

Zeitschrift



Victor Ma's 1941 Type 877 prototype.

November 2021

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The Legend Never Dies

Club VeeDub Sydney.
www.clubvw.org.au

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



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Secretary and: Membership:	Norm Elias secretary@clubvw.org.au	0421 303 544
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Editor:	Phil Matthews editor@clubvw.org.au	0412 786 339
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Social Media:	Lee Woods l.woods@hotmail.com.au	0414 952 509
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Club VeeDub membership.

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

Monthly meetings.

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

Correspondence.

Club VeeDub Sydney
PO Box 324
Mortdale NSW 2223

Facebook:

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Our magazine.

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

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

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

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

Von dem Herrn Präsident.

Hi all, well this time of year, spring going in to summer there are usually plenty of events to attend, but thanks to COVID everything has been cancelled since June this year.

The good news is that from this week we can have our Committee meetings again; but the bad news is that we still can't have our monthly meetings as the Arena Greyhound Club only allows groups of less than 20 people. With restrictions to be lifted further next month, we are still hopeful that our monthly meetings can finally recommence - depending on how many people the Arena Club can allow in. If we can go ahead in December, we can have our Christmas Party.

We will let everyone know by email as soon as we can confirm, so stay tuned.

In the meantime, keep an eye on the club magazine and the website to find out when future events are happening. Hopefully next year we can have the Summer Cruise and Australia Day at Glenbrook in January if all goes well. We are thinking Sunday 16 January for the Summer Cruise, and Wednesday 26 January (public holiday). Nothing locked in yet, but we will let you know.

In the meantime Phil has some great reading for you in this issue. Thank you again to everyone who has submitted articles for the magazine, especially Ash, Jeff, Rod and Carl, sending us much much more than we can use in one month. Even I've got some articles in this month's issue. With no event reports, we certainly are not short of material in the meantime.

December's Xmas issue will be a bumper holiday issue, rather thicker than usual, to try to catch up on it all and provide you lots of summer holiday reading.

See you soon (I hope) with your VW.

Steve Carter



Kanberra Kapitel report.

Greetings from the Nation's Capital,

Well I'm probably starting to sound like a broken record, with (at time of writing this) there being little to report on from the previous month. The lockdown was lifted (with some continuing restrictions still in place) on 01 November, with Canberrans allowed to travel within NSW and with greater freedoms within the ACT. This includes outdoor gatherings that have been well received and taken advantage of by many.



1970



2021

There have been a couple of 'ad hoc' coffee meets organised by local VeeDub enthusiasts (not official club events) where groups picked a location and met up for a chat over a coffee. These have been quite popular, so the club is looking into making these a regular sanctioned event where all members and other local VeeDub enthusiasts can meet on a regular basis and set location. Keep an eye on the Facebook page for any developments and notices: **Public Group – Club VeeDub Canberra Chapter.**

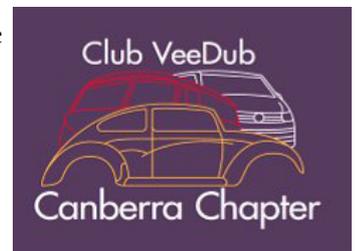
Although not the official annual **Cookies Fish & Chip Run**, the club will conduct a run down the Clyde Mountain to Batehaven on **21 November 2021** to attend the local markets and lunch by the bay. All members are invited and encouraged

to attend, where we will be meeting with members of the South Coast Dubbers club. This should be a great event and a chance to get your VeeDubs out to stretch their legs. We will meet at **Old Parliament House at 0830 for a 0900 sharp departure.**

Unfortunately the annual **Marques in the Park**, planned for 14 November 2021 has been cancelled for 2021. Although we are out of lockdown, the uncertainty and then short lead time for planning made it untenable to conduct this event.

We have not set a date to re-commence our monthly meetings at this stage; however hope to have some info on these very soon. Keep an eye on the Facebook page for details.

Willie.



Klub Kalender.

***** All information correct at time of printing but subject to change - events are sometimes altered or cancelled without notice.**

Check www.clubvw.org.au/events for the latest information and any changes.

November.

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

Thursday 18th:- CLUB VW MONTHLY MEETING * CANCELLED DUE TO COVID RESTRICTIONS *****

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With covid lockdown stopping meetings and events for who knows how long, it's now a good time to display your Volkswagen on our webpage!

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Just email your story to editor@clubvw.org.au

Don't forget to attach some nice JPG photos of your VW !

December.

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. **To be confirmed.**

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

Thursday 16th:- CLUB VW MONTHLY MEETING at the Greyhound Social Club, 140 Rookwood Rd. Yagoona (right next to Potts Park). Get the latest VW news and views, plus VW socialising, drinks, raffles, trivia and plenty of prizes. Lots of fun, all welcome. This meeting is also the **Club VW CHRISTMAS PARTY!** Bring a wrapped present (~\$10 value) for your entry and food/drinks. Nibbles and hot finger food provided, and the bar is open. 8:00pm start. **To be confirmed.**

January 2022.

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

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

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

Sunday 16th: VW Summer Cruise and BBQ 2022. Meet at Uncle Leo's Caltex Roadhouse, Liverpool Crossroads, at 8:30a, for coffees and photos. Cruise departs at 9:00am. Brief stop at Appin Park for photos, then to Stanwell Park Playground parking area by 11:30am. Families and kids welcome. Gold coin donation for BBQ sausage sizzle and drinks. Club tent, large grassy playground with kiosk, toilets and surf beach close by. Hand sanitiser available, bring your own face mask. **To be confirmed.**

Thursday 20th:- CLUB VW MONTHLY MEETING at the Greyhound Social Club, 140 Rookwood Rd. Yagoona (right next to Potts Park). Get the latest VW news and views, plus VW socialising, drinks, raffles, trivia and plenty of prizes. Lots of fun, all welcome. 8:00pm start.

Wednesday 26th: Australia Day 2022 Car Show at Glenbrook. **To be confirmed.**

February.

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

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

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

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

Marktplatz.

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

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

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

New ads.

Wanted: VW storage. I am a club member looking to store a VW car in western Sydney (Penrith area). Do you have a warehouse or shed I could hire or borrow? Please let me know if you can assist. Carl 0417 471137



For Sale:- Hi, I live in Wilsons Plains Queensland about 10 minutes from Willowbank Raceway. I am regretfully having to sell my gorgeous **1962 Volkswagen Beetle**. It was my first car and I have had it since I was 15. I thought I would send a message around with some photos to VW clubs around Australia to see if any members are interested? It has a current roadworthy certificate and has a year's QLD club rego. The odometer has 65200 miles. Just been fully serviced, fixed and buffed and polished. Please let me know if you would like any other information. I thought I would see if I get offers or

interest before putting a price down. If you are interested, please contact at the email address for further information.

Thanks, Jill Sproull

jill.sproull@gmail.com



For Sale: 1974 VW Passat LS Sedan. Hello, I'm selling my much loved Passat. She's in great condition with lots of upgrades. 1.8-litre SEAT engine with immobiliser, Audi manual 5-speed gearbox, 32/36 down draft Weber carburettor, GTI headers, 2 1/4 inch exhaust. Recently re-painted original wheels, all new tyres, new front and rear wheel bearings, and rear shocks. Recent major service with Volkshome Thomastown (VIC). Have kept my own personal logbook of all maintenance since purchasing in 2015, along with a handful of manuals. Body is super clean, some interior bits in need of a touch up, but otherwise excellent considering age. Runs beautifully and drives like a dream. Currently located and registered in Melbourne, Victoria. \$8,500 ono, RWC negotiable. Contact Grace Griffin on 0404 717131 or email grace_griffin@live.com.au

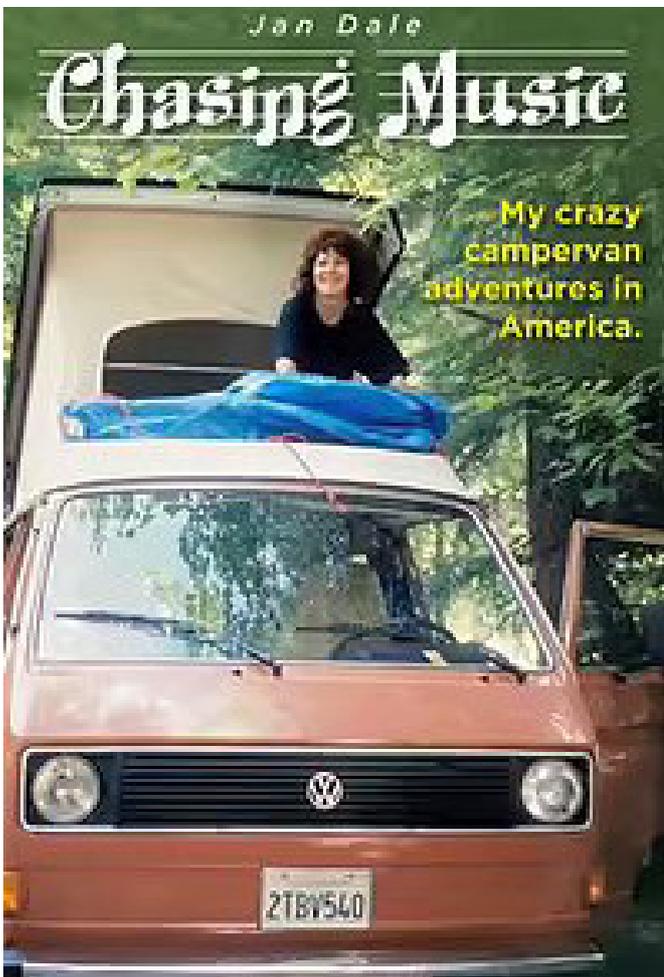




For Sale:- Piston ring compressor kit. Used once paid \$125. Great for rebuilding VW engines, (no broken rings) or any other engine. Price \$ 50 ono. Also – **Wanted one rear bumper bar for T2 Kombi.** Please contact Robert (Bob) White on 0419 437132 or email rwjwhite@bigpond.com

2nd Month ads.

For Sale:- I have been the proud owner of many VWs both in Australia and overseas and currently have a T5 camper. In the 1990s I drove a VW Westfalia camper van 160,000 miles around 48 American states on my own over about 6 years, breaking down all over the place and having a lot of extraordinary adventures. I have just published a book which I thought might be of interest to your members. It's called 'Chasing Music - My Crazy Campervan Adventures in America.' I self-published (through a professional publisher) and now face the task of letting people know about it,



especially other VW owners. It is available for purchase from on-line sellers Booktopia, Amazon, Fishpond, BookDepository and Ebay for around \$30. Here's a link: www.booktopia.com.au/chasing-music-jan-dale/book/9781922465559.html

You can also contact me directly at jdale@netspace.net.au
Looking forward to hearing from you! Kind regards Jan Dale, Mentone Victoria



For Sale:- I have a 1972 VW Beetle 1300 that I wish to sell. Unregistered and has a small amount of rust in one spot and a dint near the headlight. Other than that , it is in lovely condition and runs well. Has mag wheels, original engine and a CD player. Interior is great. Colour is lavender. I live in Port Stephens. I have been told to hold on to it as an investment and although I love it, I never drive it. Would love to see it go to someone who would enjoy it. \$15,000 ONO. Thanks for your time. Please contact Donna on 0488 660676 or email donnabeckhouse@live.com.au

Wanted:- I'm hoping to buy a **6n Polo (1994-2000)** in either Tornado Red or Chagall Blue. Preferably a manual with low kilometers and in good condition. I'm located in the Newcastle region, bonus if the car is close but I am open to travelling once restrictions ease. If you or someone you know may be thinking about passing the car on, please contact me on 0419 983 706 or send me through an email to Stevejameswar@gmail.com

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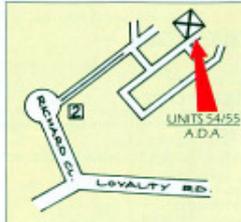
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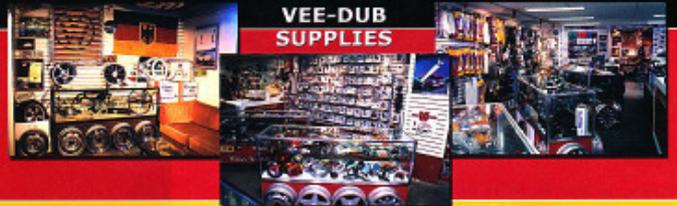


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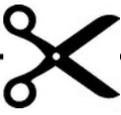
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Club Veedub Sydney Membership / Subscription Form.

Please tell us about your Volkswagen(s):

Year	Model	Engine Size	Rego No.	Colour

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

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You will receive 12 issues.



Redesigned 17-inch alloy wheels are standard, with also-restyled 18-inch units are available as an option.

Inside, a 23.4-cm infotainment touchscreen with wireless Apple CarPlay, Android Auto and satellite navigation sits in the centre of the dashboard - running Volkswagen's latest software - while a 26-cm digital instrument cluster is placed in front of the driver.

The regular model's new-design flat-bottomed steering wheel (with touch controls) and touch-based climate control panel feature in the GTI, joining sporty upgrades including sports seats trimmed in tartan cloth (or a leather/suede combination, likely on higher grades), red contrast stitching and GTI badges.

The Polo GTI's safety suite has also seen an upgrade, with Volkswagen's Travel Assist system now available, capable of accelerating, braking and centring the hot hatch within its lane on freeways at up to 210 km/h.

The facelifted 2022 Volkswagen Polo GTI will go on sale in Australia in the second quarter of 2022. Local pricing and specifications will be announced closer to launch, though should Volkswagen Australia opt to bundle LED headlights and a full suite of active safety features as standard (as per its latest models), expect a price rise of roughly \$2000 to \$3000.

2022 Polo GTI.

The 2022 Volkswagen Polo GTI has been officially revealed, ahead of an Australian launch in the second quarter of 2022 (April to June inclusive).

Volkswagen's small GTI benefits from the same round of updates as the regular Polo, with refreshed styling, updated interior and expanded safety - though there won't be any more power.

Australian models are slated to continue with a 2.0-litre turbocharged four-cylinder petrol engine, sending 147 kW and 320 Nm to the front wheels through a six-speed dual-clutch automatic transmission only (with no manual on offer).

Volkswagen quotes a carry-over 6.7-second sprint from zero to 100 km/h for the outgoing car, towards a top speed of 238 km/h.

As reported earlier this year, European models recently received a power bump to 152 kW/320 Nm, with the engine now paired to a seven-speed dual-clutch automatic gearbox that cuts the 0-100 km/h time to 6.5 seconds, and ups the top speed to 240 km/h,

That performance bump carries over to the facelifted model - though it's no closer to Australia, partly as European versions feature petrol particulate filters that are compatible with, but ultimately not suited to Australia's high-sulphur fuel, confining us to the older engine.

Under the skin, the Polo sits 15 mm lower to the ground than its standard counterparts, joined by a thicker front anti-roll bar, stiffer rear axle mounts, and an electronic brake-based torque vectoring system up front. A bi-modal sports exhaust is also available.

On the styling front, the updated GTI scores mild exterior styling tweaks designed to keep it fresh, headlined by a new front end with reshaped LED headlights inspired by the larger Golf, a slimmer upper grille with a red accent stripe, and a full-width LED daytime-running light bar.

The lower bumper differentiates itself from the regular, sport-look R-Line through a honeycomb pattern and hexagonal LED fog light modules on each edge (inspired by the Golf GTI).

The standard Polo's reworked LED tail-lights port over to the go-fast range-topper, with GTI-specific design changes including a GTI badge below the Volkswagen logo, and a revised lower bumper with dual exhaust tips.

2022 Golf R wagon.

The 2022 Volkswagen Golf R wagon has broken cover overseas ahead of an Australian launch in early 2022.

Practicality is the name of the game with the all-new Golf R wagon, but it doesn't come at the expense of performance.

Importantly, Volkswagen's new wagon scores the same 235 kW/420 Nm 2.0-litre turbocharged four-cylinder petrol engine as its hatch counterpart, as well as the seven-speed dual-clutch automatic transmission paired to a variable all-wheel-drive system.

The performance deficit over the hatchback stands at 0.2 seconds, so the wagon's increased weight will see it sprint from zero to 100 km/h in 4.9 seconds instead of the hatch's 4.7 seconds.

Top speed is said to be limited to 250 km/h though an optional R Performance Package raises that limit to 270 km/h. This package also adds 19-inch 'Estoril' alloy wheels as well as Special and Drift driving modes.



Key practicality aspects at the rear include the 61 l litres of boot space behind the rear seats, shopping bag hooks, eye clips, a luggage net, 12-volt charging port, a full household power point and a hands-free powered boot release.

Volkswagen says the Golf R wagon also comes with a retractable tow bar which can pull up to 1900 kg (braked).

Back to the fun stuff - the wagon version retains the hatchback's sharp chassis enhancements including a torque-vectoring rear differential, stiffer suspension, 20 mm-reduction in ride height, 358 mm front brake discs, and sticky Bridgestone or Michelin tyres.

As you can see, the wagon scores much of the hatchback's aggressive styling features such as the accentuated front bar with enlarged air dams, stylised side skirts, silver accenting and quad exhaust tips.

Australians can expect to see the 2022 Volkswagen Golf R wagon in early 2022, with a local launch expected to occur in February.

2022 Amarok W580X.

The 2022 Volkswagen Amarok W580X off-road edition has been unveiled ahead of its arrival in Australian showrooms in April next year.

While price and specifications for the 2022 VW Amarok W580X will be announced closer to its on-sale date, key details have been revealed.



As with the road-focused VW Amarok W580S, there will be no extra power or torque planned for the turbo diesel 3.0-litre V6. But it is already the most powerful vehicle in its class with outputs of 190 kW/580 Nm (200 kW on overboost).

Volkswagen has previously claimed it would not be cost-effective to upgrade the power output this late in the lifecycle of the current generation Amarok - which is due to be replaced by a Ford Ranger-based model from 2023. However the current Touareg's 3.0-litre V6 TDI engine produces 210 kW/600 Nm, so a straight swap should not be that difficult. However just imagine if the Amarok was available with the Touareg's 4.0-litre V8 TDI - 310 kW and 900 Nm ...

As with the rest of the VW Amarok range, the W580X's turbo diesel 3.0-litre V6 is paired to an eight-speed ZF automatic transmission and permanent all-wheel-drive.

Low range is still not available, and power is restricted in reverse.

Off-road highlights include all-terrain tyres, retuned twin-tube shock absorbers, taller ground clearance, an LED light bar, rubber floor mats, underbody protection, "rock slider" side steps, and Seikel underbody breathers to minimise water ingress in the front and rear differentials. A snorkel kit is optional.

As with the road-focused VW Amarok W580S, the engineering work behind the off-road VW Amarok W580X has been done by the Walkinshaw Automotive Group, the former parent company of Holden Special Vehicles, which will also complete final assembly at its facility in Melbourne.

Although the W580X has a unique 18-inch forged alloy wheel design, components shared with the VW Amarok W580S include wheel-arch extensions, an updated grille, LED fog lights, black roof lining, paddle shifters on the steering wheel, tyre pressure monitors, and sports seats.

A statement issued by Volkswagen Australia today said the Amarok W580X off-roader is expected to be offered in limited numbers for customer deliveries from April 2022.

2022 Arteon Shooting Brake delayed.

The 2022 Volkswagen Arteon Shooting Brake wagon is the latest new vehicle to suffer from semiconductor shortage-related delays, with the first bulk shipments of Volkswagen's new wagon not due in local showrooms until early to mid-2022.

Volkswagen Australia confirmed that while the first examples of the Arteon Shooting Brake wagon will arrive locally in November 2021, alongside the facelifted Arteon liftback, the first batch will comprise fewer than 30 vehicles, which will be used for media evaluation duties, along with a handful of dealer demonstrators.

The next high-volume shipment of cars won't arrive in Australian showrooms until the second quarter of 2022 (April to June inclusive) - a delay of six to nine months, as a result of semiconductor shortages specific to the Shooting Brake's wagon body style.

Order books will remain open throughout the break between shipments, with previously-announced prices to start from \$61,990 before on-road costs for the 140TSI Elegance variant, or \$68,990 before on-road costs for the flagship 206TSI R-Line.

No body style-specific semiconductor issues affect the Arteon liftback due this month, with Volkswagen confirming



to media last month that supply is "unaffected". Prices for the liftback range from \$59,990 to \$66,990 before on-road costs, depending on variant.

It's understood Volkswagen Australia is preparing a more comprehensive breakdown of the supply issues facing each of its vehicles for customers than that given out in June, for publication on its website.

Unveiled in mid-2020, the updated Arteon will mark the return of the flagship model to Australian showrooms after a near-two-year hiatus, as a result of delays related to the introduction of 'WLTP' emissions standards in Europe, and gaps in Australia's production schedule as part of the facelift's arrival.

New VW Taigo not for Australia.

The 2022 Volkswagen Taigo small SUV has been revealed in Europe - though an Australian launch isn't planned.

The 'coupe'-styled SUV is based on the T-Cross 'light' SUV - in turn based on the VW Polo city car - and also built in the T-Cross/Polo VW factory in Spain. The new Taigo is the European-market, Spanish-built equivalent of the VW Nivus, a near-identical coupe SUV sold by Volkswagen in South America and also based on the Polo.



The new coupe-inspired Taigo model blends the T-Cross and Polo's sharp styling elements - including the former's upper grille design and full-width rear tail-light signature, and the Polo's side doors, windscreen, roof stamping, suspension setup and most interior parts for efficiency and cost-cutting measures. It has a unique dash and lower bumpers and a roof that begins a steep slope from the C-pillar back.

LED headlights are standard-fit, while higher-trim models feature matrix LED headlights and 18-inch alloy wheels.

Measuring 4266 mm long, 1757 mm wide and 1494 mm high, riding on a 2566 mm wheelbase, the Taigo measures 158 mm longer than the T-Cross, but 89 mm lower, owing to its sportier rear roofline. Wheelbase and width are all but shared between the two models, given they share the same MQB A0 platform and market positioning.

There's 438 litres of boot space behind the rear seats - down on the T-Cross's 455 litres, due to the lower coupe rear.

Inside, a 16.5- or 23.4-cm touchscreen (running

Volkswagen's latest software) sits in the centre of the dashboard, while a digital instrument cluster is placed in front of the driver - both lifted out of the latest Polo.

A touch-based control panel is used for the air conditioning and heated seats, while wireless phone charging, wireless Apple CarPlay and Android Auto, and satellite navigation are also available.

European buyers have a choice of a 1.0-litre turbo-petrol three-cylinder engines in 70 kW and 81 kW states of tune, or a 110 kW 1.5-litre turbo-petrol four-cylinder.

The entry-level three-pot sends drive through a five-speed manual only; the 81 kW three-cylinder offers a choice of six-speed manual and seven-speed dual-clutch automatic transmissions, while the four-cylinder is bolted to the dual-clutch auto 'box as standard.

Volkswagen's IQ.Drive active safety suite is available as an option in Europe, which includes adaptive cruise control and lane-following assist (for Level Two semi-autonomous driving).

As with VW's SUV naming convention (Touareg, Tiguan, T-Roc, T-Cross), Taigo starts with 'T.' Apparently the world Taigo derives from Turkic languages via Russian, and refers to the snow forest of the Arctic regions. That's nice - an appropriate and better name than T-Cross and T-Roc, which are marketing creations that don't mean anything.

The 2022 Volkswagen Taigo will go on sale in Europe later this year. Volkswagen Australia however has confirmed there is "no discussion" around a local launch for the model.

SEAT to return with Cupra.

Volkswagen's Spanish brand Cupra, a sub-division of SEAT, will launch in Australia next year. It will launch with an online-only business model and likely fixed pricing, but it appears parent company Volkswagen is unlikely to follow suit, preferring to keep its VW dealer network.

Under the new system customers will be able to secure a vehicle over the internet, and each Cupra variant will likely be allocated a non-negotiable drive-away price.

While Volkswagen Group Australia is yet to confirm whether it will sell Cupra vehicles through a traditional dealer network, or via non-negotiable fixed prices, it's understood the shift to direct sales is likely.

If it were to go ahead with such a sales structure, Cupra would not be the first to offer non-negotiable fixed prices in Australia. Tesla and Genesis currently operate under the



model, while Honda and Mercedes-Benz will transition to comparable systems in the coming months.

However, a spokesperson for Volkswagen Australia said: "No [this is not a toe in the water for the group more broadly]. Certainly not the way some other brands have changed the way they deal with their dealer network - that's not what we're looking at.

"With the inclusion of Audi [into Volkswagen Group Australia] now, we've got 180-plus dealers and they've always been part of the process ... The agency model just works for Cupra because there is that willingness and that desire to have agility and flexibility from the get-go, but it's certainly not something that we're looking at for Volkswagen or for Skoda - our dealers are a pretty important part in all of this.

"This just gives us the opportunity to grow [Cupra] quickly. Setting up a massive dealer network of 30-plus dealers takes a lot of time, and by doing it this way we can grow quickly, we can get boots on the ground, and grow presence in the market."

Proponents of the agency model (and the fixed pricing that is usually attached to it) argue it reduces anxiety for customers, simplifies the buying process, and streamlines stock allocation. However, some industry experts claim the model has the potential to stifle competition and will likely lead to higher prices.

John Krafcik, a former senior executive at Ford, Hyundai, Google and Waymo, said: "In a one-price environment for direct to consumer, the manufacturer sets the (RRP) and there's no room for negotiation, so it will result in higher transaction prices."

The SEAT company was founded by the Spanish government in 1950 as a state-owned assembler of Fiat vehicles. SEAT stands for 'Sociedad Española de Automóviles de Turismo.' Fiat withdrew from the partnership in 1983 and Volkswagen stepped in as a new investor. SEAT's Fiat models were phased out and replaced by models based on the VW Polo, Jetta and Passat. Volkswagen took 51% ownership of SEAT in 1986 and 100% ownership in 1990, making SEAT the first non-German wholly-owned subsidiary of VW (later followed by Skoda, Bentley, Lamborghini, Bugatti, Ducati and Scania as VW subsidiaries).



SEATs were first sold in Australia in 1994 under previous VW-Audi importers TKM/Inchcape, offering the SEAT Ibiza and Cordoba (Polo-based) and Toledo (Golf) as cheaper Volkswagens. Marketing, support and reception was poor and sales peaked at just 1,860 in 1995. The brand was discontinued in 1999 with a total of just 3,560 sales in six years; TKM/Inchcape lost the VW franchise the year after. Today's Volkswagen Group has not (until now) been

interested in returning SEAT to Australia, preferring fellow VW subsidiary Skoda to fill the 'cheaper VW' market niche.

Cupra is a subdivision of SEAT that began in 1985 as SEAT Sport, a motorsport subsidiary. The SEAT Cordoba has been a mainstay of the World Rally Championship since 1998, and World Touring Cars since 2012. High-performance SEATs were often the equivalent of the Polo and Golf GTI. In 2018 Volkswagen decided to reposition SEAT Sport as an independent high-performance division and it was renamed Cupra Racing.

Cupra will launch in Australia between April and June next year, with the Ateca mid-size SUV (based on the VW Tiguan R/Skoda Karoq); Formentor mid-size crossover SUV (VW T-Roc), and Leon hot hatch (Golf R) available to local buyers with a broad range of powertrain options.

Whether Australian buyers will embrace another 'lower' VW Group marque, one with a name unknown in the country and a subdivision of one that has already failed, and one without dealer chain support, remains to be seen. Will buyers just instead pay a bit more for the more familiar Volkswagen equivalents?

VW combustion engines to end.

Volkswagen will cease sales of petrol and diesel vehicles in Europe by 2035, an executive has confirmed - though petrol and diesel cars in other markets will continue for a "good deal longer", despite signs from Volkswagen Australia that new fuel quality legislation will pave the way for more plug-in vehicles Down Under.

Speaking to German newspaper Muenchner Merkur, Volkswagen passenger cars sales boss Klaus Zellmer confirmed Volkswagen's plans to end petrol and diesel sales by 2035 - though only in Europe, with other markets to trail behind.

"In Europe, we will exit the business with internal combustion vehicles between 2033 and 2035, [but] in the United States and China somewhat later," said Zellmer.

"In South America and Africa, it will take a good deal longer due to the fact that the political and infrastructure framework conditions are still missing."

While no specific reference was made to Australia, a small VW market by world standards, a developing electric-vehicle charging network and lack of emissions targets locally means our market could be classified as one of the last to make the switch to electric-only sales.

Volkswagen's European deadline aligns with its previously-announced target for all-electric vehicles to account for 70 per cent of its sales on the Continent, with Zellmer adding that full carbon neutrality is planned to occur by 2050 - though it's not clear whether the latter goal is Europe-specific, or instead applies globally.

Automotive News Europe reports the European Union (EU) will soon announce plans for a 60 per cent reduction in vehicle emissions by 2030 (versus the 40 per cent reduction target currently in place), ahead of a 100 per cent emissions cut by 2035 - aligning with Volkswagen's own targets, and essentially outlawing combustion-engined vehicles by mid-next decade.

"We are already prepared for a possible tightening of the requirements and are even going a long way beyond that," Zellmer said in the Muenchner Merkur interview over the weekend.

While European buyers might not be offered a combustion-powered Volkswagen beyond 2035, it could be some time before something similar is seen in Australia - though recently-announced fuel quality upgrades (to match the petrol offered in Europe) could see more efficient petrol-only and plug-in hybrid vehicles introduced locally sooner than expected.



"All [Volkswagen Group Australia] petrol vehicles meet Euro 6 [emissions rules], but availability of first-world standard petrol will enable access to yet more sophisticated engine technology ... [including those that] require better quality petrol than even what currently passes for 'premium' unleaded in Australia," a spokesperson for Volkswagen and Skoda's Australia operations said.

These include plug-in hybrid vehicles, the first of which from Volkswagen Group Australia will reach local shores as early as next year: the Cupra Leon and Formentor e-Hybrids due by July 2022, and the Volkswagen Touareg R hybrid SUV that's "in discussion" for a local launch between 2022 and 2024. Audi already sells the fully electric e-tron range in Australia, which includes SUV, sportback and GT variations. VWA have previously said that the fully electric VW ID.4 was planned for a 2024 local release.

"Harmonisation with the best-practice automotive regulations of Europe would greatly enhance the prospects of Australian customers getting the latest and best vehicles - [both] conventional and electric. Failing that, all brands will benefit from 10ppm petrol - even those that choose to sell here engine technology that does not pass muster in other markets."

However, the spokesperson noted that new electric-vehicle (EV) taxes (including those now offered in Victoria) will see zero-emissions vehicles disadvantaged versus other markets - with plug-in hybrids taxed twice, attracting both fuel excise and EV road-user charges, the latter not incurred by non-plug-in 'conventional' hybrid vehicles.

Bugatti and Rimac.

Volkswagen-owned Bugatti and electric vehicle specialist Rimac have confirmed plans to merge under the name Bugatti-Rimac, with the deal set to be finalised in the fourth quarter of this year (October to December inclusive).

Porsche - which is a fellow Volkswagen subsidiary alongside Bugatti, and currently owns a 24 per cent stake in Rimac - administered the arrangement.

Rimac will hold the controlling stake in the newly-formed company with 55 per cent ownership, while Porsche will hold a 45 per cent share.

The venture will be based out of Zagreb, Croatia. However, Bugatti cars will continue to be produced at the brand's factory in Molsheim, France.

Mate Rimac, founder and CEO of Rimac Automobili, said: "This is a truly exciting moment in the short, yet rapidly expanding history of Rimac Automobili and this new venture takes things to a completely new level.

"I have always loved cars and can see at Bugatti where passion for cars can take you. I can't begin to tell you how excited I am by the potential of these two brands combining knowledge, technologies and values to create some truly special projects in the future."

The move comes as Bugatti - which, under Volkswagen ownership, has exclusively used a quad-turbocharged 8.0-litre W16 petrol engine to power its cars - looks to comply with ever-tightening emission regulations.

It's expected at least some the brand's next generation of hypercars will be share components with the new Rimac Nevera, which mates four electric motors for a total output of 1427 kW/2360 Nm - though don't expect a simple rebadge, nor the axing of combustion engines entirely.

"What some people expect might happen is that we take a Nevera and slam a Bugatti logo on it and call it a Bugatti. That's absolutely not going to happen. That's not what we're going to do. I'm a car guy, and while of course we want to make a profitable company, we will not just recycle what we have," Mate Rimac said.

"We will not just restyle or hybridise the Chiron to make a new car. We're developing a completely new product from the ground up, because we think that's the best way to go, and that product will still have a combustion engine."





Cars sold at the moment won't achieve their proper prices.
That's two years of no sales, of cars or parts, no shows and no swap meets.
Lucky for me, it's just a hobby.
As a business, it would never make it through.
Even as a hobby, it could be touch and go for me.
It's going to be a big gamble, for many reasons. Things will definitely not be the same ever again.
Add on top of that, there's added pressure, rules and regulations at work, marks and sign-ins going to the shops or anything else for that matter.
It's easy to get a little down.
But of course it would be selfish and wrong now to gather, just to show off, like some people are

Small price to pay.

For over thirty years I've enjoyed going to club meetings, swap meets and car shows.

I've always had heaps of fun. I love catching up with people, showing off my newest project and seeing theirs.

So you can imagine how depressed I am at the moment.

No car shows or gatherings of any type in the foreseeable future. Even the monthly meetings at the Greyhound Club are uncertain.



No chance of going on a cruise, getting to a swap meet or showing off my Beetle at the Nationals.

When it comes to Volkswagen and Porsche collecting, everything was put on hold last year and everything is going to be put on hold this year.



doing so they can post on social media.

Nobody wants anyone to get seriously ill or die from Covid 19, so borders are closed and everything is cancelled.

If you think about it, you would swap all your VW treasure just to save someone in your own family from Covid 19.

We are always so lucky to live in Australia, our island home.

So, it's a small price to pay at the moment to keep everyone safe.

Maybe later this year when the vaccines roll out, things might start to look a little bit more normal - or maybe not?

I personally think that things will never be quite the same ever again.

Without car shows or gatherings, why will people even bother playing with old cars?

I suppose, at the moment, you will just have to make up your own Volkswagen or Porsche fun. Spend your home time repairing, servicing, washing, polishing and detailing your VWs to make them the best you can.

That shouldn't be too hard, should it?

Take care out there.

Ashley Day (written January 2021)

There's always someone cooler than you.

Collecting Volkswagens is a great hobby. It's an excellent way to stay out of trouble and to meet new people.

You can take your love for Volkswagens to whatever level you want, and a lot of people do.

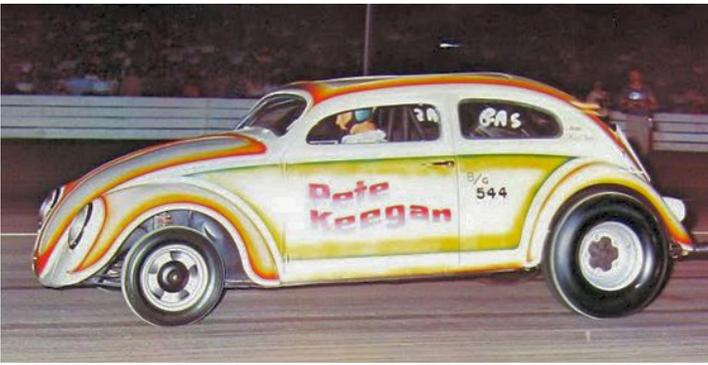
But just as you think you are a pretty serious die-hard Volkswagen lover, there are always bigger dogs taking things to the next level.

Even though I'll never be number one, I still can use these Volkswagen geniuses for some kind of motivation and inspiration.

Monkey see, monkey do, that sort of thing.

Without these serious Volkswagen enthusiasts, most of us normal people would have nothing better to aspire too.

Even if you are the top dog, your time is only limited



at the top, as collections aren't kept forever and cars and parts are eventually sold off.

Making room for a new top dog to take over.

So if you persist with your passion and work hard, even you could be number one, one day, if only for a little while.

Every dog has its day.

It's easy to become jealous of some very intelligent



Volkswagen collectors, but don't. Just be in awe and enjoy. Just maybe, you might learn something.

I'd like to thank some people that have always been Volkswagen heroes to me.

Many thanks go out to the following-

Andrew Dodd, Graham Lees, Rodney Farrell, Boris Orazem, Steve Carter, Steve Muller, Dave Birchall, Dave Becker, Andrew Edwards, Vic and Leanne Brkovec, Tom Pirland, Rod Garnett, Peter Korsche, Peter Keegan and Henry Spicak.

All of these hard hitters are only too happy to help out normal people like you and me. How cool is that?

In future, don't be jealous, just stand back and learn something from one of these legends.

Maybe ask them a couple of questions at the same time?

Thanks for giving me my Volkswagen and Porsche motivation.

Ashley Day.



Steve's Gauges.

I read with interest Rod Young's story about One gauge for his Beetle. I thought that I would run down the sort of gauges that I use in my 1973 Super Beetle, Volkswagen L or 1303S. The speedo in my Beetle is in a binnacle so a flat screen all in one dash cluster wouldn't work with my car



Tacho & speedo

On all curved screen Super Beetles when you fit a smaller steering wheel the top half of the speedo is obscured. I overcame this by fitting a Spa combined speedo and tacho from the UK which I was able to fit lower in the binnacle so that it's not obscured by the steering wheel. The gauge has a trip meter, shift lights and the ability to easily change settings for different tyre sizes, fitting this gauge presented some other issues, like no fuel gauge or warning lights. A VDO fuel gauge was fitted with the correct Ohms rating to work with my fuel gauge sender and a set of warning lights from Bright Lights in the UK.



I had to install a VDO speed sender to operate speedo and along with the speed sensor in my Porsche transmission I could activate traction control via my ECU if I found the need.

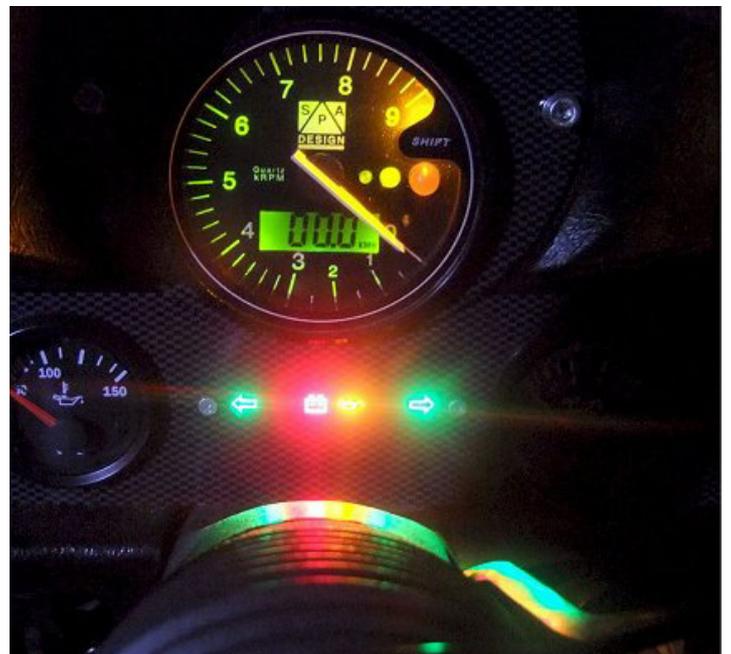
Unfortunately there are some drawbacks, at lower RPM the tacho needle is in the way of the speedo readout so I've also fitted a Polaris HUD (heads up display) GPS speedo. GPS speedos are great so that you can travel at the true speed



and now that GPS transponders have been fitted in the M4 & M5 tunnels I can always keep an eye on my speed, but I found two faults with the GPS speedo, first one I can't accelerate the speedo so there is a slight lag for it to catch up and it stops working at speeds over 166 kph which I have exceeded on race tracks.

Boost control is handled by an Australian made unit called Eboost and made by Turbosmart who also made the waste gate that the Eboost controls. It's set up at 4 Boost levels, ranging from 314 rwhW to 382 rwhW

My car motor runs on E85 which as the name suggests is 85% ethanol so mostly renewable fuel, but it can vary





through the year down to about 78% when the weather becomes cooler, they drop the ethanol content to aid cold starting. To have the motor running at its best I use Zeitronix E85 flex fuel sensor which uses the same sensor that was used in E85 fuelled Holden Commodores, this requires a dyno tune on straight 98 Ron fuel and then another on full E85, the ECU is then able to calculate and adjust to any mixture and ignition timing between the two fuel types. An O2 sensor is also part of this system relaying information back to the ECU

I'm running a water to air intercooler which relies on a 12 Volt electric water pump to circulate the water through the intercooler and to a radiator in the front of the car. In the past I've had a pump fail and I immediately noticed a spike in the intake temps on the gauge that I use, it's a unit I bought on eBay but has been checked for accuracy. I'm now using a Bosch Cobra pump that is used on supercharged Mustang Cobras and supercharged Mercedes.

Steve Carter

VW news for 1972.

Australian Motor Manual, December 1971

Volkswagen's 1972 production program has been revealed. There are numerous technical changes to the range and also price increases.



The general increase in VW prices is 1.3 per cent.

The general detail modifications are about 300, with one third of them safety and air pollution modifications. Though most of the detail improvements are hidden under metal, the Volkswagen 1972 models differ considerably from their predecessors.

VW Beetle, VW 1600 and VW 411 E have a safety steering wheel, which is deformable and splinter-proof. All VW Beetles (except the Cabriolet) have a larger rear window. The VW Transporter models are available with a 1.7-litre,

two-carburettor engine of 66 bhp on choice. Top speed with the 1.7 litre engine is 78 mph (126 km/h).

The VW Beetle, VW 1600 and VW 411 E have a new windscreen wiper program. The instrument panel of all VW models has been modified with more readable figures and, with the Beetle for the first time, a new top speed mark of 160 km/h due to higher performance.

The door locks on the Beetle are reinforced and a new engine hood allows double air aspiration. Beetle models with disc brakes are now delivered with the bigger pads from the VW 1600 models - more effective, higher durability.

The Swedish motoring magazine 'Teknikens Varld' voted the VW K70 as its 1970 'Car of the Year.' The nine-member jury gave the nod to the K70 because it incorporates on one hand the basic aim of VW - to build a car for the 'volk' - and on the other, it has all the qualities demanded by enthusiasts. Furthermore, it was pointed out that the K70 has received more than the normal amount of attention to built-in safety than is usual in its price range.

The VW-Porsche 914/6, the flat-six Porsche-engined version of this range, has been withdrawn from production because of low demand. Its failure was probably due to the fact that in price it was closer to the cheaper models in the Porsche 911 range, allegedly because Porsche had to pay Volkswagen a high price for the body chassis units.

The VW-built (and engined) four-cylinder 914/4 continues in production.

Wolfgang Hornung

Irish car advert.

The following is an actual advertisement in an Irish newspaper:

Car for Sale:

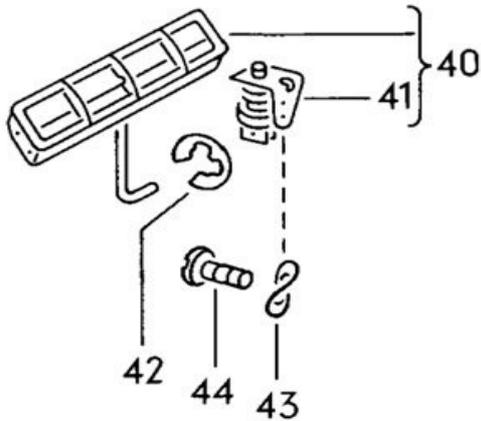
1985 blue Volkswagen Golf. Only 50 kilometres.
Only first gear and reverse ever used.
Never driven hard.
Original tyres.
Original brakes.
Original fuel and oil.
Only 1 driver.
Owner wishing to sell due to employment lay-off.
Photo attached - You HAVE to see this...

Submitted by Carl Moll



Beetle Mysteries, or am I Missing Something?

Beetles have been around for a long time and I've been an enthusiast since I was a teenager, but there are still questions in my head which need answering. Some of these may well be down to my enduring ignorance. Some may be a case of 'nobody ever bothered to ask.' Others may be a case of VW pulling the wool over our eyes. If you have an explanation for any of these enigmas or have an opinion worth considering, please send an email to the address at the bottom of this article. Likewise if you have any of your own Beetle Mysteries. I'll do a follow-up to resolve any previously unanswered questions.



o Engine-lid thermostat and flap, first seen by me on 1976 Beetles. Can someone explain what the purpose of this was? There's not much surface area, so it's not going to make a huge difference to flow, and it's located in a low-pressure area to start with.



o The bulge in the boot lid on 1975 and greater 1303 / Superbugs. I've asked a friend who owns one to take a photo of the inside, and I can't see what task the bulge performs. Changing sheet metal is expensive, so there has to be a good reason for it, a reason which I don't know. Are the bonnets interchangeable from year to year?



o Rubber plugs in the rear apron. What do they do? They cost the factory money, and they had to stamp those holes too.



o Why "88"? Which countries got "Emergency 88"? English-speaking ones only? Which got the much more striking triangle?



o The outlet pipe on the fuel tank. Why does it have to have an extension on it? With the extra length in place, the tank volume is effectively slightly smaller. The inevitable water which collects does not get pulled through to the carburettor or injection, for a while anyway. It sits there unsuspected and has its evil way with the steel. The ensuing rusty tank can't be fixed safely.



o I only recently found out that VW changed the number of slots in the cooling air intake from 50 to 42, for 1303 (Superbug) models only. Was this a stealthy way of packing more air in there? Part numbers 000 071 309 for the 50-slot version and 000 071 309 A for 42.



o Would someone please explain to me why the hole where the short tie rod fits on the Pitman arm is further outboard than the one where the long one goes? Is it the only way to maintain proper Ackermann geometry with an offset steering box? I have never seen or heard an explanation.

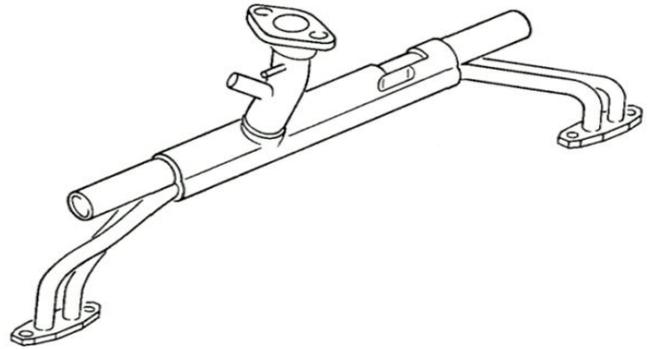


o What does this piece of tinware even do? It was used in the late 60s and fits around the crankshaft pulley. I keep telling anyone who cares to listen "VW knows best - don't leave off any parts or the engine will overheat", but not in this case, and even VW saw fit to scrap it.

o Why do all air-cooled mufflers have these baffles? All they do is restrict exhaust flow and reduce power. I once chiselled open a Beetle muffler and cut all the baffles away. Power went



up and muffling stayed the same. On the other hand, hot gas impinging on the walls of the tin box may shorten its life, but they could have used a double panel in those spots. I'm just as baffled as the muffler.



o What was the thinking behind the dual heat-riser manifold? Was one side getting hotter first? Not enough heat getting up there? And the gaskets with two holes have no restrictor orifices, which is a whole new can of worms.



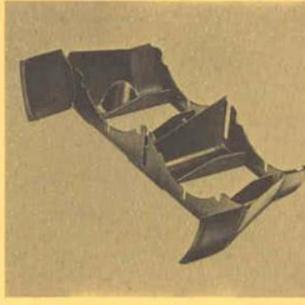
o There is a whistling noise made by VW air-cooled engines which is so distinctive that it has its own unique name: "fweeming". What causes it? Is it the tailpipes being pushed in too far? Is it wear and tear in the tailpipes? Is it down to the non-genuine brand being used?



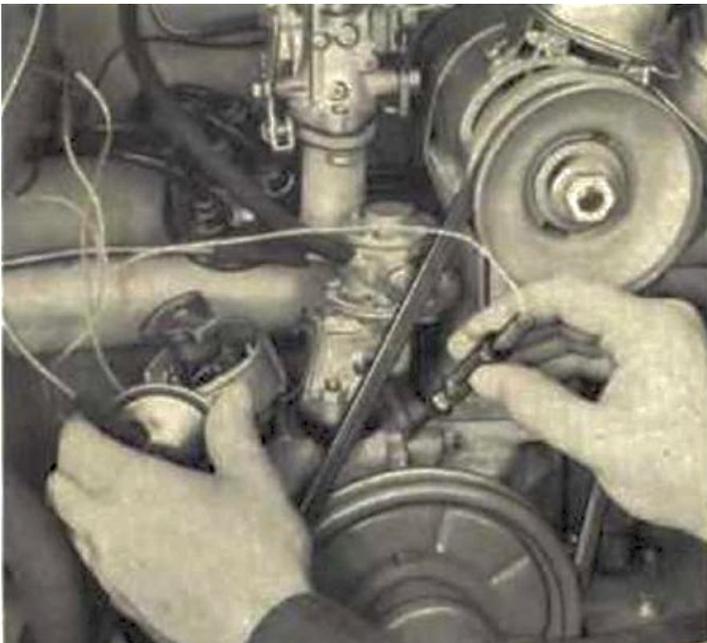
o Beetle body hold-down plates have a convex curve on one side and are straight on the other. Somebody designed the plate that way and then VW made them for years with that particular shape. Um, why? Is the orientation for assembly specified?

Neue Ersatzteile:

Zylindermantel links	315 119 299 B
Zylindermantel rechts	311 119 300 F
Warmluftführung hinten links	311 119 301 D
Warmluftführung hinten rechts	311 119 302 D
Warmluftführungs-Unterteil (links)	311 119 335 D
Warmluftführungs-Unterteil (rechts)	311 119 336 D
Luftleitblech	113 119 451



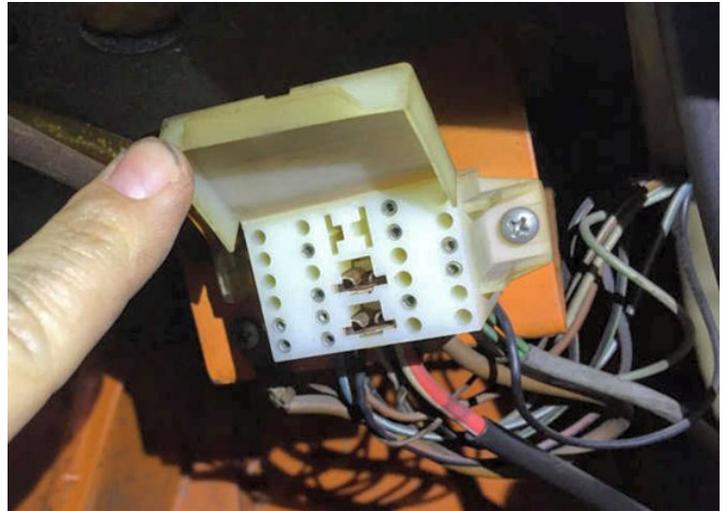
o Type 3 cylinder air-deflector plates, commonly known as "Cool Tin". Technisches Merkblatt (Technical Bulletin) M-21 of August 1970 states words to the effect of: "The new deflector plates may not be attached to Type 1 or Type 2 engines, as they reduce the cooling effect in these engines." And yet they look like they're so much better designed than the original one-piece plates. Do a search for "Cooling 101 Jake Raby" for an opinion backed by testing. Or did VW advise against them because they fall off upright engines if not wired up?



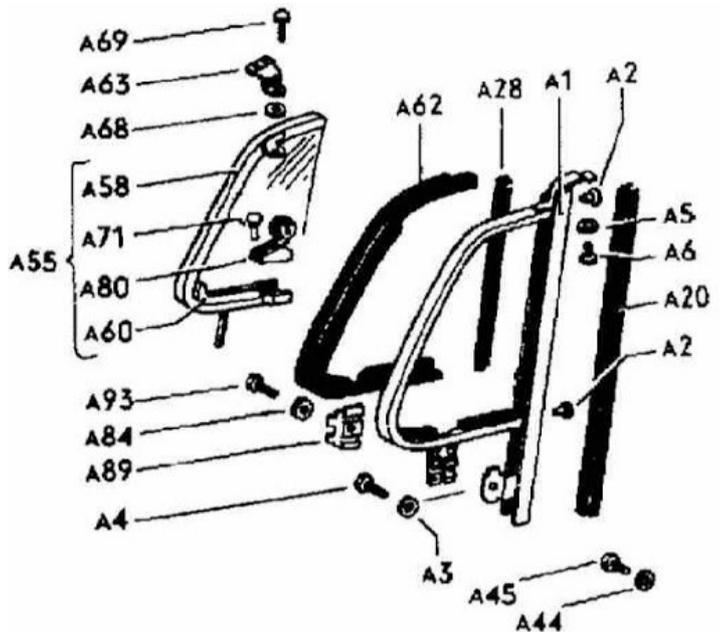
o The orange Bentley manual for Type 1 apparently states: "...On some engines No. 3 cylinder fires 4 degrees of crankshaft rotation later than No. 1 cylinder". Some engines? Which ones? And the supposed rationale is that number 3 runs hotter because of the oil cooler in the fan housing. But retarding the ignition causes any engine to run hotter. I'm looking for someone better informed than me to clear this whole topic up.



o New comfy, safe, foam seats along with easy adjustability and a big hump in the floorpan were introduced in 1975, right? Well in Europe it was for the 1973 model year. Why did Australia get old-style floorpans and regrettable seats for another two years? Was there a stack of RHD floorpans to be used up, or a warehouse full of spring-and-coconut-husk-fibre vinyl-wrapped seats?



o The VW Diagnosis system. It was ahead of its time. Why was it dropped after such a short time? VW stated that it gave false readings. I would like to know what specifically failed. It did entail quite a bit of extra cost per car and a special battery with a centre tapping.



o The Sparkäfer, or EconoBeetle was built down to a price and featured a 1200 engine, swing axles, a simple steering wheel and an abbreviated headliner. It dropped the Z bar, the padded dash, the glovebox lid, the flow-through ventilation and yet ... it still had swivelling quarter-vent windows. Luxury. Why not fixed panes? Even the most expensive European-delivery Golf and Passat of the time had fixed panes with no opening option. They could have shaved another 50 Marks off the asking price.



o European and Brazilian-made Beetles used a cable-operated fuel gauge until the advent of 12 Volts. And yet, an electric gauge and sender were produced both in Germany and Australia, where, as we know, we only got the electric one. It's not a LHD vs. RHD thing either, as my Malaysian 1964 wreck has a mechanical gauge. Which markets received which gauge and why? And why was it square anyway? The Beetle is all curves.

Rod Young
rod.young2@icloud.com

Just a coin on the train track.

Cars are so convenient and make life so much easier for people.

In the distant past, (for example), it would have taken 64 hours, by horse and carriage, just to get from Sydney to Bathurst. That's about walking pace or slower.

When the railway line reached Bathurst in 1876, the train had to climb the little zig-zag at Glenbrook, haul itself up the Blue Mountains, then descend the great zig zag at Lithgow. The trip took all day.

Who said they were the good old days?

Nowadays it's a two and a half hour trip and we think nothing of it.

Not only that, you can carry everything you need with you in air conditioned comfort.

Even when you could easily walk or ride your bike to the local shops, we usually drive our cars.

They have just become part of our life.

But from time to time, they could have a problem or a accident that leaves you stranded in the middle of nowhere. Especially when you drive the older Volkswagens on a smaller budget (like me).

It happens to me all the time.

Sometimes you can fix it yourself and sometimes you can't.

When I can't fix it, I normally flip out deluxe and start yelling out very bad words. Somehow this makes things better?

It's easy to feel disparaged and depressed,



especially if there's no mobile phone coverage.

Just the other night I was on the side of the road, stranded, in the middle of nowhere, in tears, thinking life was useless.

I just wanted to go home, but I couldn't.

Eventually, we get rescued, but sometimes you might just have to wait and wait and wait for a while.

Plenty of times I've waited 12 or 14 or more hours for a tow out of the middle of nowhere.

Let's just say, I've gotten pretty good at waiting.

It can be a bad experience at the time, but by the next day it's all forgotten about and life goes on.

With life, in general, sometimes we have to just wait.

So, believe it or not, cars can break down and wreck our plans for the day.

It's just a part of life, so kick along with it.

Please don't ever lose your love for the older Volkswagens; that really would be depressing.

I can't stop playing with the older ones, I don't know why?

It's most probably because I like them and I can't afford a new one.

Ashley Day



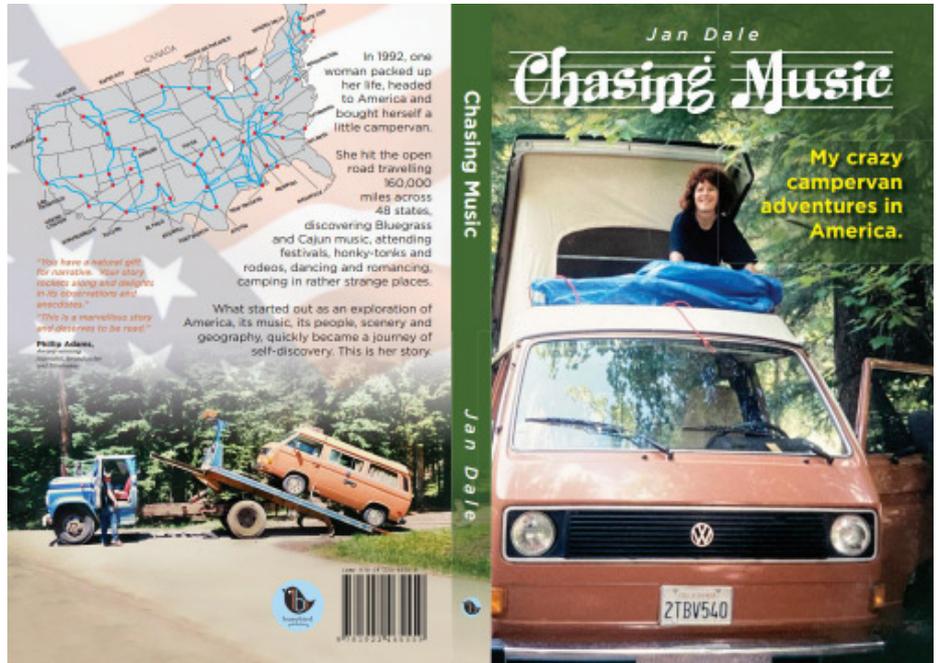
My Crazy Kombi Adventures!

My book is about coaxing my VW campervan to take me on a 160,000 mile journey through 48 states of America. It was an exciting and sometimes difficult adventure during which I learnt quite a bit about the workings of an air cooled Volkswagen motor, a lot about America and a few things about myself! But let me start first with a potted history of my lifelong relationships with VWs.

The first vehicle I ever drove was a VW beetle. My parents had one and then my partner and I bought our own. We soon "progressed" to a VW Kombi which, although only an empty shell, we used for all kinds of camping adventures in Australia. In the late 1960s, while living in England for a couple of years, we bought a RH drive van directly from the Volkswagen factory in Germany. We just walked in and asked if they had one they could sell us! It took us for many trips around Europe. We even brought it back to Australia on the ship, offloading at Perth and driving across the Nullabor to Melbourne at a time when about 300 miles of the highway was still unsealed and incredibly corrugated. Our Kombi held up well and two years later we sold it for more than we paid for it!

There were more European travels in yet another VW campervan which we bought from outside Australia House in London. There was always a line of them being sold by Australians returning home. Our longest trip in this one was from Portugal right up to The North Cape, the northernmost tip of Norway. All this was done on a shoestring and we found lots of free places to camp - probably much easier at that time than it would be today. Back in Australia we decided we couldn't manage without a Kombi and fitted out another. When I found I was on my own but with the van as part of the settlement I got quite used to camping alone - often in the middle of the bush with no facilities except a spade, a solar shower and a bucket.

All of this eventually led to the trip of a lifetime for me. In the 1990s I left my job, packed up and rented out my house and planned to spend a year driving solo around



America. In San Francisco I bought another second hand VW campervan - a 1984 German Westfalia conversion. One of the best small van conversions I have ever seen. It maximised every available space and I immediately fell in love with it.

At first I found it a bit unnerving learning to drive on the "other" side of the road while finding my way around. (No satellite navigation then.) But I soon got used to it and really enjoyed the freedom of being on the road, not knowing where I might be spending each night and nobody but myself to please. I kept extending my trip until I was away for nearly six years with occasional trips home. My budget was very limited so I often "camped" in rather odd places. I met many interesting people (e.g. the elderly man who brought his large rooster to a music festival and tied it to the leg of a chair!), saw beautiful countryside, (those amazing national parks!) found great music and had extraordinary adventures. These included being struck by lightning at the Grand Canyon, and dealing with numerous van breakdowns!

I kept a daily diary during all these travels and finally turned it into a book which was published this year under the title - "Chasing Music: My Crazy Campervan Adventures in America." It is available through all major on-line sites or local book shops.

Jan Dale

Comments on "Chasing Music"

"You have a natural gift for narrative. Your story rockets along and delights in its observations and anecdotes." Phillip Adams, Award-winning journalist, broadcaster and filmmaker.

"I found your book truly amazing, not only in what you achieved but in the way you have written your story. You took me with you. I felt the stress of hill starts in San Francisco and your troubles with the van. Felt the joy of concerts and meeting new people." Shelah Little, New Zealand.





The Swagman campervan, designed to withstand rough treatment, is the perfect unit for holidaymakers seeking those idyllic out-of-the-way spots off the main highways.

Its strong fibreglass fittings mean you can take it over bumpy, unsealed roads without worrying so much about possible breakages.

Camper designed for ruggedness.

The Daily Telegraph, Friday 12 March 1976

"Getting away from it all" is the aim of most campervan owners. However, as this usually involves bumpy, unsealed roads, you need a van that will withstand rough treatment.

One Sydney camper conversion company, Austro-Camp-Away, which produces the Swagman range of campervans, recently put one of their vehicles through its paces to see just how much punishment it could take.

Conducted on an extremely rough private road on Sydney's western side, the test was repeated a dozen times, the managing director of Austro-Camp-Away, Mr Wally Gruber, said.

"There were no ill effects whatsoever apart from a rattle from the front number plate and a growing ache in the driver's rear end," he added.

Strength

"There was no sign of damage to either the Swagman's all-fibreglass camper furniture and fittings inside, or to the Volkswagen Kombi."

Mr Gruber said the Kombi was a privately-owned vehicle which had already covered more than 30,000 km in touring all over the southern States of Australia.

"It's good performance over the 'jump-up' effectively laid to rest the old criticism that van bodies were weakened when part of the sheet metal roof was removed to fit a pop-up roof during camper conversion," he added.

"The steel framework we fit in place of the roof sheet metal actually increases the strength of the structure.

"Our Swagman 'flew' a dozen times without so much as a squeak from the camper fittings."

Mr Gruber said the Swagman's conversion was "lighter, stronger and more durable than the usual run of camper furniture made from the cheaper particleboard."

Quality

"We know fibreglass is good from our ultra-low level of warranty work," Mr Gruber added.

"We are confident that our fittings and workmanship are good enough to last the life of the vehicle, given reasonable treatment."

Mr Gruber said that Austro-Camp-Away is an independent company which relies on the sophistication and quality of its products to sell them - rather than on automatic orders from

nationwide networks of car and truck dealers.

"We get a lot of enquiries from people who have heard about us from Swagman owners," he added, "which is the way we like it because individual buyers are very important to us.

"We design our campers to appeal to the people - not just to make a big company's marketing manager happy."

As well as selling complete camper conversions for VW Kombi, Toyota Hiace, Datsun Homer, Ford Transit and Bedford vans, Austro also sells its fibreglass furnishings loose to people who want to build their own camper.

It will soon begin marketing several important camper accessories including a sophisticated air-conditioning system for VW Kombis and a more efficient air filtering system - also for the VW.

CAMPER COUNTRY



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Volkswagen, from 1942-'44, allegedly 562 Type 877s were made, the majority built at the Wolfsburg factory. More recent studies have indicated that this number is not correct, due to a lack of supply of the special front axles.

Under the bonnet, the original Type 877 has a handmade, large capacity 40-litre fuel tank, with two metal covers for easy access to the axle.

The Type 877 Kommandeur sedan was widely used by the Afrika Korps and Waffen SS as a front line off-road car, but nearly all of them were destroyed, or left behind due to running out of fuel or encountering a mechanical problem. In order to prevent the British being able to put them to further use, the vehicles were set on fire. As a result, only a few VW 877 sedans are in existence around the world today. One can be seen at the Volkswagen museum in Wolfsburg (this

Type 877.

To: president@clubvw.org.au

From: kdfvw@yahoo.com

Sent: Tue, 14 Sep 2021 08:29:19 +0000 (UTC)

Subject: **Early VW Kdf lover.**

Hi.

I am Victor Ma from Hong Kong, a VW lover. I got some early war time Kdf prototype. many VW lover in your area? any war time VW in your club? such as VW60, VW82, 82e or 166? or some War time Kdf parts?

Thank you.

Victor

Hi Victor, I've sent your email to our editor and he will include in our monthly magazine. Cheers Steve Carter

Dear Steve Carter.

Thank you for your reply. many VW lover in your Country? any war time VW? how many member in this great Country? i still got some VW use at holiday, msuch as a 1961 Van 23 window, a 1962 VW bug with some history, a 1971 Karmann Ghia and a 1974 1300S. I send you some story on my car. Anyone please write to me. Thank you very much.

Victor

Letter to VolksWorld magazine, January 2013.

Hello VolksWorld, I am an avid VW collector with a particular interest in early wartime vehicles. I currently own a 1942 Type 166 prototype, a 1943 Type 82e, a Type 82 and a rare Type 877 Porsche prototype. Here is a bit of history that I have found out about the 877.

Before production of the Kommandeur car at the Wolfsburg factory, the Type 877 Kommandeur sedan was submitted for testing to make sure the car was reliable. Just how many four-wheel drive Beetles were actually built I am not 100% sure but, according to information from

VW 877 was one of two made in 1946 for testing by the British Army and has a front tube bumper from a British military vehicle) and another at the Porsche Auto Museum in Gmünd. This one was built in 1942 or '43 and, like ours, has been fully restored. There are a few others known of, all are owned by collectors.



Like a normal wartime Beetle, the 1941 Type 877 prototype carried a spare tire, 20-liter fuel gas can, rear air filter and twin puller set under the front hood. These items are all original to Victor's vehicle.

Our 877 is a very rare 1941 prototype. We believe it to be one of the three final Type 877 prototype models, with a 25 hp engine, Type 877 four-wheel drive and a KdF 60 sedan body. We imported this car from Germany in mid-2011. It was restored by Maik, who bought it from a collector in Austria. Today, this historic vehicle lives in Hong Kong, with a Stuttgart temporary license plate, and is the oldest known four-wheel drive Beetle in the world.

Although nearly all the previous prototypes are thought to have been destroyed by French and American bombing raids during 1944 and '45, this one survived. It is one of the few VW 877s built with a hard roof and was hand built at the Porsche Workshop in early 1941.



Wider fenders and running boards are distinguishing characteristics of the Type 87/877.

Spare parts for this car are obviously very hard to find. The similar VW 166 is narrower than the VW87 / VW877, so I am interested in any VW128 or VW87 / VW877 parts, or any wartime photos or documents showing these vehicles. Please contact me if you have anything. You can send photos to wviivehicle@yahoo.com or Kdfvw@yahoo.com

Victor Ma,
Hong Kong

Type 877.

Military Vehicles magazine, October 2013

This car is one of the most technically interesting four-wheel-drive Beetles in the world. Combining the 4x4 Kübelwagen chassis and the Type 60 Beetle body, the VW877 was built from 1942-1944 at the Wolfsburg factory in Germany.

Unlike the off-road Beetle 92/82e, the Type 87/92SS has special axle shanks to take the drive shafts. Three prototypes were designed and tested over 1939-1941 by the Porsche Workshop at Stuttgart. The German army supply office tested the cross country ability of the vehicles.



The 986 cubic centimeter, horizontally opposed, four-cylinder, air-cooled engine produced about 23.5 horsepower at 3,000 rpm. Despite excellent performance, only a handful of the four-wheel-drive Kommandeurswagen were built.

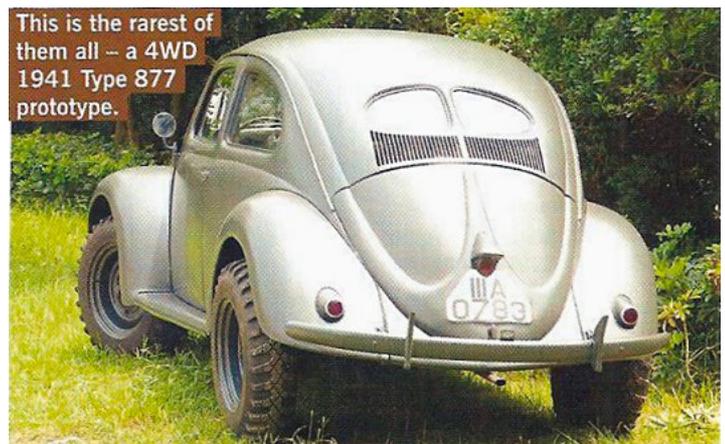
Hitler had conceived the idea of the Volkswagen in 1934, not long after he came to power. He intended to produce a modern, affordable automobile for the masses that he named the 'Kraft durch Freude (KDF – 'strength through joy') Wagen.' The car would cost no more than 1000 Reichsmark.

No car maker wanted to build such a cheap automobile, so the Nazis built a new industrial factory at Wolfsburg to build KdF vehicle. Dr. Ferdinand Porsche designed the small, modern car. He had already designed small car prototypes for Zundapp and NSU and had recently been commissioned to design the mighty 16-cylinder Auto Union racing car.

The KdF sedan could hold four adults and their luggage and reach a speed of about 100 kilometres per hour on the new autobahns. The first 1939 KdF production models were awarded to Nazi party members. When the war began, however, all civilian car production was turned to military use.

The Type 87/877 4-wheel drive

The Volkswagen four-wheel drive system was much better for off road performance. The rear-mounted, air-cooled, flat-four cylinder engine and central tubular backbone chassis allowed the drive train to be mounted in one straight line.



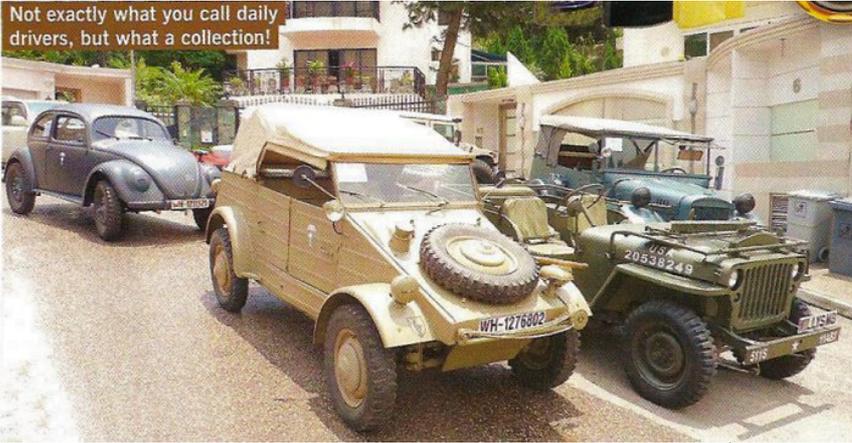
Also strengthening the off-road ability were the two independent front trailing arms, torsion bars and shock absorbers, and rear independent swing axle with trailing arms and torsion bar and lever type shock absorber suspension, 4+1 speed gear box and two self-locking differential (LSD) at both axles.

The first thirty Type 128 Schwimmwagens used the Typ 87/877 4 wheel drive system. Some Type 87 prototypes used Kübelwagen bodies, but never went into mass production.

Most Type 87s were converted to civilian Type 60 bodies with a folding top. This was the new four-wheel drive, cross-country Sedan, Type 877. It is distinguished by wider fenders and wider running boards to cover the wide off road tyres.

How many four wheel drive Beetles were actually built has not been determined. According to information from Volkswagen, there were 564 of them been built. Recent studies, however, have indicated that this number is not accurate because all 4x4 vehicles are basically included under the Type 87 model Classification, including those with the

Not exactly what you call daily drivers, but what a collection!



Kübelwagen bodies.

It is possible there were only 10 Type 87 Kübel prototypes built (with as many as another 100 built at Wolfsburg). Because of the lack of front axles and four-wheel-drive gearboxes after the outbreak of war, three 4x4 hard top/enclosed bodied Beetles were built between 1940 and 1941 by Porsche in Stuttgart. These were used for testing in the Balkans.

Some Type 87s were built between 1939 and 1941 at the Porsche factory in Stuttgart using either very early Type 62 bodies or Type 82 bodies. An additional folding top model was completed in Stuttgart in 1943.

This is why we can say how many Type 877 were produced. Photos from Porsche's test driving show four distinct Type 877s were tested in May 1940. The 4-wheel-drive Beetle was too expensive to build – it used too many alloy parts. In fact, Volkswagen only built a handful 82e for use as staff cars.

The British Army built two Type 877s after they took control of the Volkswagen factory production in 1945. Some people have built composite vehicles using a Type 128 long version Schwimmwagen 4-wheel-drive train or a Type 166 short version Schwimmwagen 4x4 drive system on a Type 82 Kübelwagen chassis. Combined with a wartime Type 60 Beetle body, they do, indeed, have a 4-wheel-drive Beetle. Such composite vehicles cannot be regarded as original Type 87/877, though.

Today, only five Type 87/877 are known to still survive. One 1943 Type 877 is on display at the Porsche Automuseum in Gmünd, Germany. One built by the British for testing in 1946 is housed at the Volkswagen Auto Museum in Wolfsburg, Germany.

The author purchased a third early prototype from a German collector in 2011. It is now part of the vintage car collector belonging to Victor Ma in Hong Kong, China. The collection also contains a 1942 Type 166 prototype, two 1943 Type 82e vehicles and two 1943 Type 82 Kubelwagens.

Thank you to Victor Ma for his correspondence, and to Steve Carter for passing it on.

Sport Quattro reimagined.

E-Legend, a new electric carmaker from Germany, has revealed plans to build a limited-edition, road legal supercar

that combines modern tech with a distinctly retro look.

Dubbed the 'EL1' and described as "a supercar with a focus on curves," E-Legend's creation shows clear influence of Audi's legendary Sport quattro in its styling, but unlike that Group B rallying homologation special from the 1980s, the EL1 is powered by three electric motors - one on the front axle, two on the rear axle - that produce a combined 600 kW, claimed 0-100 km/h acceleration of 2.8 seconds and a top speed of 255 km/h.

Powering the electric motors is a 90 kWh battery with a sophisticated liquid-cooling system and charging speeds of up to 150 kW with a DC fast charger. Apparently, the battery pack and 800V technology is similar to that used in the Porsche Taycan.



E-Legend claim range of up to 400 km for the EL1, but confusingly, they also say the battery allows for only two flat-out laps of the 20.83 km Nurburgring Nordschliefe - that's only 10 per cent of the claimed maximum range. Obviously the range shrinks considerably when you use the power available to its maximum.

The EL1 is based on a carbon fibre monocoque and carbon fibre outer panels, with a listed weight of 1,680 kg - significantly lighter than many current EV supercars. Three-way-adjustable performance suspension, custom-made wheels (19-inch front, 20-inch rear) and high-performance brakes are on the spec list, but no supplier names are listed, so where all these high-end components are coming from is unknown.

Driver assistance and safety features on the EV1 include a rear-view camera and front and rear parking sensors, ABS, Electronic Stability Control, traction control, driver and passenger airbags, LED lights and two driving modes (Normal and Sport).

Information on the interior specification is minimal,





but there is seating for two and carbon fibre will feature heavily. Confirmed features include power windows, air conditioning, a digital dash display and tablet-style central touchscreen, with small screens on each door displaying the view from rear-view cameras that replace traditional exterior mirrors. Being an EV, there's storage space under the bonnet as well as the boot, but exactly how much has not been revealed.



Officially unveiled at the beginning of July, the EL1 will be limited to just 30 units, priced from 890,000 Euros each (AU\$1.42 million approx.). E-Legend says the first prototypes will be on the road by 2022, followed by two more "icons of the same type," suggesting either more rally cars or other classic German performance machines from the '80s. Each of these will be limited to 30 units, too.

EL1 inspiration

Based on the ur (original) quattro and developed to maintain Audi's success in rallying following the introduction of the Group B era in 1982, the Sport quattro featured a wheelbase shortened by 320 mm and overall length cut by 244 mm, but was 57 mm wider, with distinctive wheel arch blisters front and rear.

To the quattro's 2.1-litre turbo five-cylinder engine, the



Sport quattro added a 20-valve twin cam head that kicked power up to 225 kW and 350 Nm in the 200-odd road cars that were required under Group B homologation, but tuning of this package for the rally cars delivered at least 300 kW and up to as much as 400 kW.

On the rally cars, a body using kevlar and composite panels, combined with some of the first automotive applications of carbon fibre, cut weight by around 90 kg, with 9-inch-wide wheels and, of course, Audi's quattro all-wheel drive system also on the Sport quattro spec list.

Developments during the Sport quattro's short time in competition included various centre diff configurations and semi-automatic transmissions, like the Porsche PDK unit that's widely used today.

Introduced in late 1984, the Sport quattro proved a disappointment in competition, competing as a much modified road-car against fully ground-up rally specials such as the Peugeot 205 S1E2, Ford RS2-and Metro 6R4. Fast as it was, the Sport quattro won only one major international rally (Ivory Coast, Stig Blomqvist) before it was replaced with the Sport quattro 'S1' variant in 1985.

The S1 added a modified turbocharger, amongst other changes, to produce in excess of 370 kW and over 420kW in some applications. Addressing the Sport quattro's poor front-rear balance, the radiators, oil coolers and even the alternator were moved to the boot, and the S1 also gained a radical aerodynamic kit, including a massive rear wing and shovel-like front spoiler to improve downforce.

For all the time and money Audi invested in the Sport quattro S1 (and related E2), it remained just as hard to drive as its predecessor and proved no more successful, winning only one WRC rally, San Remo (Walter Rohrl). When Group B was banned in 1986, surviving S1 cars were turned to other forms of competition, including the Pikes Peak International Hillclimb in the US, which the S1/E2 won three years in a row in 1985-86-87.





VW Australia acquires Regel Beetle.

Volkswagen Group Australia (VGA) recently unveiled a very special vehicle in the form of a 1951-model Beetle.

In unveiling the rare car, Michael Bartsch, VGA Managing Director, said it will be the first piece in a planned museum of historic Volkswagens to be housed at VGA's headquarters in Chullora, NSW. The collection will be open to VW customers, fans and the general public.

Bartsch acquired the Beetle from Australian collector Andy Roberts in 2017, but its history in this country goes back much further.

Alongside Bartsch and Roberts at the unveiling was Dieter Regel, whose father was the original owner of the car back in 1951. The history of this car was detailed in the April 2017 issue of Zeitschrift (www.clubvw.org.au/media/zeitschrift/2017/april-2017)

What's more intriguing is that Dieter's father had the car converted to RHD when it was basically new. The reason is because the elder Regel was planning to migrate to Australia with his family back then and wanted to bring the Beetle with him.

When it arrived here, the Regel car would have been one of the first Beetles seen in this country. Volkswagens weren't publicly available in Australia until 1954, first as full



imports, then as CKD kits for local assembly. A handful of Beetles did arrive prior, though, via government sources, or through personal importation, like the Regel car.

Rumours abound of VW building a short run of right-hand drive 'test' Beetles in 1951 and 1952 before RHD production proper started in 1953, initially to service the UK and Irish markets. Those same rumours say as many as 200 factory RHD Beetles were built back then and all went to Canada for military use.

Other sources say RHD Beetles were first assembled from CKD kits in Ireland in 1950, followed by South Africa in 1951.

Either way, the Regel Beetle is unlikely to be from any of the above, as the VGA release describes it as being converted in Stuttgart, which did not house any known

Volkswagen facilities at that time - although of course it is the location of the Porsche workshops.

The Regel family shipped the 1951 Beetle to Australia in 1952 and it served as the family transport for years afterwards. It was eventually sold to an Annangrove-based German garage owner named Dieter Thiele in about 1965, in trade on a VW Transporter. The car apparently spent some time in Canberra, and was later found and restored in the 1980s by well-known VW enthusiasts Rodney Farrell and Ian Breeze. The car has been seen on display at the VW Nationals many times.

More recently it was purchased by Seaham VW collector Andy Roberts, a man with his own fine collection of VWs and an organiser of the Family Picnic Days at his extensive property.



While both Regel and Roberts have an emotional connection to the fully-restored car, the passion for early Beetles was just as evident in Bartsch.

"I was first brought home from the hospital as a baby in a Volkswagen, and for as long as I can remember, my family has always had a Volkswagen in it," Bartsch explained.

"Bringing this amazing vehicle home to VGA has brought me great joy; and to me, is a part of the legacy I'd like to leave for the company," he said.

The 1951 Beetle is now in display in the VGA headquarters at 24 Muir Road, Chullora.

T1 Jurgens Autovilla.

Volkswagen Beetles and Kombis are arguably the most easily recognizable vehicles on the planet, so finding one that's truly different is a feat. Seen one, seen 'em all, right? Not so fast. Say hello to a unicorn, at least in the United States or Australia: a 1961-75 VW split-window Jurgens Autovilla camper bus.

Manufactured in South Africa and offered on eBay for \$93,000, this camper bus is probably unlike anything you've ever seen, even if you're familiar with Jurgens conversions ... and it's the Safari pop-out windows up front that make it so extraordinary.

"The Jurgens Autovilla is a rarity, especially with the split-screen cab, since the vast majority seem to be based on the later '68-'79 T2 bus," says Randy Carlson, a longtime California Volkswagen collector who has sold more than 160 vintage VWs through www.oldbug.com. "I can't imagine more than a handful of Autovillas made it here to the U.S., let alone the split-window versions."



The Jurgens' seller has never seen another split-window version for sale and says it is "so rare it belongs in a museum." This one began life as a 1961 VW Transporter, and the custom camper was added in 1975. The right-hand-drive Autovilla has long lost its original 40-hp 1200 engine and is now powered by a 2.0-litre four-cylinder engine with dual Solex carburetors, mated to a four-speed manual transmission.

According to caravansa.co.za, South Africa's Jurgens Caravan factory launched the Autovilla in 1974. Advertised as "The mighty mini motorized home" and built on a Volkswagen Kombi platform, the Autovilla was nicknamed "skilpad" (Afrikaans for tortoise) to describe its rounded shape and "rather slow progress up hills."

Autovillas were also built under license in Germany and Brazil. A first-generation version can easily be distinguished from its second-gen cousins, which have a Luton extension over the cab that contains a small double bed.

In addition to its unique front pop-out windows, this

particular 1975 Autovilla also has rear pop-out windows, front disc brakes, and features a full steering conversion. "(It's) very comfortable and fun to drive," the seller says.

The camper bus, which carries a clean Florida title, received a quality restoration at some point, but the seller doesn't know when the work was done. Judging from its overall condition, it couldn't have been too long ago. The interior is detailed in orange and white with matching bed sheets and curtains. Features include a refrigerator, stove, sink, table, cupboards, storage areas, a mini bathroom with wash basin, and vintage barometer. The tan-and-white upholstery is like new.

The camper also has an awning.

Last month, a 1975 Jurgens Autovilla (based on a T2 Bus) was offered for sale in the U.K. (via the VW Jurgens Autovilla Facebook page) for £15,500, which is about \$21,500. A similar 1974 Jurgens is currently for sale in Portland, Oregon, for \$28,000.

Is the split-window Autovilla shown here worth four times as much as the more-common (but still rare) T2 versions? Carlson says it's possible.

"I think there's a chance that the seller might get his number just because of the cute factor and rarity," he says. "Photos of these rigs spread viral on the web. I think there must be someone out there with the wallet and the want for this one. Yes, the price is strong, but so is the 'wow' factor."



Collectors' Corner.

This month we'll look at some 'two-offs' - some Australian start-up VW magazines that lasted just two issues before folding. We'll look at three different 'two-offs' series by three different publishers - from 1987-88, 1992-93 and 1996-98. Due to such a small print run and a short life, it can be quite challenging to find these issues. But it is well worth searching them out to add to your collection.

As we mentioned last month, the late 1980s and early 1990s was a time of reawakening for Volkswagen in Australia. Most of the original 1950s VW clubs were shifting from the old-fashioned all-makes dirt motorsport regime to the modern Volkswagen-only show and shines, runs and meetings, and new VW clubs with the same plan were popping up everywhere. The old VW-Audi importers LNC Industries lost the local franchise to dynamic new importers Ateco and TKM-Inchcape, and new VW cars were on sale again. There were still many thousands of air-cooled VWs on our roads. Lots of after-market VW businesses were thriving, with many of them owned and run by former VW dealer technicians. VW enthusiasm was rampant.

And while VW Power was the first fully professional Australian VW magazine of this time, produced by a major magazine publisher from December 1988 (see last month), it wasn't quite the first VW magazine - of any kind - at that time.

Certainly the VW clubs were putting out their own magazines, our own Zeitschrift from February 1985, and the other VW clubs in Melbourne, Adelaide, Brisbane and Perth were doing the same. However in those days they were very much amateur efforts, produced as a few typed pages run off on a stencil machine and stapled together. We went to a mono colour cover and professional layout and copying from 1987, but still with nothing like the high quality product of today.

In the late 1980s the VW Spectacular magazine was streets ahead of the club magazines production-wise, with good quality print, drawings, photos and advertising that clubs could not afford - at least, not every single month. But Donna produced the VW Spectacular magazine only once a year (and later every two years), to go with the VW show at Valla Park. In terms of its quality and presentation, it could be described as a 'semi-professional' magazine - somewhat halfway between the clumsy amateur club magazines made with typewriters and stencils, and the glossy fully professional VW Power sold at newsagents.

Oz VW Magazine.

In November 1987, another 'semi-professional' VW magazine made its debut, called 'Oz VW Magazine.' It was produced by Queensland businessman and VW enthusiast Ron McDonald, along with his brother John and his son Jamie.

We first became aware of this magazine in early 1987 when our club received an introductory letter from the McDonalds, announcing their plans for an Australian national VW magazine, and looking for feedback, sponsors and advertising. Our club was in the process of organising the first VW Nationals (planned for Easter 1988 at Hawkesbury Agricultural College), so we arranged for the VW Nationals event flyer to be included in the first issue of Oz VW Magazine.

The magazine duly appeared in November 1987. It wasn't equal to the production standard of the later VW Power magazine, but it was considerably better than the club magazines of the time, with professional layouts, fonts and photos. It was printed on 8 sheets of thin semi-gloss A3 paper and folded and stapled in half, making an A4-sized magazine. Most pages were black and white, but two of the sheets (8 pages) were in full colour. The cover sheet was in thicker gloss paper and was also full colour on the outer side. The magazine was 36 pages and was listed for \$5.00 sale price. Subscriptions were offered for 5 issues (\$19.75 plus \$3 postage), or 10 issues (\$39.50 incl postage). Even 'OZ VW Magazine' T-shirts were available - \$15.95 adults, \$12.95 children (plus \$1.60 post). These would be very collectable now...

Publisher and Editor Ron McDonald was based at 'Springwood House', 67 Springwood Rd Springwood QLD, which is a small office building adjacent to a set of shops in the southern suburbs of Brisbane. Any former VW or publishing business there is long gone; today the site is an office for Red Rocket estate agents. He penned an introduction to the magazine:

Dear VW Enthusiasts,

First let me introduce myself, my name is Ron McDonald, and I would like to welcome all readers of this, the first issue of OZ VW Magazine.

Early this year my brother John, his son Jamie, and myself made an enthusiastic start to gather material with the intention of publishing a national VW enthusiast's magazine.

As with most plans, we believed enthusiasm and a little hard work was all we needed. However, as the replies to letters, phone calls and conversations returned in a trickle it became obvious that while we were not doing anything wrong there had to be something we were not doing right.

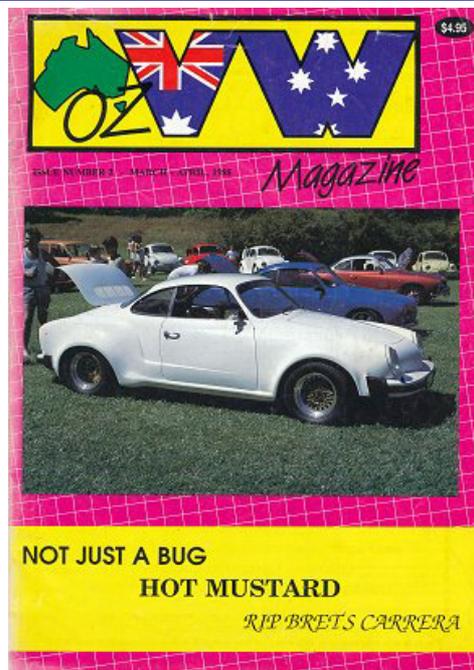
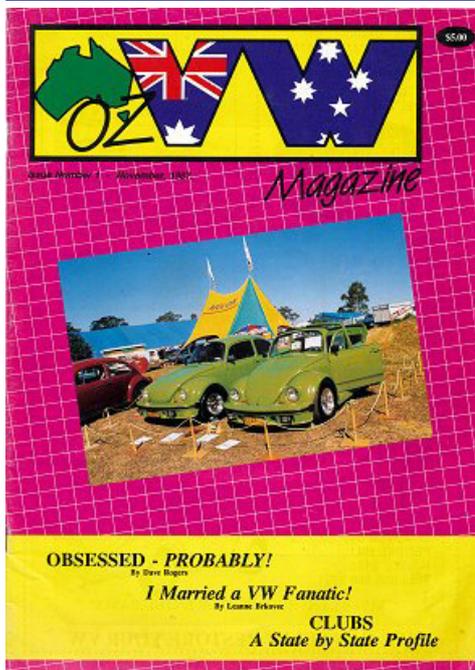
To add to our problems, John had to withdraw as publisher for the present, through a conflict of interests with a business partner, and act in an unofficial capacity only. That caused a downturn in productivity, changes of address, telephone numbers, facsimile numbers etc, making contact with OZ VW Magazine almost impossible - not the best for our credibility.

After much thought and discussion we reset the first issue release date to the 29th of October 1987, wrote a 'letter of desperation' to all the VW clubs, dealers and enthusiasts requesting contributions, and started again.

The response was staggering, so much so, that we had to beg an extra three weeks delay in publication. You have before you the result of all those delays and broken commitments, we think it has been worth the wait, we hope you do too.

It has taken a lot of time, effort and frustration to produce OZ VW Magazine. Thank you to the individuals, clubs and dealers who have given their support to this the first issue, to those who didn't, we would like to extend our invitation once again, the next issue is only two months away, and often late starters turn out to be the greatest supporters.

OZ VW Magazine is a completely independent publication, and does not support any one group, company, individual or style of Volkswagen, but is provided for all VW owners, from the novice to the fully fledged fanatic, from the genuine vintage restoration to the way-out custom model,



Fast Fours and Rotaries was founded in 1988 to cater for the souped up Gemini and RX-3 fans, and was published by the Federal Publishing Company. Federal was begun in 1934 by Norman Hannan as a community newspaper publisher, and began a colour printing business called Hannanprint in 1968. The Federal magazine subsidiary was begun in 1987, and published specialist titles such as Two Wheels and Modern Boating, and then Fast Fours and Rotaries.

While this magazine appealed to the ricers and young caps-on-backwards brigade, it did occasionally feature a (modified) Volkswagen in its pages.

In late 1992, with the closure of VW Power, Fast Fours saw a marketing opportunity and published 'Hottest VW'. It was not a monthly or bi-monthly

from the 'old hand' to the driver who considering buying their first Volkswagen. We have provided OZ VW Magazine as an unbiased link of communication for all lovers and drivers of all types of VWs.

Regards Ron (National Co-Ordinator)

The first issue contained profiles of VW clubs that had sent information - VW Club of South Australia, Western Australia, Club VW Sydney and Illawarra, Central Coast, Hastings District, VW Drivers Club of QLD and New Zealand VW Register. Leanne Brkovec submitted 'I married a VW Fanatic,' while Donna Pell reported on the 1987 VW Spectacular. The late Dave Cameron Rogers wrote about his VW obsession, and there was a story on VW model collector Dave Evans and the custom Golf GLS of Stuart Twidale.

The next issue was 'due out 1st March 1988, then bi-monthly.' Sure enough, the second issue appeared in March-April 1988. It was bigger and better, up to 52 pages, with many more articles and stories. There were event reports on the Virtu '87 VW show, Action Day '87 and Gatton '88. Leanne Brkovec reviewed several VW books and there were features on the VWs of Bret Crothers, Jeff Weily, Phil Meredith, Stephen Muller, Grant Mills and Mike Waldron. There were Richard Holzl VW drawings and a VW ad from the Womens' Weekly in 1958. There was an off-road racing section and a reprint from the UK's Safer Motoring of the picture story of Dick Berryman. There were lots of advertisements from Australian VW specialists of the time.

It was an excellent, much improved following from the first issue and future potential seemed unlimited. There was a notice saying that 'Next issue due out 1 June 1988 - it will be a special VW Nationals issue.' Editor Ron McDonald promised more good things to come, including reports and photos of the VW Nationals. We all looked forward to the next issue - but it was not to be. There never was an issue #3 and the magazine just disappeared, never heard from again.

Fast Fours Hottest VW.

The success of Australian VW Power inspired other publishers to have a go.

magazine, as it was not dated. It was more of a 'collector's edition' and was labelled 'Enthusiasts Issue.' It was on sale in newsagents for \$5.50.

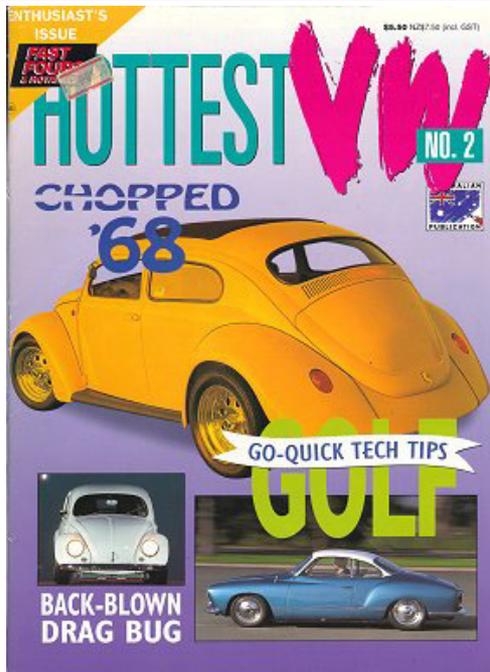
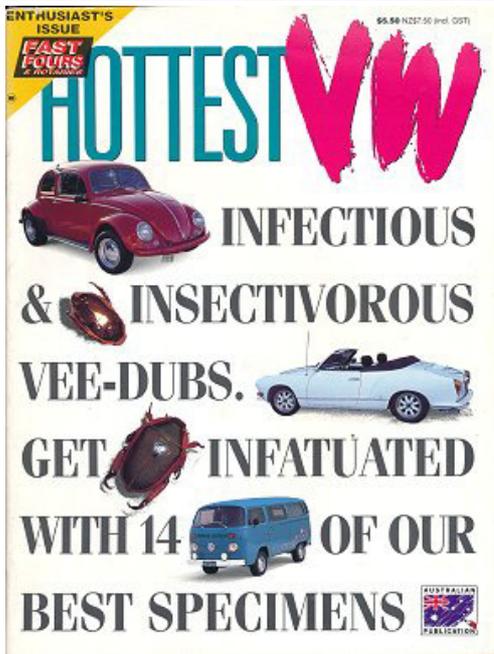
Hottest VW used the same industry standard magazine size as VW Power had used - the US 'Letter' of 8½ x 11 inches, which after trimming gave a magazine of 8¼ x 10¾ inches (210 x 273 mm). Like Fast Fours and most other mainstream titles, it was printed in full colour on glossy paper, the cover thicker than the rest. It was 100 pages exactly.

The editor was expat-US motoring journalist Todd Hallenbeck. His editorial was named 'Blowing Hot Air,' and served to introduce himself, rather than the magazine, and was a page of reminiscences of his first VW and cross country trips in his university days. All fun to read and many of us had similar VW adventures in our youth. But nothing about his new VW magazine or its aspirations.

The content was mostly a collection of reprints of various VW feature car articles that had been in Fast Fours and Rotaries over the previous couple of years. There were a couple of tech articles by Steve Walmsley, on fixing oil leaks and swapping brake components. There was a feature on 'master machinist' Stan Pobjoy and his engine building techniques. One article that was written especially for the magazine was a report on the 1992 VW Nationals, which had been held at the Oran Park drags and at Valentine Park Soccer complex at Parklea at Easter. Nice to see photos of the VWs of David Birchall and Ray Pleydon.

The second volume of Hottest VW appeared in early 1993, again not dated and but again labelled 'Enthusiasts Issue,' and 'No. 2.' It was again exactly 100 pages. It had a new editor, Dean Evans, who wrote in his editorial that he was 'real (sic) naïve' about VWs until a 'few years ago' and he 'wasn't interested' as VWs were 'old cars that a few mates used' and were 'no real threat to the 'quickest car in the suburb title.' As if that matters. So - not a VW aficionado then.

Once again there were plenty of colourful feature car articles, such as souped-up chop-top Beetles with whale tails, but the highlight was Dave Butler's supercharged drag Beetle. Again there were some excellent Steve Walmsley tech articles, on front ball joints, and replacing wheel bearings.



based at 6-8 Byfield St in North Ryde in Sydney, near the Macquarie shopping centre. They already produced knock-off titles such as 'Best Geminis', '4s and Rotary Mania', 'Performance 4s and Rotaries', 'Street Heat' and 'Cruisin' to compete with more established magazines such as Fast Fours and Street Machine. Now, they produced a similar 'knock-off' title to compete with the Paradise VW series.

In July 1996 APPC released a new title called 'Performance Volkswagens No.1.' Like other mainstream magazines it was produced in industry-standard US 'Letter' size, which when trimmed was 8¼ x 10¾ inches (210 x 273 mm). Also like other mainstream titles, it was printed in full colour on glossy paper with a

Leanne Brkovec had an article on VW distributors, while Lance Plahn reported on Golf performance bolt-ons. There were reports on VW shows in Melbourne and California, and Steve Walmsley recorded the VW scene in Bangkok. There was a 4-page centre spread on the coming 1993 VW Nationals.

So while there was certainly room for improvement, it was still a good effort and probably a better VW magazine than the last few issues of VW Power had been. It could have gone on to bigger and better things with future issues, but it was not to be. #2 was the last issue of Hottest VW; no #3 ever appeared.

Parent magazine Fast Fours and Rotaries had moved away from featuring Volkswagens, so there were little or no feature car articles to re-use. More importantly, Hottest VW's focus solely on 'hot' or modified/custom Beetles meant their market reach was limited. They had nothing for fans of vintage and classic VWs, restoration of stock vehicles, little about normal service and repair, little for fans of other VW models such as Kombis or Type 3s, and nothing for fans of modern water-cooled VWs.

Fast Fours and Rotaries ceased publication in 2007. Federal also closed down many of their other specialist titles and concentrated on fashion titles such as Vogue and food magazines such as Good Taste. In 2007 Federal and its newspaper, magazine and on-line assets were sold to News Limited and rebranded as Independent Digital Media.

Performance Volkswagens / Best Volkswagens.

The next long-running VW magazine, after VW Power folded in mid-1992, was the 'Geoff Paradise' series for Express Publications. That series ran from 1993 to 1998, and we'll look at them another time.

But in the mid-1990s, when the Paradise series was still cruising along with the Australian VW enthusiast market to itself, another magazine publisher looked at how it was going and decided to get in on the act.

The Australian Publishing and Printing Company was

thicker cover. This first issue was 84 pages.

It was subtitled 'Heaps of Tough Vee Dubs' and was edited by James Garrod, a writer who had contributed to other APPC motoring titles but had little knowledge of VWs. His editorial was called 'Back Chat' and began: 'The concept that evolved into the Volkswagen is historically credited to Adolph (sic) Hitler and the Nazi party.' Oh yes, the old 'mention Hitler' cliché. He went on say how he had worked at Nota and raced V8 sports sedans, and drove a Charade Turbo. He admitted 'I used to think dak daks, chuff cutters, vee dubs (call 'em what you like), were gutless piles of crap that couldn't pull a sailor off your sister.' No doubt a sudden change of mind when offered a job as a VW magazine editor.

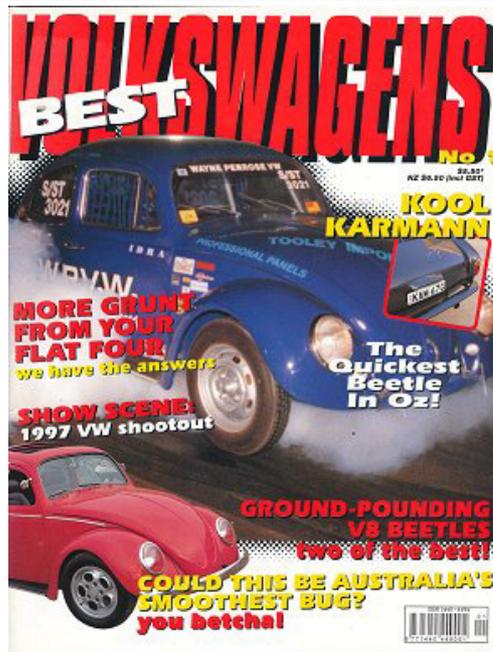
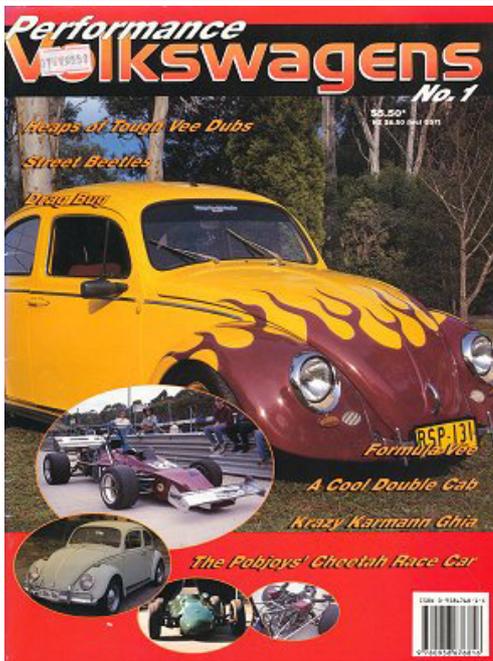
The magazine, like Hottest VW before it, reproduced feature articles on VWs that had already appeared in its parent magazines, some quite a while ago. This was most obvious in an article titled 'VW Power-Up,' a summary of available performance options for the VW engines (with a lot of help from the VW Performance Centre in Melbourne), which began: 'Who actually remembers the VW Beetle was designed in the 1930s? It's a sobering thought in 1993.' Remember this was in a magazine published in July 1996.

That was the only 'tech' article - the rest were just picture feature stories of owners' VWs, such as the twin-cab Kombi and flamed Beetle of James Douglas, Rachel Tidswell's '66 1300, Ken Packham's 1835 Karmann Ghia, Dave Stoker's custom '54 Beetle, Jeff Clayton's custom Superbug, Toby Smail's drag bug, and Wayne Penrose's peach Beetle and trailer. There was a feature story on Stan Pobjoy and his Cheetah open-wheeler, though not the same story we'd seen before in other magazines.

'Performance Volkswagens' did not become a regular title - there never was a 'No.2,' nor any other follow-up soon after.

In fact it was not until May 1998, almost two years later, before APPC released a second title. This was called 'Best Volkswagens No.1.' It was the same size and layout as its predecessor, and the same 84 pages as before.

This time it was edited by Paul Beck, who began his editorial with 'I have a confession to make. I haven't always been a fan of the Volkswagen,' and 'I would have walked



although it was not a great surprise because of the long-standing rumours. The official introduction of this model will be at the Frankfurt show in September of this year.

As yet no technical details have been released other than it will be powered by a 1½-litre air-cooled flat four-cylinder engine, but it is possible to assume certain details.

As there is an external boot as well as the one beneath the front bonnet, the most probable explanation is a redesign of the engine's cooling system in order to achieve a much lower overall height. The engine would lie flat underneath the rear boot floor. Some have suggested the engine is mounted ahead of the rear wheels, immediately under the seat pan, but this would make access

straight past a show-quality VW to take a look at an average Holden, Ford or Chev.' Yet another non-VW fan, but surprise, another sudden change of mind when given a job as a VW magazine editor. At least he does credit his education to the positive influence of George and Tereza, our friends from Evolution VW wedding hire.

As a follow up it was pretty disappointing. Several articles and features were just reprints from the first issue - including that same VW engine tech article from 1993, and other feature cars we had already seen in the other VW magazines. It was nice to see Wayne Penrose's 12.7 sec street VW, the '66 Squareback of David Garland, and the raspberry custom '66 Beetle of Takao Otsuka, built by Boris and his VVDS team.

With so many repeats it was a pretty cynical effort, nothing more than an attempt to cash in on a share of the VW enthusiast market by doing the least amount of work possible. Perhaps not surprisingly, there never was a 'Best Volkswagens No.2' - or any other Volkswagen magazine - from the Australian Publishing and Printing Company.

Today the site of APPC at North Ryde still exists, in a small industrial complex at 6-8 Byfield St. It is occupied by Universal Media Co, producers of print, digital, social and online content. Their current magazine titles include WellBeing, Grand Designs, Home Design, Australian Country, Kitchens and Bathrooms Quarterly, EatWell, DogsLife, Dirt Action and Good Organic Gardening. But no Volkswagen titles.

extremely difficult.

A coupe version of the new model has also been released. The mechanicals are identical with the new sedan but the body styling is unique and distinctive. This is a possible equivalent of the present Karmann-Ghia.



By introducing the '1500' the Volkswagenwerk has widened its range of models but the bulk of its productive capacity will continue to be devoted to the familiar Volkswagen sedan.

To keep up with unabated demand the Volkswagen factory will increase production still further and probably exceed the 4000-a-day mark.

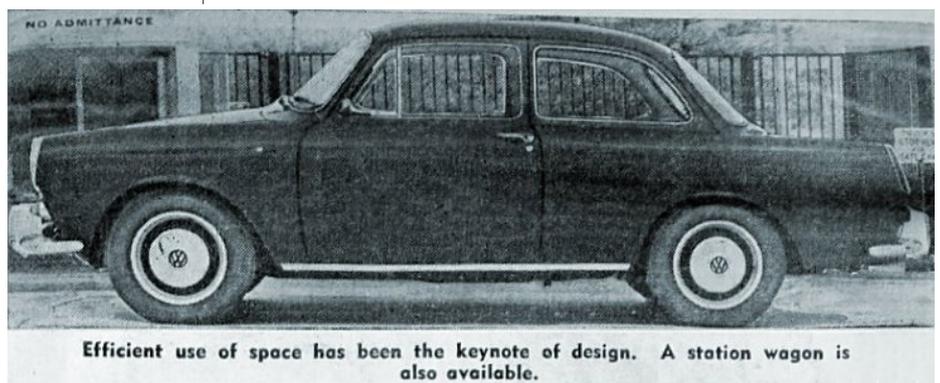
The new 1½ litre VW has benefited from tried and proved, design principles. It has both generous luggage space under the front hood and a roomy, external-access trunk at the rear. This has been made possible by the space-saving design of the low-mounted, air-cooled flat-four engine.

New VW 1500.

Australian Motor Manual, April 1961

The best kept secret for years is out - VW have promised a new, bigger model as a stable mate for the well-known 'beetle' but it won't be here this year.

Closely-veiled secrecy has surrounded the introduction of a new VW model,



Bathurst 1000s post-VW/Audi - Pt 1.

1986 James Hardie 1000.

Group A meant the world's best touring cars and teams could now race in Australia. But what it also did was provide the chance for local teams and drivers to race in Europe. Following the Commodore's disappointing showing during the 1985 season, and at Bathurst in particular when the V12 Jaguar dominated, Commodores were now developed to a point of again being potential winners. On the shorter 'sprint' touring car races they were no match for the BMWs, turbo Volvo and Nissans, but Mount Panorama was the home of the long-legged V8.

During that year, the Holdens raced in Europe for the first time, at selected rounds of their championship. Grice's style of driving impressed the crowds as he pushed some of the world's top touring car outfits, leading on occasions and frequently ousted only by bad luck. So with his act sharpened by the hot bed of European Touring Car Champion competition, Grice returned home for the October classic armed with a formidable package.

The 1986 race returned to the three engine-size classes - A for under 2-litres, B for 2-3 litres and C for over 3-litres. No VW cars were on sale in Australia in 1986, and with Chris Heyer retired, no one entered the only Audi model available, the Audi 100. It would be the first Bathurst since 1981 with no VWs or Audis competing. It would have had to compete against BMW 323is, Mercedes 190s, Volvo 240Ts, Alfa GTV6s, Mitsubishi turbos Starions, and Nissan turbo Gazelles and Skylines.

While Gary Scott was on pole in the turbo Skyline, Grice was beside him. His was not a big budget effort, but paired with car owner/driver Graeme Bailey and some excellent Yokohama tyres that Grice had helped develop during his Euro campaign, he led from the start and applied his own version of the so-called 'Brock Crush' in his Chickadee Commodore. He sprinted away from his opposition to put the squeeze on everyone else, eventually scoring comfortably over the HDT Commodore of John Harvey and Neal Lowe, and the Gary Scott/Terry Shiel



Nissan Skyline in third. Dick Johnson/Gregg Hansford in the Mustang were in fourth, just a lap behind, while Brock, with Moffat as co-driver, was fifth after wrecking an oil cooler in a pit stop.

It was a great victory for Grice but it was a sombre day that saw the death of Mike Burgmann after his Commodore slammed into the base of the Conrod Straight bridge on the fifth lap of the race. He was the race's first fatality and led to the permanent shortening of Conrod Straight and the new Caltex Chase for next year.

1987 James Hardie 1000.

The year the World Touring Car Championship came to Bathurst was to prove a clash of cultures and an anti-climax. The Bathurst circuit was increased in size from 6.172 to 6.213 km due to the new Caltex Chase, meaning the 1000 km race was shortened from 163 to 161 laps. A \$2 million redevelopment of pit lane saw completely new pit garages, corporate suites, administration offices and media centre. Heavy concrete barrier fencing was erected all around both sides of the circuit. It was also the first year that the Safety Car came into use after accidents; there would be no more race cars blasting past flat-bed trucks rescuing crashed vehicles.

The classes reflected European practice, with a turbo equivalence formula built in. Class 3 was Under 1600cc; Class 2 was 1.6 to 2.5-litres, and Class 1 was over 2.5-litres. The Audi 100 would have been eligible for Class 2 against Alfa Romeo 75s, BMW M3s, Mercedes-Benz 190Es and Nissan turbo Gazelle, but no one entered one. The 'aero' Audi 200 Turbo was finally on sale in Australia but was a luxury saloon - it was entirely the wrong sort of car to compete against Class 1 BMW 635 CSi, Ford Sierra, Holden V8 Commodore, Maserati Biturbo, Mitsubishi Starion, Nissan Skyline and Toyota Supra.

After a mid-year homologation upgrade, the Ford Sierras arrived in fire-breathing RS500 form, and the little turbo hatchbacks dominated. They were led by the visiting Eggenberger Sierras which proved significantly faster than the Australian versions, along with everything else. Sierras had the first five placings on the starting grid. The Grice Commodore would start 7th behind the Cecotto BMW.

In spite of the Chase and shorter Conrod straight, the Sierra RS500s were faster than the Group A cars of last year, and faster than even the Group C big bangers of 1984. The Eggenberger Sierras were hitting 276 km/h (171 mph) as they swept into the Chase.

The black Texaco Eggenberger Steve Soper/Pierre Dieudonne car won by two laps from the Eggenberger Sierra of Klaus Ludwig/Klaus Niedzwiedz. They took the chequered flag, but would not take the win - the Eggenberger cars were stripped from results months later after it was adjudged they were running with illegal bodywork. Thus the



third-placed car was elevated to the victory - none other than Peter Brock's. When his own Commodore had failed early in the race, he switched to the Peter McLeod number two team car. This was built up with old parts and the team didn't expect it to make the finish - but it did, and it won. The Glenn Seton and George Fury Nissan Skylines were second and third, followed by the Jim Richards/Tony Longhurst BMW M3.

1988 Tooheys 1000.

The Euro teams and the ill-fated World Touring Car Championship were gone, and the race was now the opening round of the 1988 Asia-Pacific Touring Car Championship. A lot had changed in 12 months: Peter Brock, having had his famous split with Holden over the dodgy Energy Polaris, was now a BMW man. Holden's racing effort was being run by the British Tom Walkinshaw Racing outfit that had won Bathurst with Jaguars in 1985. The local Ford teams had now well and truly figured out how to make their Sierras go.

After twenty years the 'Hardie' name was no more, and the race was now known as the Tooheys 1000. It was the first (and only) time a rolling start was used for the race.

The classes were again Class 3 for under 1600cc (Corollas only); Class 2 for 1.6-2.5 litres (BMW M3s and Mercedes-Benz 190E only); and Class 1 for over 2.5-litres (turbo Ford Sierras, Nissan Skylines and Mitsubishi Starions, plus V8 Holden Commodores and a BMW 635 CSi.) Volkswagen-Audi had a new importer, Ateco, and there was now a choice of three Audi models - the 1.8-litre 80, the 2.3-litre 100 sedan and Avant, and the 2.2 turbo 200T, but none were chosen for racing. There were excellent race 200Ts in Europe, but no one chose to bring one to Australia.

The new TWR Commodore VLs would prove a disappointment, even a shambles. The turbo Sierra fleet was blisteringly fast and made up the first eight cars on the start grid, the most dominant showing since the 1971 XY GTHO Falcon. But getting them to go all day was a whole separate question. Dick Johnson's Shell Racing Sierras had been dominant throughout the Sprint series but not even three cars were enough for Dick to get home first at Bathurst. Likewise Allan Moffat (in his last Bathurst drive) gave up a massive lead when his Sierra overheated, which left it to Tony Longhurst and Tomas Mezera to score their first win, the first win for the Sierra, the first win for a turbocharged car, and the first win for a four-cylinder car since the Mini Cooper S in 1966.



The Dick Johnson/John Bowe Sierra was second, a lap down, and the Caltex Sierra of Colin Bond/Alan Jones was

third, making a Sierra 1-2-3. Fourth went to the Peter Janson BMW, then the second Caltex Sierra of Bruce Stewart in fifth. The best Commodore, the Brian Callaghan VL SS, was sixth, followed by two ancient VK Commodores of Tony Hunter and Gerald Kay.

1989 Tooheys 1000.

In 1971 if you wanted to win Bathurst you really needed to have a Ford Falcon GTHO Phase III. In 1989 a Ford was also the requisite artillery, only this time it was the European-made Ford Sierra RS500. As a contest between Holden and Ford, it was arguably even more lopsided than it had been in '71: for the first time since the year of the Phase III, there was no Holden in the top 10 in qualifying. Nine of the ten fastest cars were Sierras; the only other was the Nissan Skyline of Jim Richards starting in seventh.

The classes were again Class 3 for under 1600cc (Corollas only); Class 2 for 1.6-2.5 litres (BMW M3s and a Nissan Gazelle); and Class 1 for over 2.5-litres (turbo Ford Sierras, Nissan Skylines, Toyota Supras and Mitsubishi Starions, plus V8 Holden Commodores and a BMW 635 CSi.) Again, while Audi successfully raced the 200T in the DTM in Germany, nobody chose to bring one to Australia to race.

Peter Brock took pole position in his Mobil 1 Sierra, the only time he achieved this when not driving a V8 Holden. To help his times he discharged his engine bay halon fire extinguisher as he went up Mountain Straight, cooling the charge and temporarily boosting the power. This was not technically against the rules, but he was fined \$5,000 for 'moral breach of the rules.'

Last year's rolling start was scrapped and the race returned to its normal standing start.

In the race the Commodores were totally outclassed, the hot turbo Sierras powering away. As the day wore on the attrition rate among the Sierras was high, but not enough to allow a surprise Nissan win. Dick Johnson led the race almost the whole way and the Queenslander scored his second Bathurst win with John Bowe. The Moffat Racing Sierra of Klaus Niedzwiedz/Frank Biela was a close second (Frank Biela would become an Audi factory driver from 1990).



The two Nissan Skyline turbos of Jim Richards/Mark Skaife and George Fury were third and fourth, just a lap back, followed by the Alan Jones/Denny Hulme Sierra. The Larry Perkins/Tomas Mezera VL Commodore trailed home in sixth place, the first Holden home, three laps down despite a relatively trouble free run.

1990 Tooheys 1000.

The Sierras were at their peak both in pace and numbers - but they faced a new threat from the much improved VL SS Commodore, as well as Nissan's revolutionary all-wheel-drive GT-R.

The race categories were adjusted - Division 3 for under 1600cc (all Corollas); Division 2 now 1.6-3.0-litres (BMW 323 and M3, and Mercedes 190 only), and Division 1 for Over 3.0-litres/turbo (Ford Sierra, Nissan Skyline and Toyota Supras; V8 Holden Commodores and BMW 635CSi.) In Germany the Audi DTM team were now racing Audi V8 sedans, but as usual no Audis were entered.

Sierras took the first five places on the grid and eight of the top ten, with the Moffat team Klaus Niedzwiedz Sierra the fastest just ahead of Dick Johnson. The Allan Grice and Larry Perkins Commodores started in 6th and 7th.

Everyone expected another Sierra victory, with the expectation that the Commodores would be too slow and the new Nissan would prove just a little too new, and would not last the distance. And so it proved. But Mount Panorama can be an unexpectedly cruel place. The Ford fleet fought one another at the head of the field with such intensity that they beat one another to death: if it wasn't tyre issues, then oil problems, turbo or some other mechanical failure affected nearly every Sierra in the race.

The Jim Richards Nissan GTR started from 11th spot and was so quick initially that it took the lead from Niedzwiedz before 10 laps had passed. The favoured Sierras of Colin Bond, Tony Longhurst, Alan Jones, Glenn Seton and Dick Johnson all withdrew with mechanical failures, and soon the Commodores of Allan Grice/Win Percy and Larry Perkins/Tomas Mezera were up behind the Nissan and surviving Sierras. Then the lead Nissan broke a driveshaft.

The second-string Shell DJR Jeff Allam/Paul Radisich entry was the only Sierra to have a half-way decent run, but at the flag it was in second place, 15 seconds behind the well driven HRT Commodore of Allan Grice/Win Percy. The Larry Perkins/Tomas Mezera Commodore was a close third. The Mountain had never seen such an array of turbo firepower, but it was a simple Aussie V8 - the same TWR VL that had performed so poorly the two previous years - which trumped the lot.



1991 Tooheys 1000.

Nissan's GT-R might have arrived underdone for the 1990 race but it was right on tune in 1991. The way Jim

Richards and Mark Skaife dominated the sprint events early in the season - finishing one-two on most occasions, and sometimes lapping the entire field - pointed to a very one-sided Bathurst 1000. So it was - nothing could match the all-wheel-drive twin turbo.

The race classes were the same as last year - Division 3 for under 1600cc (Corollas only); Division 2 for 1.6-3.0-litres, (BMW M3 only), and Division 1 for Over 3.0-litres/turbo (Ford Sierra, Nissan Skyline and Toyota Supras; V8 Holden Commodores and BMW 635CSi.) It was significant that interest in the smaller classes by manufacturers was at an all-time low - only Toyota Corollas in Division 3, and only BMW M3s in Division 2. Interest focussed solely on the main three-litre and over class.

The low-output 8V 77 kW Golf 2 GTI was now on sale in Australia (VW-Audi now imported by TKM, taking over from Ateco), but no one considered preparing one for racing - not against 100 kW twin-cam Toyotas in Div 3, but against the BMWs in Div 2 - the Golf was 1.8-litres. The Audi 200 Turbo and Audi V8 quattro were also available as race cars from Germany, but no-one entered either of them at Bathurst.

There were three Nissan GTRs in the race. Two of them started on the front row, the first and only all-Nissan front row. Mark Skaife's pole time was more than two seconds faster than the fastest non-Nissan, which were the Glenn Seton and John Bowe Sierras on the second row, and Dick Johnson in the other Shell Sierra just behind. Peter Brock was back in a Holden Commodore after four years of BMWs and Ford Sierras, and was the fastest V8 in sixth spot.

As expected the Nissans built an early lead, Jim Richards and Mark Gibbs out in front of the Shell Sierras. It was a race of attrition, with nine of the twelve Sierras failing to finish, including both the Johnson Shell and Moffat ANZ cars (the 4th-placed Charlie O'Brien Moffat Sierra was disqualified for having a non-standard diff), while eight of fifteen Commodores also retired.



The second factory Nissan GTR (Drew Price/Gary Waldon) didn't make the distance, but the #1 Skaife/Richards machine scored Nissan's first outright Bathurst win by more than a lap - with the privateer Mark Gibbs/Rohan Onslow GTR finishing third. Sandwiched between the Nissans were the unsung heroes, the 1990 winning combination of Win Percy and Allan Grice in a new VN Commodore - faster than the older VL but arguably not as developed as the older Holden. Amazingly, the Denny Hulme/Peter Fitzgerald Class 2 BMW M3 finished fourth outright.

1992 Tooheys 1000.

It was an infamous day. Former world Champion Denny Hulme died of a heart attack at the wheel of his BMW, and winners Jim Richards and Mark Skaife were booed on podium after one of the most difficult and dangerous Bathurst 1000s ever.

The classes had been completely changed. Class B was for small Group A cars under 1600cc, with only Toyota Corollas competing. Class A was now for all other Group A cars over 1600cc, which included turbo Ford Sierras, Nissan Skylines and Toyota Supras, plus V8 Holden Commodores, BMW 635s and BMW M3s. Class C was for the new category of much modified V8 touring cars that would take over Australian touring car racing in 1993 - and would become known as V8 Supercars. It was composed of just three Holden VP Commodores and a Ford EB Falcon in this first year.

Dick Johnson got pole position in his Shell Sierra, alongside Larry Perkins in his older model Group A VL Commodore. Skaife in the Nissan GTR started third, alongside Glenn Seton in the first of the new V8 Supercars, an EB that was the first Falcon to race at Bathurst since 1984. All four of the new Class C cars (Seton's Ford and three Commodores) were in the top ten.

Due to heavy rain a large number of crashes occurred towards the end of the race, leading to the race being stopped during the leader's 145th lap. This required a wind-back to the completed 144th lap. However, many cars had crashed prior to the leader's completion of the 144th lap so the race was wound back an additional lap to allow them to be placed. Richards' Nissan GTR, which had hit the wall once suffering extensive damage - drivable but barely so - and had then slid off the track to join several other cars that had crashed about 200 metres past Forrest's Elbow onto Conrod Straight, was declared the winner since it was the lead car.

Due to lots of yobbo Holden and Ford fans upset that a crashed Japanese car had won, race winner Jim Richards was vociferously booed as he took the podium. Distressed over the death his friend Denny Hulme, of which he was only informed moments before he took to the podium, as well as the crowd's reaction, he said in his international live feed TV broadcast victory speech: "I'm just really stunned for words, I can't believe the reception. I thought Australian race fans had a lot more to go than this, this is bloody disgraceful. I'll keep racing but I tell you what, this is going to remain with me for a long time. You're a pack of arseholes."

As the last of the old Bathurst 1000 races with engine-size classes, turbos and multiple makes, it was a sad end to a unique era in Australian touring car racing.



1993 Tooheys 1000.

The turbocharged Group A cars had been consigned to history. After much debate about the future direction of Australian touring car racing, the race was simplified to just two types of cars. Class B for Under 2000cc was for the remaining Euro-style naturally-aspirated Group A cars, such as Corollas, BMW M3 and non-turbo Ford Sierras. This class was officially FIA Class II Touring Cars, but would become known as the Super Tourers.

The other class, Class A, was for the new Over-2000cc much modified sedans competing under CAMS' Group 3A Touring Car Regulations. These were made up of Holden Commodores and Ford Falcons, and would soon become known as V8 Supercars. There was also a special agreement to allow modified Group A BMW M3s and BMW 635s.

There was tension between the two classes, with the feeling they appealed to entirely different fan groups and were in competition for sponsorship money, TV coverage time, crowd support and their long-term future.

The new V8s proved an immediate hit, with all the top 10 starters being V8 Supercars as predicted - seven Holdens and three Fords. The first four were Commodores, with Larry Perkins on pole. Larry built the only Commodore in the field with a Holden V8 - the rest of the Commodores all used 5-litre Chevrolet engines. The fastest Ford was the Dick Johnson Shell Falcon in fifth, alongside the Glenn Seton Peter Jackson Falcon.

It was expected to be a close contest, but a performance parity adjustment just before the race saw the Commodores start with increased front down-force. It made the difference - and was a bit of an overkill. The Ford challenge collapsed, and it became a battle between the Walkinshaw HRT, Gibson Motorsport and Larry Perkins Holdens. It was Perkins and co-driver Gregg Hansford who prevailed, finishing ahead of Skaife/Richards and a lap ahead of Wayne Gardner/Brad Jones. Larry Perkins' 1993 win was his fourth, and first one since his 1984 win with Peter Brock. It would be the last time the race was won with a Holden V8. The Geoff Brabham/David Parsons Peter Jackson Falcon was the first Ford home in sixth, seven laps back.



The first Class B Super Tourer home was the Peter Doulman/John Cotter M3 Motorsport BMW in 19th place, 25 laps behind Larry Perkins, and only two other Class B cars finished, both of them Toyota Sprinters. It was a comprehensive win for the Aussie V8 Supercars over their Euro rivals in the publicity and popularity stakes.

Jeff's Facebook finds.



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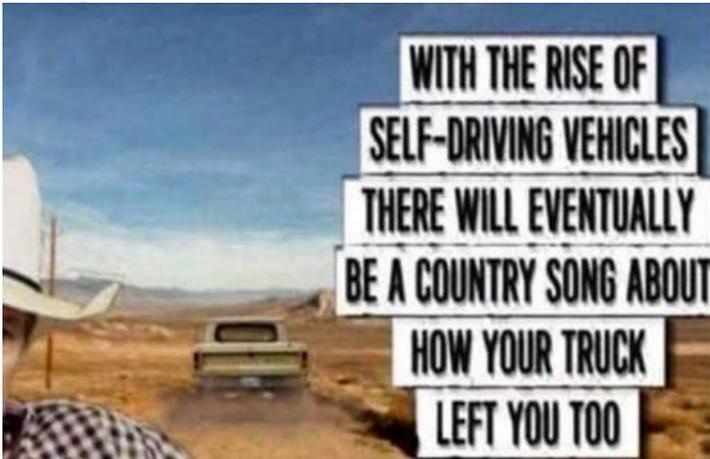
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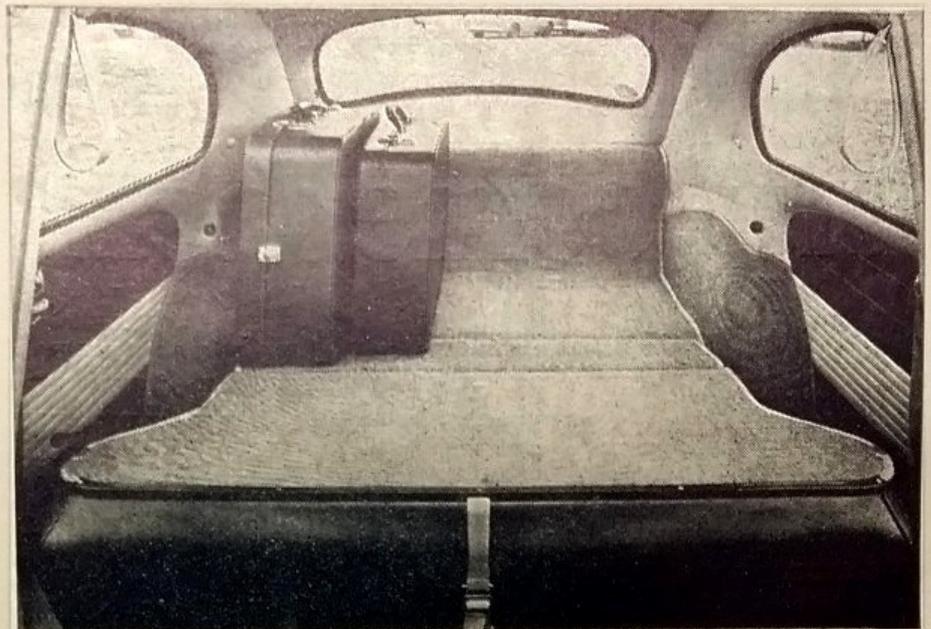
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1965 VW increases Luggage Capacity

Australian Motor Manual—June, 1965—5

The usual annual improvements have been made to the Beetle. Modifications to the rear seat of the 1965 VW 1200 have increased luggage space available. The rear seats of the VW 1200 could now be folded forward, which increased the rear luggage capacity to 14.12 cubic feet. With the space available under the front hood, total luggage capacity would amount to 27.72 cubic feet. To increase the rear space, the back seat rest is folded forward and secured with a strap. For the protection of goods carried in the rear the back of the seat rest is covered with the same haircord material as the luggage compartment.

To provide increased leg room for back seat passengers, the front seat back rests have been made three quarters of an inch thinner. Additional comfort and support has been provided by alterations to the contours of the rear of the front seats. Another modification announced is to the bearings of the free-running gears of the rear axle. Sales in America this year will be in excess of 400,000.



Laughs in Lockdown.

It took Einstein several years to develop his theory about relativity, gravity and the speed of light. It was about time, too.

The singer Adele went on holidays and got sunburned. How did she treat it? Aloe.

The admiral's daughter was born with no belly button. She grew up and went to the Navel Academy.

I've been seeing a psychiatrist about my fear of moving footways, but it's not getting any better. If anything, it's escalating.

The lumberjack learned how to cut down trees by just staring at them. He said 'most people don't believe me, but I saw it with my own eyes.'

Doctors find it difficult to test patients for colour-blindness. There's a lot of grey area, and the result is often a pigment of the imagination.

I heard that our local Interflora shop is looking to hire lots of extra workers. Business is blooming.

The smartest trees always grow together in the tropics. You'll find them in a brain forest.

Why did the cow cross the road? To get to the udder side.

My cousin won an award at the Country Show for the Best Scarecrow. He was outstanding in his field.

Losing your wife can be very hard. Sometimes, it's almost impossible.

I went to the doctor last week because I thought I had picked up a bladder infection. After he examined me, he said yes, urine trouble.

Did you know that it's against the rules to fart in Apple stores? It's because there are no windows.

Some people say it's bad when it's raining cats and dogs. But you should see it when it's hailing taxis.

The astronomer was supposed to observe the sun, moon and stars for a week, but he got bored after just 24 hours. So he called it a day.

I left my musical instrument in the bathroom. You must have seen it - the tuba toothpaste.

My dog has magical powers. He's a labra-cadabra-dor.

It's impossible to 'run' through a camping ground. You can only 'ran' - because it's past tents.

I heard there's a new Pirates of the Caribbean movie coming out soon - but not for kids. It will be rated Arrrrrr.

The Guinness Book of Records says that no one can possibly have a nose that is longer than 12 inches. Because if it was, it would be a foot.

Spring is here, it's time to do some gardening! I'm so excited I wet my plants.

My mate and his wife recently had twins. They named them Edward and Edwina. They said two Eds are better than one.

We were watching the movie ET the other day. My daughter said 'Dad what is ET short for? I said because he's only got little tiny legs.

Andy has 150 Snickers bars. He eats 143 of them. What does Andy have now? Answer: Diabetes.

They've been saying that covid will make Santa arrive late this year. Surely not, I know he'll arrive in the Nick of time.

When Hitler launched the Volkswagen factory in 1938, they made a big fruit cake to celebrate. It was decorated with Nazipan.

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That's about the fastest thing that ever happened to any car.

The system gives you more mpg, better acceleration, a cleaner exhaust—and it's more reliable than carburetors.

The computer fuel injector system is available as an option on our Fastback for about \$150. It's interesting that the only other cars that have it cost more than \$5,000.

So with an officially confirmed 83.4mph we're fast—but we can't really claim to be leading the pack out of the straight.



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