's made up by the big twin-mirror side units. And for reversing, the high-mounted camera does a good job of showing what might be hiding behind you.

The ride sits on the firm side of things, when unloaded. The way it slightly bucks over decent road bumps tells you that the springs and shocks are tuned for laden performance, rather than our unladen driving.

From a basic standard fitment, the Crafter comes with a big variety of options. Adaptive cruise control is available (\$1590), as well as lane-keep assist (\$800). Or, bundle up lane-keep assist, blind-spot monitoring, folding mirrors and side protection for \$1390. A few other nice-to-haves: automatic headlights and wipers (\$390), and digital radio (\$290).

Where a lot of your options and real possibilities lie, however, is with fitting it out for your end purpose. Extra doors, partitions, heavy-duty suspension, high roofs, beefed-up battery and alternator systems, swivel seats and GVM upgrades.

As standard, the Crafter's seats have manual adjustment with electric lumbar support. Considering those driving these vans will be doing long stints behind the wheel, the addition of adjustable thigh support and an armrest will be appreciated. Although, the passenger gets diddly squat.

There are no ISOFIX points in the Crafter, nor is there anywhere to fit your top tether point. It's a rare requirement for vehicles of this ilk, but could be a handy addition for those running a small business out of their van, and needing it to pull occasional double duty on family errands.

The infotainment display is 20.3 cm in size and called Volkswagen's 'Composition Media' system. Those who know the system in most other Volkswagen vehicles would be familiar with this system and its layout. It's easy to use, with touchscreen functionality and some flanking buttons. And for ease of use, there is Android Auto and Apple CarPlay functionality.

Spend up and get Volkswagen's next-generation infotainment display called 'Discover'. It's the same 20.3-cm size, but has a cleaner look, new operating system and inbuilt satellite navigation.

The amount of storage pockets and nooks in the Crafter's cabin is a beautiful thing to behold, and something I wish the increasingly car-like 4x4 ute would learn from. I know a big parcel shelf like the one in this Crafter wouldn't

fit, but having slots above the dash, a shelf on the dash for nooks and cup holders is just downright practical. Each door is loaded with three different spots for stowing gear, and there are some additional spots below the infotainment display.

While you might only see a solitary 12V power outlet facing you on the dashboard, look closer on top and you'll find an additional 12V socket, along with a USB and auxiliary audio point.

Fold forward the passenger seat squabs, and you'll find a big space for storing bulkier gear, as well as accessing a fuse panel. Fold down the centre backrest for some additional storage and cup holders.

Another nice touch is the vehicle jack - a big red hydraulic unit that's stored behind an easily removed panel in the passenger footwell. It's a small detail, but it means it's never going to be buried underneath loads of goods, gear or shelving in the back. Call me weird, but I love a beautiful big bottle jack always at close reach.

The back of the Crafter is a raw, blank canvas awaiting the owner's plans and designations. You can bolt down, run wiring and affix whatever you want to the floor and walls depending on what you need. That being said, there are two lights, two 12V sockets and a bunch of tie-down points already fitted.



The Crafter's warranty weighs in at five years and unlimited kilometres, along with a one-year membership to Volkswagen Assist.

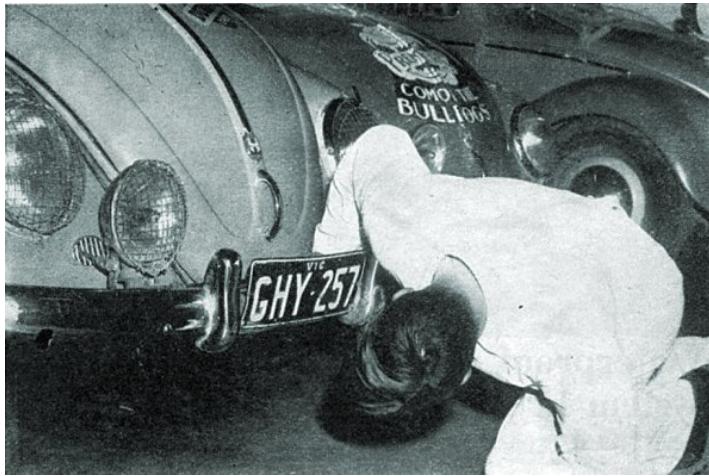
Servicing intervals are every 20,000km or 12 months, whichever comes first. Each visit has a set price of \$475, \$762, \$557, \$894 and \$614, which takes you up to five years and 100,000km.

When you consider the Crafter is more of a business tool than anything else, there's an impressive amount of refinement and car-like comfort built into the platform. Those looking to buy will need to factor in the options required to complete the picture, and whether the final bill still stacks up as the best option. Ford's Transit and Fiat's Ducato vans size up to be cheaper, but the Crafter does undercut the new Mercedes-Benz Sprinter van in most configurations.

Competition aside, looking at the Crafter on its own is compelling. It's comfortable enough for full days behind the wheel, and is made versatile by the huge amount of body styles, options and configurations.

It's the Kombi you have when a normal Kombi is just not enough.

Sam Purcell



## What makes the VW?

Ever watched the little VW scramble over a rough road and wondered how it could keep up the pace? - The secret is in its unique chassis and suspension.

*Modern Motor, November 1957*

The formidable little Volkswagen has done it again. First two places in this year's Ampol Trial - and the first SIX places in the Mobilgas Trial!

What's the secret of its success? Why is it so well suited for bashing full-tilt over our abominable outback roads, through sand traps, bull-dust holes and rocky creek crossings that often spell ruin for bigger, seemingly sturdier cars?

\* Lightness is one factor - Jack Witter and Doug Stewart stressed this when they told the readers of 'Modern Motor' how they won the Ampol Trial a couple of months ago.

\* The unbreakable, low-revving, rear-mounted engine is another reason - it's simple, air-cooled, flat-four design can take plenty of punishment, and the directness of its drive ensures that a maximum of power is delivered straight to the wheels.

\* Short, stubby bodywork helps, too - no overhangs to strand you in steep crossings or smash against trees and rocks on a narrow trail

\* But the biggest ace in the VW's pack is undoubtedly the unique design of its chassis and suspension.

Let's examine this in detail.

### General layout

The VW chassis consists of a large pressed-steel platform with a tunnel down the centre which acts as a 'backbone.' The tunnel is outrigged to support the platform and also houses the brake and petrol lines inside, as well as the clutch, accelerator and gearshift linkages running from front to rear of the car.

Because all these lines and linkages are shielded from damage, the VW can bump and slither over rough surfaces on its flat underbelly with comparative impunity - whereas most normal cars are liable to be disabled by such treatment.

Suspension is also unusual. The VW has a

form of trailing-link layout at the front, with transverse torsion-bar springs, and a swing-axle rear end hung on trailing arms and torsion bars; in other words, independent suspension on all four wheels.

The engine sits behind the rear-wheel axis and drives forward into a four-speed all-indirect transmission (top gear is an overdrive ratio) which groups together the clutch, gearbox and differential. Steering is by worm and nut, with unequal-length tie-rods.

Now, all-round independent suspension is a highly desirable feature, used on all modern racing cars and most sports cars. But it is generally considered too expensive for ordinary road vehicles and remains a rarity in this field.

Why did Dr. Ferdinand Porsche, creator of the VW, consider it necessary in what was to be a cheap 'people's car,' and how did he manage to make it economically possible?

Here's how he must have reasoned back in 1933, when he first roughed out the VW's design:

The car must be cheap and light, so the engine will have to be of modest size and output. To minimise power losses, let's do away with the tail-shaft by putting the engine in the rear and close-coupling it to the driving wheels. This will commit us to using some form of independent suspension - but that's all to the good.

It won't cost us any more, since the money saved by dropping the tail shaft and its universals will more than pay for the fitting of a couple of universals in the swing-axles taking the drive to the rear wheels; and our engine-clutch-gearbox-differential assembly will be bolted up to the chassis frame anyway, so we won't need to make any special provision for bolting up the diff, as we would have had to do if we wanted to use independent rear suspension on a conventional car.

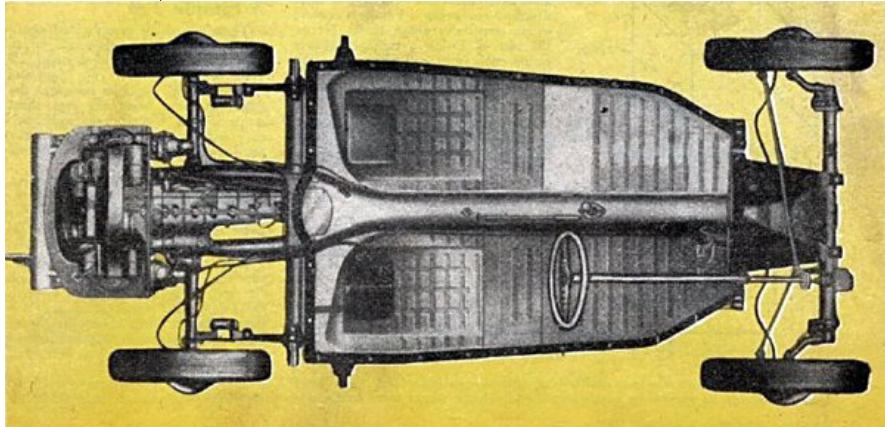
### Advantages of I.R.S.

What's so good about independent rear suspension anyway, particularly on a small car?

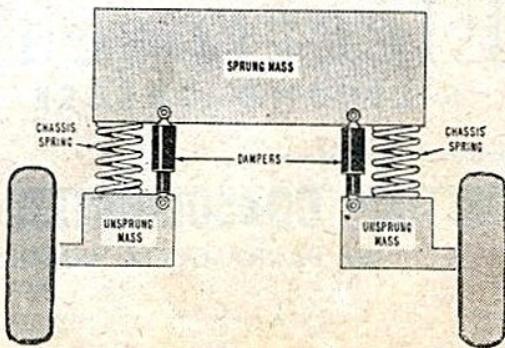
The technically-minded motorist will have the answer at the tip of his tongue - but here it is anyway, for the benefit of those readers who haven't given the subject much thought until now.

When you reduce the size of a car, the weight of the unsprung parts - wheels, tyres, axles, etc. - decreases proportionally less than the overall weight of the vehicle. This means that the ratio of sprung to unsprung weight will tend to go down - and as any automotive engineer will tell you, this mars the ride.

(The technical principle involved here is that inertia forces are proportional to weight. Thus, the amount of road



**RIGHT:** Sketch illustrating the theory of sprung and unsprung weights (explanation in text).



shock transferred to the body as the wheels accelerate up and down passing over bumps will depend primarily on the relationship between the sprung and unsprung weights. Imagine the car turned over on its top, with the wheels suspended on the springs: obviously, any shock on the body would then be multiplied in its effect on the wheels - as our sprung/unsprung weight ratio in this case would be less than one! This is why a car rides better when heavily loaded.)

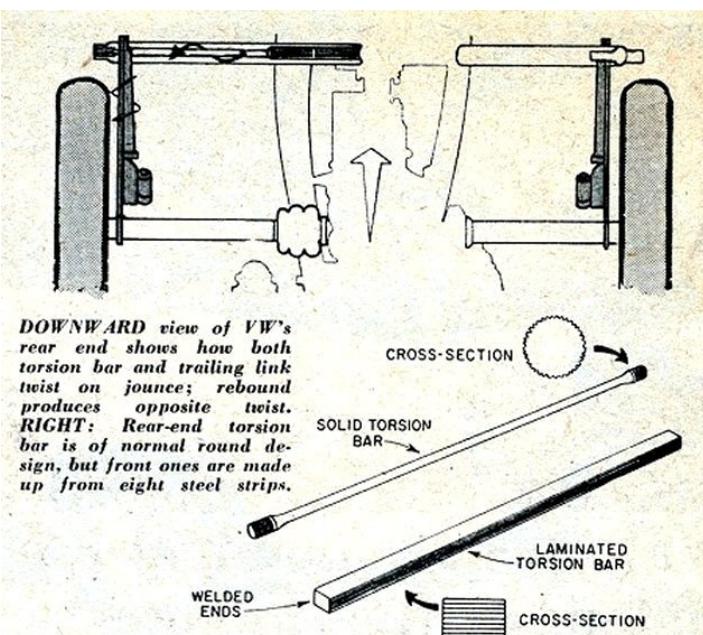
The only way you can appreciably reduce the unsprung weight of any car is by using independent suspension all round. This gets rid of the weight of the differential, most of the weight of a conventional axle, and - in some cases - part of the spring weight; every ounce you can transfer from the unsprung to the sprung side benefits the ratio.

All-wheel independent suspension will improve the ride of any car, regardless of size; but with a light car its effect will be even more noticeable than with a heavy one. The VW would have been a vastly inferior machine if Dr. Porsche had stuck to a conventional rear-end layout.

You probably know that the only other mass-produced rear-engined car - the little Renault - also uses independent suspension on all wheels; it, too, would have been most uncomfortable without this. But while the Renault's rear sits on coil springs, the VW is sprung on torsion bars. These are worth describing in detail.

### The Torsion Bars

Porsche's pet suspension layout - with trailing links - lent itself perfectly to the use of transversely mounted torsion bars both front and rear.



The front wheel spindles are carried on two short trailing arms, angled back at about 45 degrees; the arms are carried on fibre bushings in the ends of two parallel tubes that run across the front of the chassis platform and are bolted to it. The torsion bars are inside these tubes.

The interesting thing about the front torsion bars is that they are not the usual round bars at all. Each is fabricated from eight lengths of flat steel strip laid on top of one another and welded together at the ends, to form a sort of rectangular bar.

The economy of the set-up is obvious - no delicate machining of a round bar; no fussy shot-peening operation for surface hardness; no upsetting operation to bulge out the end of the bar for fittings; no splines to cut. The one bug, of course, is that these fabricated bars don't stress the material in torsion as efficiently as a solid round bar, so Porsche had to use two rectangular bars when he might have got away with a single round one.

Each bar runs the full length of the tube but is anchored solid in the middle by passing it through a snug-fitting square hole in an anchor block secured in the centre of the tube, and retained by set-screws. In other words, each front wheel twists one half of both upper and lower bars when it moves up and down. The fabricated construction means more total spring weight than we might have with round bars - but it's a lot cheaper.

The same general type of suspension is used at the rear. The wheel hubs are carried on single trailing arms in the form of heavy flat steel-plates, nearly  $\frac{1}{4}$ -in (6.4 mm) thick. Obviously with a swing-axle rear end, where the wheels pivot up and down on an arc, these plates will have to twist. This contributes to the roll stiffness of the rear suspension as a whole (in other words, the resistance of the plates to twisting when the body rolls would act the same as an increase in spring stiffness). It should be equally obvious that the thickness and size of these plates would have a great influence on the cornering of the car.

With single trailing links at the rear, Porsche was restricted to using only one transverse torsion bar per wheel (running inside the rear tubular cross-member). Since this meant more stress per pound of bar weight, a fabricated bar such as used at the front wouldn't have done here; hence each rear trailing-link plate is connected to one short round torsion bar of the normal type, anchored in a splined block welded in the centre of the cross-tube.

### Rest of Chassis

The remaining chassis and road gear features are quite conventional. Steering is of the well-proven worm-and-nut type, with the box mounted directly on the top cross-tube of the front suspension and connected to the spindle arms by unequal-length tie-rods (no ball-joints are used). Overall ratio is a very sensible 14.3 to 1, giving 2.4 turns lock-to-lock. This steering linkage must allow some geometry error as the front wheels move up and down - but this wasn't considered a serious fault at the cruising speeds intended for the VW.

Shock-absorbers are hydraulic double-acting telescopic, to add the finishing touch to a solid, comfortable ride. The upper ends of the shockers are anchored on special arms bolted to the chassis cross-tubes.

Brakes are of the conventional single-leading-shoe layout, with single expanding hydraulic cylinder at the top of

the unit and a worm-and-nut adjustment on the anchors. Nothing special here. Total lining area is about 81 sq. in. (525 cm<sup>2</sup>), which would be equivalent to 100 sq. in. per ton. This is on a par with American specifications, but a bit low by European standards. The VW brakes, in standard form, are adequate for cruising speeds up to 60-65 m.p.h. - but add another 20 m.p.h. to the car and they wouldn't be. That may be one of the reasons the VW people discourage hotting-up.

### Dumb-bell Effect

There is one more feature of the car we should discuss before going on to its handling characteristics. This is a not-so-obvious but important effect of the position of its engine.

By getting the mass of the engine out farther away from the centre of gravity we slow down the pitch frequency of the body, and this can be a big help to the ride. What we're doing, in effect, is to increase the 'dumb-bell' or 'flywheel effect' (technically known as 'moment of inertia') of the sprung mass. The short wheelbase aggravates the pitch problem in a small car anyway - and hanging the engine either ahead of the front wheels or behind the rears is about the only way you can approach the conditions of a long-wheel base car.

This dumb-bell effect, which acts through a vertical plane down the centreline of the car to give a good ride, also acts in a horizontal plane, tending to slow down any force working to turn the car away from the direction in which it is going. Unfortunately, steering is one of these forces, and the dumb-bell effect serves to deaden the response of the car to steering control under certain conditions, since it now requires more side-thrust at the front tyres for a given angular acceleration of the nose.

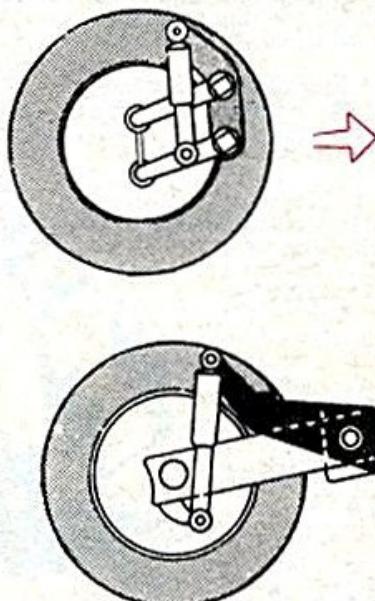
### The VW's Handling

And now, let's see what all these design features do for the VWs handling characteristics - how they help to give it that trial-winning performance.

A real good point is the quick, precise steering (disregard that dumb-bell effect for the moment - that will come in later). The worm-and-nut steering gives a solid feel with little backlash - and while it isn't as efficient mechanically as some of the more expensive systems such as the recirculating-ball type, it gives beautiful steering when you have only about 800lb (365 kg) on the front end.

Just as important as the easy steering is the uncanny way the thing handles on a rough road, bobbing in and out of potholes and corrugations like a sort of mechanical mouse. This characteristic may be a bit of sheer engineering luck - but it certainly gets the job done with remarkably little fuss.

The low unsprung weight reduces road shock transfer and helps to keep the wheels on the ground, where they belong. Since there is little 'reversibility'



**ABOVE:** Layout of VW's all-independent suspension. Upper drawing shows the front end, lower the rear.

effect in the worm-and-nut steering gear, there is little feed-back of road shock to the steering wheel.

A more obscure factor is that with trailing-link front suspension the wheels move up and down vertically - so there is no gyroscopic 'wheel fight' on rough roads as there can be with some forms of independent front suspension. (Any tilting of the wheels on deflection will cause a certain amount of jerkiness in the steering.)

On all these points the VW scores top marks. But no car is perfect - and our little trial winner has one major fault in the handling department.

### That Oversteer

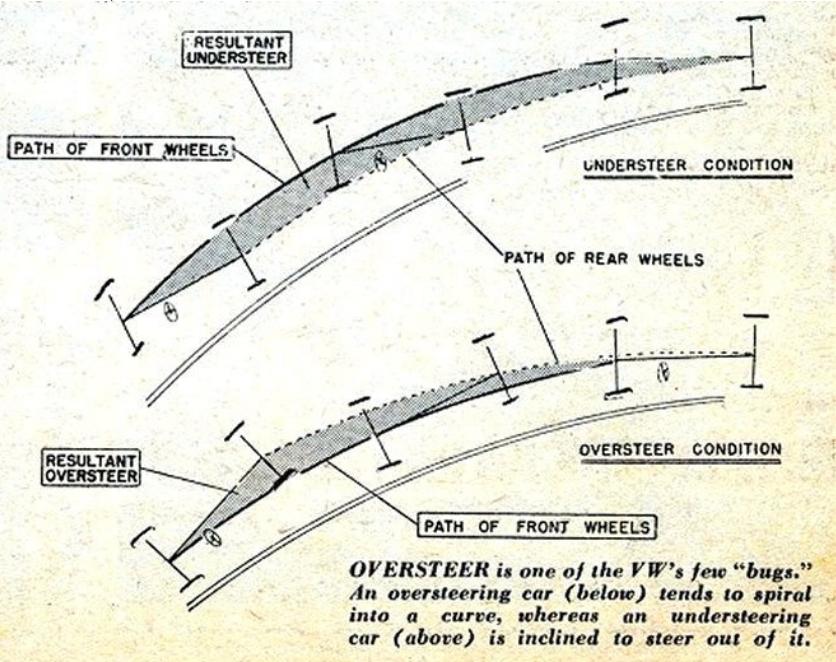
Let's face it - the VW is a violently oversteering car. It's tricky to handle on fast corners, especially in wet weather, and it's murder at speed in a stiff crosswind.

Now, chassis engineers have always maintained that a little time and sweat can cure the handling deficiencies of any basic chassis layout. Could be - but they'd have their work cut out on the VW. All the cute

features that give the beautiful ride and easy steering - lightness, trailing links all round, rear engine, dumb-bell effect - seem to gang up to aggravate the oversteer effect.

Technically, 'oversteer' is a condition where the rear tyre slip angles, when the body is being acted upon by a lateral force, are greater than the front slip angles - and the rear end tends to oversteer the front.

'Understeer' does the same thing, of course, but at the opposite end of a car. In either case, the tyres at one end reach the limit of their cornering power before the tyres at the other end do. This means that the tyres at the end that breaks away first are not carrying their full share of the cornering load, and some of the total potential cornering force is wasted. Theoretically you'd get your fastest cornering with 'neutral' steering (neither 'over-' nor 'under-'), but this condition of



**OVERSTEER** is one of the VW's few "bugs." An oversteering car (below) tends to spiral into a curve, whereas an understeering car (above) is inclined to steer out of it.

perfect balance is an almost unobtainable ideal.

Knowing this, most designers prefer to build a slight understeer into their vehicles, because an understeering car is usually easier to handle, especially by the inexperienced driver. An oversteering car gives little warning before the rear end breaks loose in a turn.

With the VW, the high rear roll centre with the swing axle, the high proportion of total car weight on the rear wheels (over 60 per cent), the high roll stiffness of the rear trailing-arm plates, all lend to throw the bulk of the roll couple reaction to the rear.

The front-end layout only makes it worse. Trailing-link independent front suspension has the roll centre at ground level and high positive camber (outward tilt) on the outside wheel when the body rolls - which all tend to give a small slip angle under lateral force. Result: any sidewise force on the body, whether it's centrifugal force in a turn or a crosswind on a straight highway, throws the rear end a lot more than it does the front.

You can help matters a lot by readjusting the rear torsion bars so the wheels will have less positive camber under normal load; this gives more negative camber under roll and reduces the rear slip angles. But the suspension will then bottom more easily, so that it's inadvisable to modify a VW which often carries rear-seat passengers.

However, don't be unduly worried by these observations - just don't overdo things for the first few weeks if you buy a VW. Once you get used to the car, you'll know exactly how far you can push it round a bend in various conditions. And if you have to slow down a bit on that sharp curve - so what?

It's a small price to pay for all those other handling qualities, which are really tip-top.

## Two Pedal Beetle.

*Wheels magazine, February 1962*

News that a Sydney dealer was offering what an advertisement called an "automatic transmission suitable for Volkswagen," sent us hurrying to find the details.

It has been an open secret for some time that VW (in common with most European light car manufacturers) are experimenting with a self-changing gearbox. But the VW we drove recently did not have true automatic transmission but the clutch operates automatically.

Furthermore, the unit comes from an accessory supplier and has no official backing, either from Volkswagen distributors or the VW factory. An independent dealer is marketing the Lukomat clutch, as the new device is called, in Australia.

In the limited time we had the test car at our disposal, the clutch gave an excellent account of itself. In concept and operation it functions like the Manumatic, Ferlec and Simcamatic.

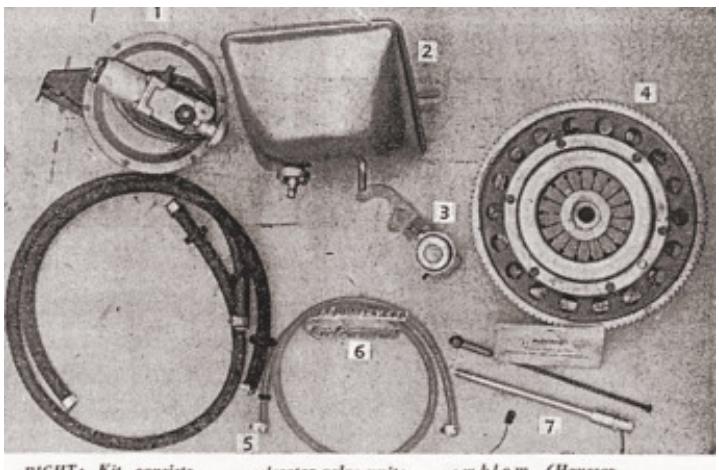
That is, the clutch automatically cuts in and out, depending on the engine speed. For gear changing, an electric device operates the clutch each time the driver's hand rests on the gear lever knob.

There are no signs that the VW factory intends to offer

two pedal motoring in the foreseeable future, but those owners who want to make the switch, can do so for £125. The unit we tested was designed to replace the existing clutch assembly in a pre-1960 Volkswagen. It is completely interchangeable with the stock unit, but weighs 2½ lb (1.1 kg) less. According to Haussermann, who manufacture the unit, the changeover takes five hours.

Intending purchasers should wait until the car is out of the warranty period, as the fitting of any device without factory approval will nullify the guarantee, a provision which applies to all makes of cars.

The Lukomat conversion consists of two main components - a special clutch and a servo unit. The unit contains a clutch within a clutch. The former is a centrifugal device that gives a progressive drive until fully engaged at 1000 rpm. If, for example, you attempt to drive in top gear with the engine running at 800 rpm, the clutch will partially disengage, just as though the driver was slipping the clutch. The car will accelerate until about 1000 rpm is reached at which stage the second clutch takes over.



RIGHT: Kit consists of: 1, "servomotor"; 2, vacuum tank; 3, accelerator valve unit; 4, clutch assembly; 5, connections; 6, boot; 7, special gearshift. (Haussermann Lukomat).

When the driver touches the gear lever, the clutch automatically disengages, as an electric circuit activates the servo unit. When the gear is engaged and the driver removes his hand, the clutch is engaged again, the whole operation being extremely smooth and natural.

Without doubt, the system has some impressive advantages. The engine cannot be stalled under any conditions. Fast gear changes can be made, but its appeal will lie mainly with inexperienced and elderly drivers.

We indulged in some rear wheel spinning by selecting first gear and revving the motor hard while our hand was on the gear lever's knob. Lifting the hand resulted in fast, but commendably smooth clutch engagement and a cheerful chirp from the rear tyres.

The Lukomat VW we tested was in a very good state of tune even though it had covered some 18,000 miles. The motor seemed to spin more easily than the standard transmission car, but this may be accounted for by the fact the automatic clutch is lighter than the unit it replaces.

The car we drove belonged to the firm that intend importing the Lukomat transmission from Germany. The first shipment is expected to arrive late this year and will sell for about £125, including fitting. Incidentally, the automatic clutch is designed for 1954 to 1960 models only, and not the latest 40-bhp version.



On the road in Morocco

## Crossing the Sahara in a £99 car.

Drivetribe Blog UK, 2008

The Paris - Dakar Rally; the most dangerous race in the world. It costs £18,000 just to enter and with 48 deaths recorded and only a 40% success rate there's a good chance you won't make it.

If you don't like the odds, don't have the cash but don't want to miss out, why not try the Plymouth - Banjul Challenge? It follows a similar route to the original Paris - Dakar but the entry fee is a mere £250. A few guidelines ensure costs don't escalate to 'Paris - Dakar' proportions; cars should cost less than £100 with a preparation budget of £15 and all cars must be left hand drive as they will remain in the country to be auctioned for charity.

But what car bought for £100 could hope to make it 4200 miles (6,760 km) to West Africa? That's what Claire and I asked when we decided to take up the challenge. A VW chat forum led us to our car of choice: a 1972 VW 1302 Super Beetle named Poldi. Tony at Lust for Rust got him running, spent days welding and replaced the rusty wing. Then, he undid all his good work by handing the car over to two girls, with no mechanical skills whatsoever, to drive through mountains, deserts and the odd minefield. Some people didn't think we'd make it; some people said we wouldn't make it out of the UK!

"Who's your friend?" said a fellow rally entrant when we arrived at the Brittany Ferries terminal. They were referring to the brightly coloured recovery van following us. Embarrassingly we had to admit our first breakdown had been 20 minutes from home. The Beetle was escorted, coughing and spluttering, the rest of the way to Portsmouth unable to go over 60 km/h. A fault eventually traced by French VW enthusiasts to rust inside the petrol tank blocking the fuel lines. They fed us, put us up for the night and by morning had replaced the tank, blown the line clear and replaced the fuel filter.

A day behind schedule our sight-seeing list went out

the window. We had some serious catching up to do! We drove for 18 hours straight through the night. Sunrise illuminated fields of Spanish oranges and an ominous knocking noise beneath our feet grew louder. We jacked the car up in a bleak industrial estate, deserted but for a group of Honduran welders. Welding wasn't required, but what we needed was a new wheel bearing. The problem was it was New Year's Eve so nowhere would be open for two days. Enter Pedro, the tow truck driver. He found a new bearing, fitted it for us and sent us on our way with two bottles of champagne to see in the new year.

New Year's Eve was spent in a dreary roadside hotel near Valencia. The real celebration came the next night when we caught up with the rest of the rally group in Tarifa. By the time we surfaced next morning only three cars were left in the car park; Poldi,

a Fiat Uno and a Renault 19. Everyone else had caught the early ferry to Morocco. We were playing catch up again but at least we weren't alone as we drove on to African soil. After the breakdowns in Europe, Morocco was a breeze, the Beetle ran faultlessly. We even caught up with other teams who had been lost and a BMW that broke down every 20 minutes; in the absence of a local Halfords they improvised, replacing the fuel lines with a garden hosepipe. When that didn't fix the problem the Fiat Uno helped by pushing it up hills.

Don't bother asking for directions in the Riff Mountains, the only answer will be "You want hash?" This could explain why so many people walk in the road at night. Add to that the goats, cows, bikes and cars with no headlights and night driving frays the nerves more than a little.

Leaving Marrakech the horizon is a barrier of mountains, white peaks vanishing into the clouds. A group of Land Rovers pulled into the petrol station. "You need a 4 wheel drive to get over the Atlas Mountains" they said, sneering at our little convoy. "You haven't got a prayer in that!" They were pointing at our Beetle. We had been debating whether or not to attempt the high mountain passes but that swung it. He may be old, he may be rusty but no one tells us 'Poldi' can't make it up a hill! We made it through the Riff Mountains, how much worse could the Atlas Mountains be?

Crumbling roads clung precariously to the hillsides, coaches and lorries hurtled around blind corners, barely wide



Our first Saharan beach .... and the Fiat had to be towed out.



Beetles make great off-roaders .....Fiat Unos don't. Chris and Matt digging their car out again.

enough for two cars. On some of the sharpest bends attempts had been made to erect crash barriers, all of these were scarred or missing large sections, evidence of those who didn't make it. We arrived at the café on the Tizi n Test pass, the highest point, in time for lunch. As we were finishing our Berber omelettes a Trabant pulled up - who said you need a 4x4 to cross the Atlas Mountains?

Descending from the mountains the road straightens out and green gives way to gold. The desert took over as we travelled across the disputed territory of Western Sahara.

Crossing the Mauritanian border means driving through 3 km of minefield, not the best place to dig a stranded Uno out of soft sand and certainly not recommended in the guidebook. The book does advise crossing in daylight but as the little Fiat chose this as the location for its one and only breakdown, that didn't happen. Hazard lights pierced the darkness as Chris replaced the faulty distributor, all the while swearing about Italian electrics.

Back on tarmac roads our confidence was short lived; who knew what dangers lived in the night-darkened desert just a few feet away? The camels blended into the shadows and were running fast when they appeared in the road, they weren't about to stop for a few old bangers. Somehow a collision was avoided with both cars and camels continuing unscathed. The little convoy moved slower after that, partly from nerves, partly because the Beetle had cracked a shock absorber. It was leaking fluid, leaving us wobbling along at 70 km/h, not the best condition for driving through the desert but where do you buy shocks for a '72 Beetle in Africa? "No! The car is ancient!" was the response from every garage we tried. Then we met Ottman, the hotel mechanic. His solution to the problem was to leave us in the bar while he took care of Poldi. Several beers later he returned the car with a clean bill of health, ready for our off road desert experience.

The Sahara Desert is almost as large as the whole of the United States. It has one of the harshest climates on Earth with temperatures soaring as high as 58 Celsius. Rainfall occurs, on average, one day every two years; our timing was impeccable!

Dust devils on the horizon hinted at worse things than rain to come. Now travelling in a seven car convoy we experienced the worst sandstorm to hit the region in over 7 years.

"Floor it when you hit soft sand and put your hazards

on so the car behind knows." was the advice from our guide. Looking in the rear view mirror a very surreal scene met my eyes; a Welsh ambulance slalomed through the sand, blue lights flashing. We passed a pink, flowery Suzuki Samurai towing a surfer behind and a Peugeot whose wheel fell off.

The desert played Russian roulette with all of us. The Peugeot was the first of its victims, left behind with the camels for the want of a wheel bearing. A mystery ailment claimed the Fiat Cromer, which refused to start after the sandstorm, and a cracked cylinder head sealed the fate of the rusty Renault 19. Luckily the Welsh ambulance was on hand to rescue the stranded occupants.

When I entered the Plymouth - Banjul Challenge I never imagined it would involve people smuggling but importing cars into Mauritania is illegal and the three cars left in the desert had effectively been imported! The customs official would not permit the cars' owners to continue to Senegal without them, but recovering the cars was not an option. The police were a little more understanding; they arranged for the owners of the three cars to be taken across the border, under cover of darkness, in a small wooden fishing boat.

The Senegalese authorities take greater precautions against tourists dumping cars. A customs officer escorts the entire rally group to the Gambian border, that is, if you can keep up. The Beetle was suffering again; worn track rod ends meant severe juddering if we went over 60 km/h. We arrived at the border at 1am with the other stragglers, a black Volvo 240 whose lights had failed and an ex-army Land Rover.

After our arrival in Banjul all the cars were auctioned with the proceeds going to Gambian charities. An Iranian Princess is now riding around Gambia in a bright orange Beetle named Poldi. Although the cheapest car sold that day he still fetched 14,000 Dalhasi, or around £300.

A viable alternative to the Paris - Dakar? Well, thankfully the desert section is much shorter, or we could have lost all the cars in our group. It's totally unsupported; if you get into trouble you're on your own. That said, teams look out for each other and the locals are very helpful. The risk of death is minimal and it's affordable; move over Mark Thatcher, trans-continental rallying is no longer the exclusive domain of the super-rich!

[www.youtube.com/watch?v=HU\\_VMWghmfo](https://www.youtube.com/watch?v=HU_VMWghmfo)

Fiona Easterby



Me, claire and Poldi the Beetle; Prashant and Daryl with their Renault 19; Matt and Chris with their Fiat Uno. At the Safari Garden Hotel, Dakhla, Western Sahara.

## VW Devon camper.

Sometimes some interesting VWs come up for sale on Ebay. This US listing, which I spotted last year, is worth a look for a variety of reasons.

The vehicle itself is a 1971 Volkswagen Kombi van, built as a camper conversion. VW campers - or to use their proper name, VW Campmobiles - are getting hard to find in great condition, and this one appears to be in fantastic shape, rust free, with only one repaint, and owned by the same family since new.



The most common name associated with VW campers is the German Westfalia, common in Europe and the US market but never sold in Australia. But this example was built by Dormobile, a British camper company. They were actually sold here for a while. The unusual top hinges open to one side and features windows that act like skylights when the top is closed.

Amazing original features of this vehicle include a stove that folds up behind the front passenger's seat, so that cooking was to be accomplished with the seat folded forward and the stove opened in its place. There is a bed in the rear of the van, two cloth cots that attach in the open area exposed when the top is opened, and a shorter cot that attaches sideways over the front driver and passengers seats for a shorter child. The seller, based in the USA, said that the cots are all original as well and the child cot never used.

Besides the interesting vehicle itself, the listing was noteworthy for the details it presents in text, photos, and three



imbedded videos highlighting the drive, a walk-around, and the unique camper details.

This looks like a fun twist on the idea of a family-friendly collector car and would be sure to turn heads at car shows or campgrounds alike.

Not really practical to buy an Amercian-based LHD Kombi and bring it to Australia, since we still have plenty here. But it's nice to see what people are selling.

Jeff Swords

## Old VW bus gets a woman's touch.

For decades, the motor industry has been a man's world. It would be a very rare sight to see a woman kitted out in overalls doing the gritty muscle work. But these days, more and more women are making in-roads in a male dominated industry, with some estimates reporting that the amount of certified female technicians has more than tripled in the last ten years.

And, they are working on and customizing their own vehicles more often, proving that it doesn't come down to gender to determine whether a person is mechanically-minded or not, it's just a personal characteristic and a fact, that some women like to get a motor running.

### Female geeks are in every car scene

Car enthusiast Jo Hamshaw has a penchant for VWs - in particular VWs she can restore. She has four parked outside her house on the southcoast of England - a 1957 Split-screen campervan, 1971 Beetle, 1991 Golf Mk2 and a 1998 T4 Transporter, all lovingly laboured over by her and her partner.



The old 1957 Split-screen bus had seen better days when Jo and her partner happened upon its dilapidated state in a workshop garage. Un-loved and untouched for 17 years, it was in need of a complete overhaul.

"In the end we paid a body shop to do the welding and the paint job, as we didn't have the time or space to do it all. We did everything else though, all the mechanical restorations, the chrome fittings..."

As you would expect with an old bus from the '50s, it has a charming past. This Split-screen, one of the first generations of Volkswagen Transporters, was shipped straight from the VW Bus factory in Hanover to England where it was snapped up by a Hampshire refrigeration company. In the early '80s it fell into the hands of a south coast beat band called the 'Southbeats,' where it spent its days as a DJ tour bus.

Jo fell in love with the rusty old bus, and dedicated most of her spare time converting the bus back to its timeless design. Which meant stripping the bus right back, and removing all the parts that weren't in keeping with its original charm.

"You know how people buy cars and tart them up with performance lights and alloy wheels, they did that in the 60s in a big way. As newer versions of the VW bus became available, they'd fit them up to give them a more modern look."

There was a lot of labour involved in getting the vehicle back to standard - which took about a year of weekend tinkering - but it was Jo's attention to detail and patience that paid off in the end.

"I would trawl eBay all day looking for parts. My other half didn't have the patience. It's great if you love to shop, which I do. I would spend days finding parts from all over the world."

The eye-popping buzz blue colour was not uncommon for a van of that era. However there was only a short run of buzz grey hubcabs which featured on that style of blue bus. To find the matching colour took a lot of investigation.

Eventually, Jo located a company in the U.S. which sold the buzz grey to give the van its period correct colour. The fact that Jo was working for Essex firm VW Heritage spare parts helped when sourcing

rare bits and pieces from customers all over the world.

It needed an authentic look, inspired by the California surf wagon look the VW bus is known for in the 'States. She ordered in the blue and white hibiscus fabric all the way from Hawaii, which she made in to curtains and cushions. The woodwork and interior was made by a chap in British surf haven Devon, called Smith's of Cornwall, who specializes in the restoration of vans.

And, as far as Jo is concerned, "there is absolutely no difference between a woman and a man working on a car. There are plenty of women out there in every car scene."

#### **Patience is a mechanical virtue**

In a BBC Radio 5 interview Caroline Lake - one of the few female mechanics in the UK - believes women make fantastic mechanics even though it's not considered a career option for young girls - which may be where the solution lies.

"They have loads of qualities that lend themselves to the industry. They tend to be more patient, they are great problem solvers. They will discuss issues rather than throw a spanner across the workplace. They are very dexterous. It is a fiddly job, and as engines become more and more complicated, there is less room. Women have the advantage as they generally have smaller hands."

As time moves on, more and more vehicles are shifting into the classic or vintage car category. For example, the 90s Golf Mk2 is now considered a classic car, and a worthwhile investment. Although Jo's mission was an act of love rather than monetary gain, she is adamant she will never part with her big blue bus after nurturing it back to its former self.

Any tips for women out there wanting to restore a worn out old bus or any timeless piece of machinery?

"Just get on with it. There are plenty of resources for anyone wanting to get involved in a restoration. Don't let anyone tell you that you can't."

Megan McAuliffe





## The how and why of those winter chills.

*The Sydney Morning Herald, Monday 10 July 1972*

We all know that engines are harder to operate from cold in winter, but the cause is not apparent to everyone.

In cool, damp weather, such as experienced fairly generally in our autumn and winter seasons in NSW, there is a high percentage of water vapour in the atmosphere, and this is the cause of the trouble.

A vast volume of air flows through the venturi tube of the carburettor, and its temperature is reduced dramatically by the venturi action. It is cooled to the point where its contained water vapour precipitates out as moisture around the throttle valve and the venturi surface, on which it promptly freezes into an ice film.

This ice layer builds up very rapidly, and chokes off the incoming air so that the mixture becomes too rich to burn, and the engine stops. This is the generally unknown cause of engine stalling soon after starting on a cold morning, often in dangerous positions in the traffic stream.

Even when the car is cruising along with a warm engine under cool, damp conditions, a coating of ice can form on the walls of the venturi tube itself, thus choking off the airflow, but not the petrol input. This results in an over-rich mixture, which is wasteful of fuel, reduces power and causes more pollution than normal.



Most drivers are unaware that carburettor icing is the cause of the stalling which occurs with a cold engine, and the poor fuel mileage they get on tour under damn weather conditions. Cool, rather than very cold conditions increase the water vapour content of the atmosphere.

Cars designed for the colder climates of Europe such as the air-cooled Volkswagen, so renowned for sterling service in cold and icy conditions, have a carburettor preheating system built into the inlet manifold. Exhaust heat is drawn across the VW's intake manifold and carburettor to keep the components warm.

It is ironical that the more volatile the fuel, which gives easier starting in winter, the greater the tendency to icing, due to the greater temperature drop on vaporisation. In particular, petrol made from Australian crude oil is highly volatile and hence very conducive to icing.

I have just witnessed a simple but impressive experiment by Shell Research Laboratories demonstrating that they take effective measures to prevent carburettor icing with their 'winter formulation' petrol.



A jet of normal petrol-air mixture is projected at moderate pressure on to an exposed throttle-plate, and the build-up of ice thereon is very rapid in this weather.

Then a second jet of 'winter formulation' Shell is projected on to another throttle plate, and is continued indefinitely without the formation of any ice, only much smell of petrol.

This happy result is achieved by an ingredient, developed by their Research Laboratories, which lowers the freezing point of the contained water vapour, and hence inhibits icing. It is reassuring to know that the company regularly changes over to its winter formulation, without any publicity, before icing conditions develop in the various climatic zones in Australia.

### 'SE' category oils

It is the engine manufacturers who crack the whip on engine oils. In particular, General Motors and Ford in the United States lay down increasingly difficult specifications for oils which they will approve for use in their new engines.

Such is the recent 'SE' classification of oils specified by these manufacturers in USA, and now extending to these makers in Australia. It is of interest to note that in the US,

engines are normally warranted for 50,000 miles providing they are regularly serviced and lubricated with SE oils, in accordance with the makers' instructions.

In the '60s the problem was over-cooling of engines, causing sludging and acid formation.

In today's engines, however, temperatures are steadily climbing due to caravan towing, air-conditioners, pollution control equipment, and many other devices the engine has to drive.

So the 'SE' specifications call for additives to resist high-temperature oxidation of the oil, and stability under heavy workloads, particularly towing and high-speed driving.

When I was last at Shell Research in Chester, England, I was most impressed by the very severe endurance testing carried out on their Super Shell motor oil in engines from all European manufacturers. It was also pleasing to hear from the English engine manufacturers themselves of the close liaison between their design staff and Shell Research in the development of new engines, and oils which will ensure their long life.

The result of this co-operation is that Super Shell oil has always exceeded the manufacturer's requirements, and in Australia today has been accepted by Ford and GM as meeting their 'SE' specification.

Now we only wait for the car manufacturers to guarantee their engines for 50,000 miles! Meanwhile we owners can do much to this end by regularly changing our filters and our oil as specified in the car handbook, and rather more frequently if most of our motoring is of the 'stop-start' variety.

Sturt Griffith B.E.

## **ADR 27A - Cleaner, costlier.**

*The Sydney Morning Herald, Monday 27 October 1975*

On July 1 next year all cars will rise by an average of \$150 and in most cases will become harder to start and offer lower performance.

But they will be cleaner.

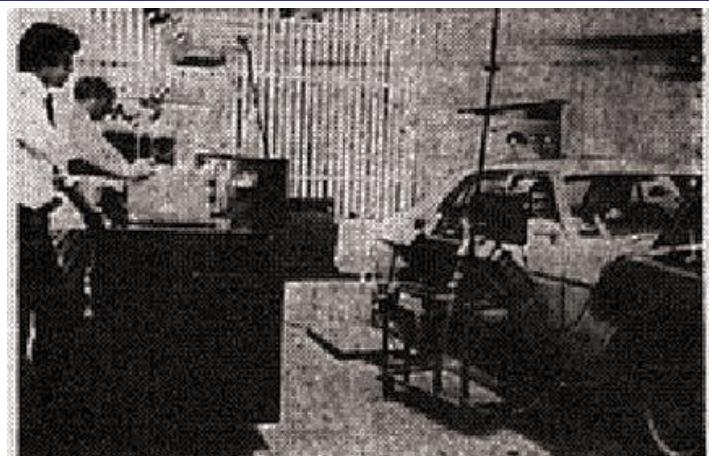
On July 1 1976, Australian Design Rule 27A comes into force. It requires all cars sold locally to meet more stringent emission control regulations.

ADR 27A will reduce carbon monoxide, hydrocarbon and oxide of nitrogen levels substantially.

The new regulations are similar to those which applied in the United States in 1973 and which made US cars less drivable, rougher when idling, harder to start and more thirsty for fuel.

The Australian car industry and its components suppliers have been working hard for more than two years to meet the requirements and millions of dollars have been spent on development of more complex equipment.

Such is the cost of developing carburetors to help meet ADR 27A that Email - one of Australia's two makers - has withdrawn from local manufacture.



**Development work and testing to meet ADR 27A was carried out by Australian manufacturers in laboratories like this one at Ford's Broadmeadows factory in Victoria, using highly skilled technicians and costing well over \$1 million.**

The only remaining carburetor manufacturer, the Bendix Corporation, supplies carburetors to Ford and GMH and holds about 70 per cent of the local market. Last year it sold more than 230,000 single-and twin-barrel carburetors.

It is part of a giant American-owned company, but has been forced to spend very large sums on research to make carburetors to suit the particular engines of local manufacturers.

To satisfy ADR 27A - which requires a car to emit only 2.1 grams per kilometre of hydrocarbons, 24.2 grams per kilometre of carbon monoxide and 1.9 grams per kilometre of oxides of nitrogen - Bendix has had to design a carburetor with a few modifications to US designs, and generally much tighter tolerances.

Bendix's profitability has not been great in recent years; but it had no choice but to spend the money on design and development of more complex carburetors, or get out.

Local assemblers of Japanese cars such as AMI (Toyota) and Motor Producers Ltd (Nissan/Datsun) will however not have the same difficulties, as their local models are already sold in the US market in almost identical configuration and the required low-emission components and modifications have already been worked out.

This is also true for some European brands assembled locally such as Renault and Volkswagen. Some of their equivalent models sold in the USA have been fitted with fuel injection along with catalytic converters, and these changes may find their way onto Australian models.

However the ADR 27A requirements is certain to spell the end of the locally assembled VW 'Beetle' model, as it will be replaced by the new Golf next year. It will be uneconomic to modify the Beetle to the extent required to pass the new rules at the end of its model life.

This might also be true for the Leyland Mini, which is not sold in the USA market but does still enjoy good sales in Australia.

Car company executives are sceptical about the trade-off benefits of cleaner air versus increased fuel bills and motoring costs, but neither they nor the public will have much say in the matter.

# **It's the Love Bug.**

*The Sun-Herald, Sunday 30 November 1969*

A film starring a two-eyed 'Bug' is expected to boost Volkswagen sales throughout the world.

It is the Walt Disney Production 'The Love Bug', which stars 'Herbie', a white 1963 Volkswagen 1200 with a sun roof.

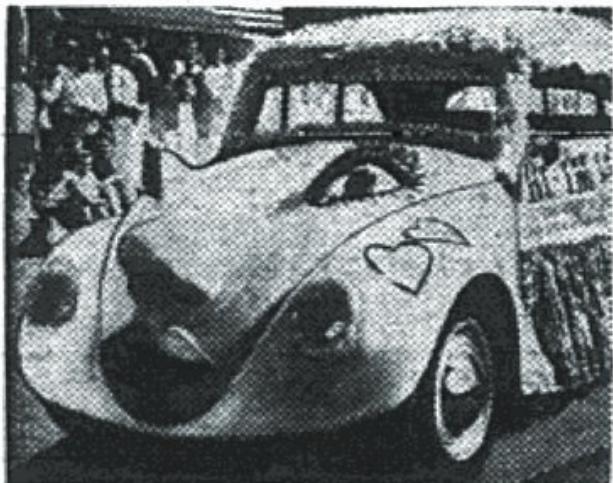
It opens in Sydney on Thursday 17th December, at the MGM St James theatre in the city. It will also play at other theatres such as the Chullora Metro drive-In, Roselands Cinema Beautiful, and the Metro suburban cinemas in Bondi Junction, Crows Nest and Manly.

According to Volkswagen Australia general manager Mr Dick Higgins, the film will prove a big sales promotion. He says many people who did not 'Bugs' previously, are now keen to own them.

Mr Higgins says the 'Bug', which is the new American name for what we used to know as the 'Beetle,' is suitable as a second car, or for young people.

VW have taken on a new image in Australia since their cars and commercials briefly became fully imported about the middle of last year, and are now locally assembled.

Before that, the public had considered the Australian-made VW range "old hat" and years behind innovations incorporated into the German models.



## **Decorate your love bug WIN A BRAND NEW VOLKSWAGEN**

From Volkswagen Aust. in the "Decorate a Love Bug Competition". Sponsored by Volkswagen, M.G.M., Grace Bros and Roselands. Entry Forms at all Grace Bros stores, Radio Roselands and VW distributors. 5 merit awards of \$100 each. Contest to celebrate the film release of "The Love Bug". Grand parade of entries at Roselands on "Love Bug Day", Dec. 7th.

## **Decorate YOUR "Love Bug"**

### **AND WIN a brand new VOLKSWAGEN**

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Contest to celebrate the film release of "The Love Bug". Grand parade of entries at Roselands on "Love Bug Day", next Sunday. Watch Don Lane's Tonight Show Thursday for more details.



Because of the 95 percent local content (Plan A) tariff provisions, changes could not be made to models without costing millions of dollars.

Each year local models got further behind, and VW owners who read the overseas magazines knew this.

Once second only to the Holden in Australia as recently as 1960, VW has since dropped to below four percent of the market.

Now the local company, part of the Sydney-based LNC Industries group, is not after mammoth sales. It is keeping the 'Bug' in the Small Volume Plan.

VW sales this October were the best for 1½ years and 20 per cent up on 1968.

The VW range is attracting young people who did not know the old 'Beetle.' The current one is the same as the German model and boasts numerous improvements over the former Australian model.

Main selling points are disc brakes, bigger engine and safety features, which make it fully acceptable to Europe and America.

The 1970 range will be on sale early in 1970 - with the "Bug" range, commercials, and 1600 sedan, fastback and station wagon.

The 'Bug' is assembled here under the 66 percent plan with a limit of 7,500 vehicles per year, and the 1600 range on 50 percent (limit 5,000).

In addition to labour, local items are batteries, tyres, trim and electrical equipment.

Sales of the VW Microbus have been outstanding. It is a serious contender in the dwindling station wagon segment.

VW commercials are selling 700 percent up on previous years, and have captured 50 percent of this market - against the Roots Group Commer and Ford Thames range.

All three Armed Services use the VW commercials. The Army came in after two years of rugged testing.

For the past few days I've been driving the Australian equivalent of 'Herbie.'

It has created tremendous interest, especially from young people.

M.G.M., who are distributing 'The Love Bug', have brought out a record number of copies of the film in anticipation of big attendances.



Leading up to the film's release, M.G.M, together with Volkswagen Australia, Roselands and their Grace Bros department store, are organizing a 'Decorate Your Love Bug day' to be held at Roselands next Sunday.

Owners are invited to bring along their VWs, gaily decorated, for a special parade to celebrate the film.

There is a chance to win a brand new 1969 VW. There are also five merit awards of \$100 each. Entry forms can be posted directly to M.G.M., or dropped in the special entry box beside the Raindrop Fountain at Roselands.

Watch Don Lane's Tonight Show on TCN-9 on Thursday night for more details.

Clyde Hodgins

## The Love Bug at Roselands, 7th December.

*VW Club of NSW 'Club News', December 1969*

Those decorative members who were among the 50 or so cars/things on display were Ron Beer and Glennis Bell, Greg and Kay Hart, Wes and Ann Polley, Ewan Kennedy and Lynne, John and Francis Price, Frank McManus and John Pearce.

Ron and Glennis's VW was done in a decorative Xmas theme, with Daisy and Donald (Duck that is) sitting together atop Ron's puce VW. He had large coloured disks on the wheels, complete with bells yet!

Greg and Kay had Greg's Kombi Pickup done up as Herbie's Uncle Fred, with huge ripple soled feet hanging over the rear end, with the front done up in a face.

Wes and Ann had a theme, 'One of the Beatles - Ringo,' with Ringo's face up front and suitable clothed behind. Unfortunately Wes had to shoo off to work early on a motorbike, while Ann drove.

Ewan and Lynne had theirs done up as an Apollo Moon Landing Bug with Buzz, Neil and Herbie as crew. Ewan had the landing legs of the 'module' sticking out at each corner, and on the back, "We came in Peace for

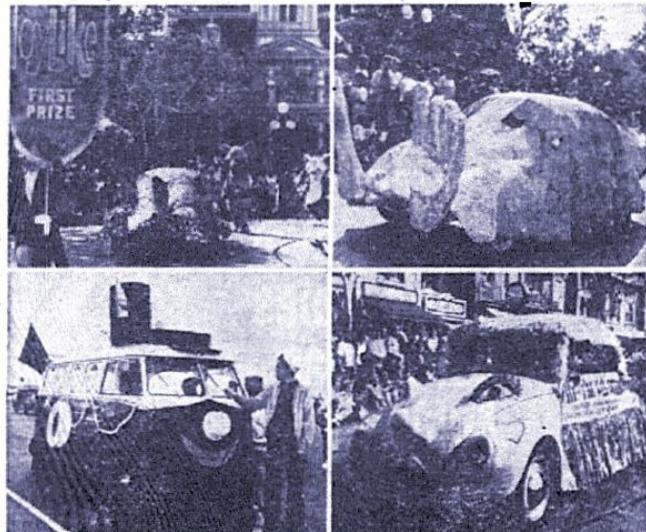
all Mankind."

John and Francis had the theme, 'The King of Hearts,' where there was a huge crown on top of John's motorkhana Beetle, with suitable kingly attire below. It's the best the old Beetle has ever looked.

Frank used the theme, 'Frank's Folly out of Foolishment' - (very light-hearted our Frank is). Unfortunately the weather caused some problems with his paintwork (the weather causing many anxious faces).

John's was called 'Bernice,' which was a real Bug with "six moving feet," and he made the car "crawl" around the circuit.

# Beautify your bug and win a new one.



All you need is a common everyday-type Volkswagen and a little imagination and you could win a shiny new VW or one of five \$100 prizes.

Live it up and dress up a bug. Paint it, bead it or clothe it and drive it to Roselands next Sunday and you're in there swinging.

It's all part of our celebrations for The Love Bug, a new Walt Disney movie that stars Herbie, the VW that became a movie star.

Fill in this entry form now, get it to us by Tuesday, then get out your ideas.

See you at Roselands next Sunday.

### ENTRY FORM FOR "THE LOVE BUG DAY AT ROSELANDS"

NAME..... Block Letters

ADDRESS.....

PHONE NUMBER.....

TITLE OF DECORATED VW.....

For Office Use Only  
NUMBER OF ENTRY

Detach and send this Entry Form to:  
"THE LOVE BUG CONTEST"  
METRO-GOLDWYN-MAYER PTY. LTD.  
G.P.O. BOX 2576E, SYDNEY 2001

Or deliver it to the special "Love Bug" box at Roselands, near the Raindrop Fountain. Entries close December 4.

Rules for "THE LOVE BUG DAY AT ROSELANDS" Contest.

1. The entry must be a Volkswagen make of car.
2. There is no restriction on the type of Volkswagen to be dressed up—beetle, kombi, fastback, station wagon or pick-up, etc.
3. The decorations should keep within the theme of the film title.
4. Each entrant be given an optional name, e.g., we called ours "Herbie."
5. Prizes will be awarded to the name on the entry form. It is not a stipulation that cars be entered in their owner's name.
6. Owners of the cars winning the First Prize and the 5 Merit Awards must be prepared, if selected, to have their cars to be exhibited at a Grace Bros store for a period of 2 weeks after December 7. A substitute Volkswagen will be supplied for this period.

# Closing Tuesday.

## German Lesson - Part 2.

or The Eroticism Inherent in German Engine Parts

Your "education" continues. This article started out as a simple German lesson, but then started to go into a direction I wasn't expecting.

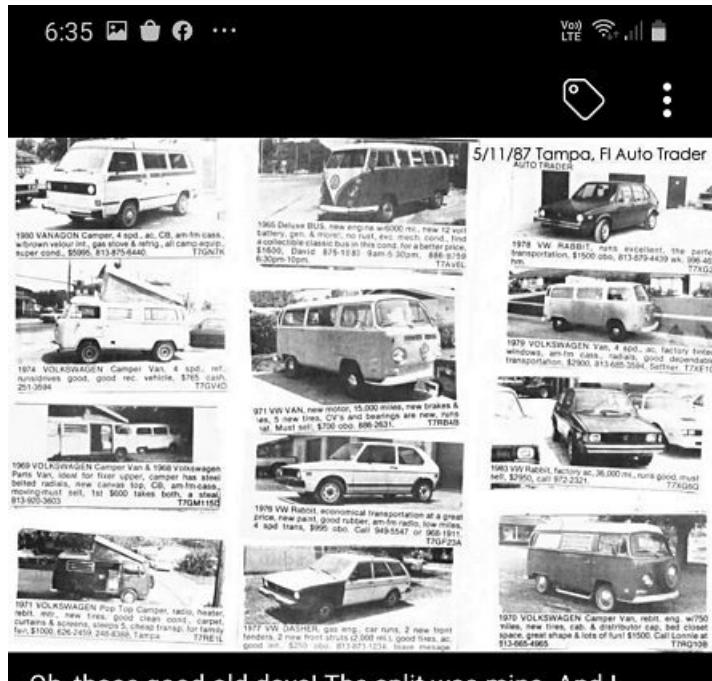
	<p><b>Ansaugrohr</b> Onsuck tube <i>Preheated for warmth where you need it most</i></p>
	<p><b>Doppelkanalzylinderkopf</b> Double-canal cylinder head <i>Virginal and unsullied by crusty buildup</i></p>
	<p><b>Saugstutzen</b> Suck nozzle <i>I want to do things with the Saugstutzen, but I'm not sure what.</i></p>
	<p><b>Kupplungsscheibe</b> Coupling disc <i>Difficult to couple with this.</i></p>
	<p><b>Gummiventil am Kurbelgehäuseentlüftungssrohr</b> Rubber valve on the crank housing de-venting pipe <i>Won't fit where I want it to.</i></p>
	<p><b>Hitzeschutzplatte</b> Heat protection plate <i>I have protection.</i></p>
	<p><b>Hohlschraube für Schwungrad</b> Hollow screw for momentum wheel <i>A gland nut gets my juices flowing for some reason.</i></p>

	<b>Hutmutter für Ölabblassdeckel</b> Hat mother for oil off-let lid <i>The mother of all nuts</i>
	<b>Leerlaufabschaltventil</b> Empty run off-switch valve <i>This gives me a turn-on.</i>
	<b>Ölablenkscheibe</b> Oil off-steer disc <i>Sometimes too much lubrication is not enough.</i>
	<b>Zylinderstehbolzen</b> Cylinder stand bolt <i>Standing proud and erect</i>
	<b>Ölmessstab</b> Oil measure stave <i>Who needs an oily mess?</i>
	<b>Rückzugsfeder für Kupplungshebel</b> Back-draw feather for coupling lever <i>A feather to tickle your fancy</i>
	<b>Verteilerfinger</b> Distributor finger <i>Let your finger do the walking.</i>
	<b>Antriebswelle für Ölpumpe</b> On-drive shaft for oil pump <i>What a knobby shaft.</i>

Oh the Germanity!

Rod Young [rod.young2@icloud.com](mailto:rod.young2@icloud.com)

# Jeff's Facebook finds.



Oh, those good old days! The split was mine. And I couldn't sell it at that price.

2 HOURS AGO

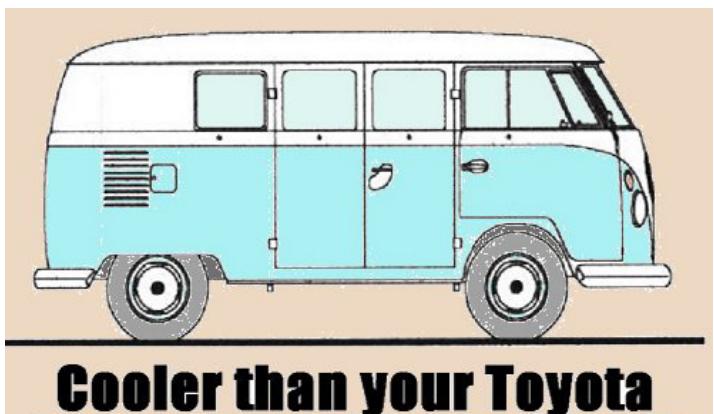
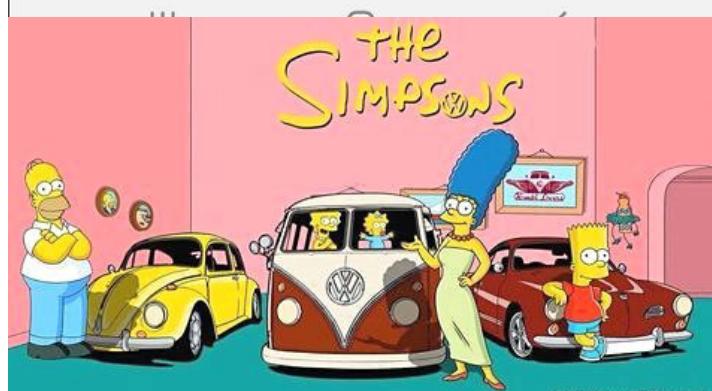
1 29

7 Comments

Like

Comment

Share



9:05

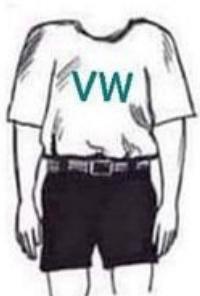
VoLTE 4G LTE



## HOW VW GUYS DRESS



VW owner with payments and warranty



Older VW owner with one project car that attends events on the regular



Vintage VW owner with multiple projects that you only ever see on social media and at least 2 events / year



## Fifth Wheel Superfluous

The old axiom about the uselessness of a fifth wheel certainly doesn't apply in this tyre-testing action at Goodyear's test track in the U.S.A. A Volkswagen, equipped with a specially built outrigger wheel assembly and weighed to tip over on a sharp turn, was used to test the ability of tubeless tyres to hold air even on such exaggerated turns as this. When turns were too exaggerated, the fifth wheel was far from useless. Note the angle of the outside rear wheel.

5 HOURS AGO

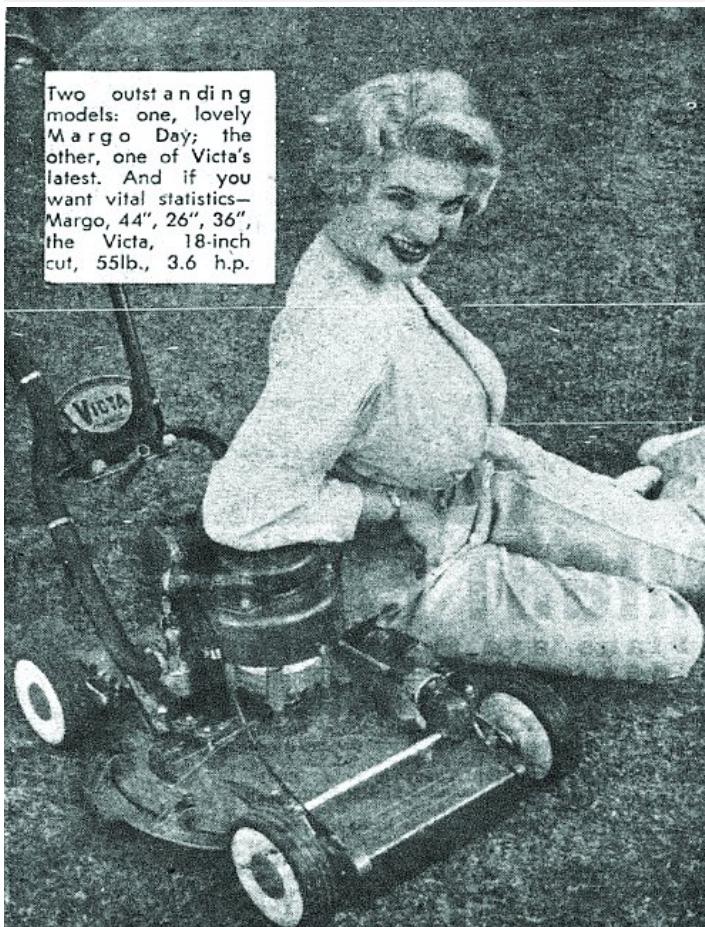
1 217

31 Comments

Like

Comment

Share



When she opens the garage door & sees..

your



Cargasm  
#Volkswagen  
#dasauto

YESTERDAY AT 8:44 PM

1 16

Like

Comment

Share

## **Laughs in Lockdown.**

The weather bureau reports that tomorrow it will be raining cats and dogs. Be careful, you don't want to step in a poodle.

The champion Formula 1 racing driver was arrested by the police. They said he had a chequered past.

I was going to tell you a joke about boomerangs, but I've forgotten it. I'm sure it will come back to me.

Cricketers enjoy a coffee during the break of innings, while rugby league players have a soft drink at half time. As for rugby union players, their favourite is penal-tea.

On my last holiday overseas I thought Jakarta was such a beautiful city. It made me feel all weak Indonesia.

A bacteria floated into a restaurant. The waiter said that it could come in, but to make sure it paid before it split.

Behind every angry woman stands a man who has absolutely no idea what he did wrong.

Did you hear about the Burmese, the Siamese and the Persian that went crazy and tore up the feline pavilion at the Royal Easter Show? It was a complete catastrophe.

The ten-pin bowling pins were tired of being knocked over and mistreated all the time. So they went on strike.

Next weekend I would love to drive down to Cooma and visit the famous clog shop. Wooden shoe?

Skydiving is the only sport where players chute first and ask questions later.

The area of the world with the most courteous people is, would you believe, Central America. Over there they always say Belize and thank you.

"Look out for that bird!" she cried, ducking.

One of the most expensive sports in the world is bungee jumping. Of course, there is no such thing as a free lunge.

It was a really busy night at the posh expensive restaurant. Suddenly, out of nowhere, a horse wandered in. The waiter looked up and yelled 'Hey!' The horse said, 'Ooh, yes please.'

The ability to speak several different languages is an asset. The ability to keep your mouth shut in any language is priceless.

On the other hand, never make fun of someone who speaks

broken English. It means they know another language.

Did you hear about the New Zealand bee that flew back to the wrong hive, by mistake? The others told him to mind his own buzzness.

Despite the old saying 'Never take your troubles to bed with you,' many women still sleep with their husbands.

What would you like for dinner, his wife asked? Hmm, I think I'd like hot dogs, he said frankly.

If the Northern Territory ever becomes a state, Australia would have seven of them. We would be a nation indivisible.

What's the difference between a football player and a dog? The football player gets the complete playing uniform. The dog only pants.

I told my wife that the highest national capital city in the world, 6400 m above sea level, is La Paz. She said to me, 'I don't Bolivia.'

The 100-1 roughie was surprisingly leading the horse race at the halfway mark. But not furlong.

Cinderella tried out for the football team - again - but she was a terrible footballer. It was probably because her coach was a pumpkin.

Before covid came along, I used to love going on P&O cruises to the south Pacific. One day, when all this is over, I'd like to travel there Samoa.



What was the name of the new goalie for the women's soccer team? Annette.

The Vikings were always great at keeping in communication on the high seas. It's because they knew Norse Code.

Why did Ash Barty buy nine brand new raquets? Because tennis too many.

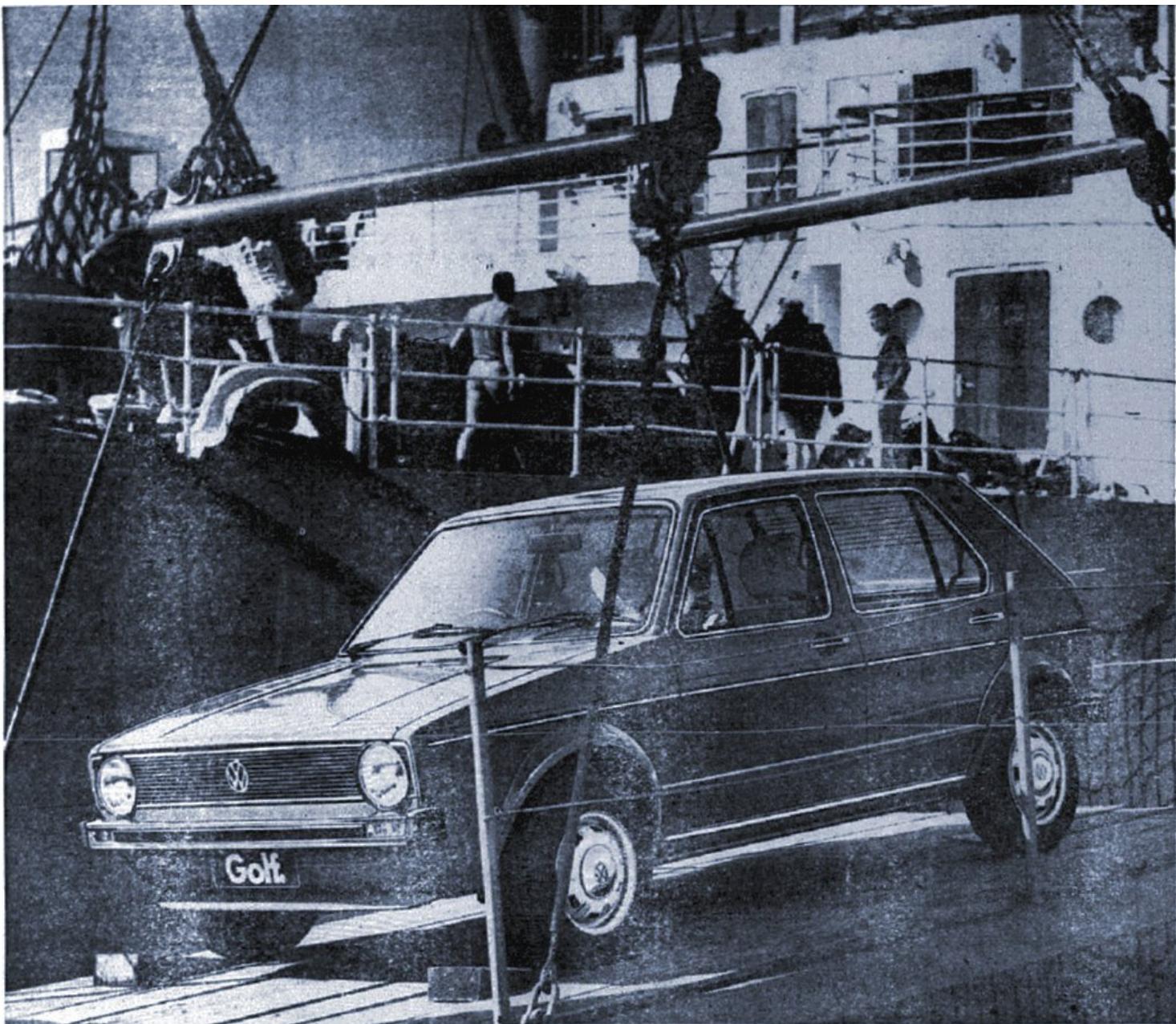
My grandparents went on a holiday to Cuba. I hear they're Havana good time.

My brother bought a toilet brush. After he used it for a

week, he told me he's going back to using toilet paper.

You have the right to remain silent, said the police officer, arrestingly.

I've finished designing your spreadsheet, the secretary told her boss. Oh and by the way, I've totalled up the columns for you, she added.



# Announcing the new, fully imported Golf. Every change is an improvement.

It's many years since a car has burst onto the automotive scene with as much impact and instant acclaim as the Volkswagen Golf.

Faster than you can say 'Car of the Future' it has become Germany's biggest selling car. In America 'Road and Track' magazine scored it 'best in the world in its price range'.

And much closer to home 'Wheels' magazine voted it this year's 'Car of the Year'.

Now with all this going for it, well you may ask why 'new, improved'?

It's just that leaving well enough alone has never been the Volkswagen way. So the '77 Golf has been

improved. Now it's our top GLS model and it's fully imported.

Now it's made in Germany to German standards of workmanship, quality and finish which means the '77 Golf will work even better and last even longer. The new Golf, like its predecessors, is still as big inside as many larger cars, yet small on the outside.

So you can fit in a lot of people in comfort and still fit in to tiny parking spots. A big 1.6 litre engine and a better than average weight ratio gets you from zero to 100 km/h in just 12 secs with economy.

The Golf's 3-way luggage boot gives you station wagon carrying

capacity in a sedan. Negative steering roll radius, steel radial tyres and a dual circuit, diagonally connected brake system all add up to safe driving performance, even under emergency conditions, the Golf keeps going in a straight line.

You're controlling your car, not the reverse.

See your Volkswagen dealer now and test drive a new fully imported Golf in manual or automatic. If you heard that last year's Golf was something, you should try the new improved version.

It's really something else again.



# VW NATIONALS Sponsors 2021.

We wish to extend a sincere *thank you* to all of our sponsors below, who made the VW Nationals 2021 possible. Please support them, because they support us.

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