

Zeitschrift



Welcome back to the VW Nationals!

June 2022

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More Ash articles**

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Audi Super 90
Plus lots more...**



The Legend Never Dies

Club VeeDub Sydney.
www.clubvw.org.au

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



Club VeeDub Sydney Committee 2021-22.

President:	Steve Carter	0490 020 338
	president@clubvw.org.au	
Vice President:	David Birchall	(02) 9534 4825
	vicepresident@clubvw.org.au	
Secretary and: Membership:	Norm Elias	0421 303 544
	secretary@clubvw.org.au	
Treasurer:	Martha Adams	0404 226 920
	treasurer@clubvw.org.au	
Editor:	Phil Matthews	0412 786 339
	editor@clubvw.org.au	
Webmaster:	Aaron Hawker	0413 003 998
	webmaster@clubvw.org.au	
Social Media:	Lee Woods	0414 952 509
	l.woods@hotmail.com.au	
Book and DVD Librarian:	Carl Moll	0417 471 137
	library@clubvw.org.au	
Tool Librarian:	Bob Hickman	(02) 4655 5566
	hicko@inet.net.au	
Merchandising:	Raymond Rosch	(02) 9601 5657
	sales@clubvw.org.au	
Assistant Merch:	Kira and Bettina Rosch	
Raffle Officer:	Christine Eaton	(02) 9520 4914
Vintage Registr:	John Ladomatos	0449 236 076
	vintage@clubvw.org.au	
VW Nationals Committee:	David Birchall	(02) 9534 4825
	Sandy Benic	Craig Adams
	Zelko Jurkovic	Eddie Flieta
Trophy Artiste:	Lee Woods	
Motorsport Captain:	Rudi Frank	0418 442 953
	motorsport@clubvw.org.au	
VW Motorsport Committee:		
	Craig Adams	Steve Carter
	Eddie Fleita	
General Committee:		
	Charlie Attard	Dave Westall
	Stewart Burke	Oscar Woods
Canberra Committee.		
President:	Dot Bryan	clubveedubact@gmail.com
Secretary:	Willie Nelson	clubveedubact@gmail.com
Treasurer:	Dave Cook	clubveedubact@gmail.com
Registrar:	Willie Nelson	clubveedubact@gmail.com
Council/Events:	David Cook & Lachy Patton	
Social Media:	Dorothy Bryan	clubveedubact@gmail.com

Club VeeDub membership.

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

Monthly meetings.

Monthly Club VeeDub meetings are held at Strathfield Golf Club, 52 Weeroona Rd Strathfield, on the **third Thursday of each month**, from 7:30 pm. All our members, friends and visitors are most welcome.

Correspondence.

Club VeeDub Sydney
PO Box 324
Mortdale NSW 2223

Facebook:

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



Our magazine.

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

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

Back issues (2003-on) are available at www.clubvw.org.au under the Media - Zeitschrift tag.

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

We thank our VW Nationals sponsors:

34 years.

Andrew Dodd Automotive	Vintage Vee Dub Supplies
H&M Ferman	Volksbahn Autos Pty Ltd
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10 years and over.

German Performance Garage	VW Spectacular
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See the back page for all 2021 VW Nationals sponsors.

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

KELSO OVAL PANANIA

EAST HILLS CHARITY

CAR SHOW

SUNDAY 19TH JUNE 2022



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



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

www.crohnsandcolitis.com.au



www.easthillscarshow.com.au

VOLKSWAGEN SPECTACULAR 2022

24TH JULY - 1ST AUGUST

2022 VOLKSWAGEN SPECTACULAR 38 YEARS 23 SHOWS

Macksville NSW 2447
(1/2 Way between Sydney and Brisbane)
Mid North Coast

**Karmann Ghia Muster
Macksville**

Proudly sponsored by



Enjoy an action packed week!
VW Cruises around the beautiful Macksville & Nambucca Region
Show & Shine - Swap Meet - Top Ten
Markets - Street Parties - Food Vans Live Entertainment
2021 Country & Western theme & much much more - come and join us!

**Hurry
Bookings
now open!**



**Sorry -
Animals are not
allowed at the
Showgrounds for
this event**

**The event
that is
everything
VW!**



2022 WINTER EUROPEAN CRUISE

MT WILSON



AUSTRALIAN SPLIT WINDOW KOMBI CLUB



Proudly Sponsored By:



All VW's Welcome
2022 Annual Australian Split Window Kombi Klub's
"Winter European Cruise" to Mt Wilson
in the Blue Mountains NSW for a BYO Picnic Lunch on
Sunday 28th August 2022
Split Window Kombis To Lead Cruise



ITINERARY:

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

Event Contact: Simon Barrfield
Email: kombis2u@gmail.com



"Australian Split Window Kombi Winter European Cruise 2021"



Von dem Herrn Präsident.

Hi all, well after a Covid non-event in 2020 and a restricted return in 2021, it was great to attend the VW Nationals 2022 in relatively normal times.

The VW Nationals and the club itself could not exist without help from our club members and the club committee. We needed lots of help leading up to the Nationals, during the day and after a long day at the show packing up the venue, so a big thank you to you all. The show wouldn't have been a success without your help.

For the Saturday Track Day we again elected not to go to a regular CAMS motorsport venue. This time we left the racers to book the spots themselves at the privately owned and run Luddenham Raceway. There weren't very many VW Group cars running, but at least the fastest car of the day was an Audi TT. See the results on page 24. My son and I couldn't run this year as I had a fall down some stairs just before the Nationals, so I was unable to prepare my sons car or my own after I broke an axle at the drags.

The beauty of running the event at Luddenham was that you only need a photo street license (CAMS licence not required), and we didn't have to provide flag marshal, scrutineers, fire truck, ambulance, insurance cover etc. Those who took part had a great day on an exciting new track, hopefully we can more cars running next year and the weather is kinder. The track's no-spectator rule meant that only a small amount of people watching. This was due to Covid, according to the track, which at this stage of the pandemic seems to be out of step with the rest of the country. Hopefully they will drop that rule for next year.

After racing it was off to Fairfield on Saturday night to get the venue set up for Sunday's show n shine - putting up signs, setting the layout, putting up tables, hanging banners, organising the club office and shop and all the other work getting the venue ready.

Early Sunday it was very cold and wet with lots of cars and traders arriving before dawn. Almost all the traders were

in place early. There is a big new under-cover area at the back that was used as a covid drive-thru last year, but this time we put to good use. Thank you to all our sponsors for their continued support, especially those who set up trade stands on the day. The updated sponsor list appears on the back page of this magazine, and the long-term sponsors with their business card ads. Please support them, because they support us.

We had the EFTPOS payment system at the gate so that people could tap and go to pay and move on. Our volunteers moved up the line of cars to hand out and collect entry forms, grab the QR codes and take payment, so the delays at the gate were minimised as much as possible. At one stage the entry queue was all the way down the car park to Smithfield Road, but cars came through the gate quickly to have their photos taken and move on to their parking spots. There were a few minor stuff ups with the entrant numbering, some forms and some entry stickers

going missing, but we worked around it. Almost all the cars were through the gate by 10am and it was only a few latecomers after that before the entry gates closed at 10:30.

The show classes and peer judging that have worked so well were the same as last year, with cars entering almost all of the 41 entry classes available. The grey skies and rain did affect entry numbers this year, but it was still a great turnout especially by the new generation VWs. In the end there were 177 cars entered in the show, just 15 less than last year.

This year Beetle '58-'67 Modified and Kombi T2 '68-'79 Standard were the most popular categories with 14 entries both, followed by Beetle '68-on Modified with 12 entries, Beetle '58-'67 Standard with 11 entries and Golf 6 with 10 entries (the most ever for this category).

Categories showing big growth on previous years were Beetle up-to-'57 Modified with 8 entries (54% more than the average over the last 6 shows); T3 Transporter with 7 entries (27% more than usual); Factory Off-Road Air-Cooled (4 entries, twice as many as usual); Golf 4 (8 entries, 109% more than usual); and Golf 6 (10 entries, 93% more than usual).

Other categories are not as popular as before. There was just 1 entry for Beetle up-to-'57 Standard, a drop of 70% from the average. Type 3 numbers continue to decline - Standards had just 3 entries (-45% on average) and Modifieds just 4 entries (-23%). There were just 5 Rat Class cars entered this year (down -50% on average; 13 were entered in 2019), and just 1 Golf 2 entered this year (-68% of the average).

In the end there were 52 Beetles entered across 6 categories (up by 4 on last year); 38 Kombis entered across 5 categories (down 9 on last year), and 40 Golfs entered across 7 categories (down 4 on last year).

A good way to win a medal is to be the only entry in your category! This year there was only one entry in Beetle Up-To-'57 Standard, Aussie Kit Cars and Convertibles, Golf 2, VW Cabriolets and VW SUVs, so these owners won by default. There were also just a couple of entries in Karmann Ghia Standard, Non-Factory Off-Road, VW Sports Coupes, VW Sedans and VW Commercials. There were several categories with no entries at all - VW Exotics (Puma etc); Best Engineered Race (Air AND Water); Porsche; SEAT and

Skoda. In fact there have been no SEATs and Skodas entered the last two years. We'll try once more next year, but three strikes and you're out - we will remove these categories if none enter in 2023.

All entrants received peer judging sheets, allowing them to choose up to 20 different cars of their choice in a mixture of air and water. Altogether some 1,521 separate votes were cast on these (109 more than last year), and posted in the blue box at the Club stand before the close-off at 12:30 (although we accepted some from late-comers up to 12:45). There were also 424 People's Choice votes cast by members of the public coming through the gates (on the squares of cardboard), which made 1,945 votes altogether (and 177 entry forms) for Phil to enter into the computer. This took all morning and lunchtime (thank you to young Oscar Woods for being the form runner from the gate to the office) but the actual calculation of winners only took a minute or two thanks to Phil's custom-designed Excel spreadsheet. It doesn't add or multiply, it uses the COUNTIF command to count the instances of a voted number appearing. All results were worked out by 1:30pm.

This year my son's friend Sam Law, a professional photographer was taking photos for the presentation slide show, which involves taking a photo of every car and its numbered windscreen sticker as it comes through the entry. My son David went through all the results with Phil, found the photos of each winning car and created the Powerpoint slide show that played during the presentation. We'll play this again at the meeting this month, and we'll put it up on the website soon after that.

With Shirley and Bluey both retiring from trophy duties, Lee Woods stepped up this year and produced some brilliant Olympic-style medals for the winners - Gold for first; Silver for second and Bronze for third, depending on the category. Every category had a First; the more popular categories had a second, and sometimes a third for the most popular categories. The medals have the club logo on one side and the engraved results on the other, mounted on a VW-logo ribbon. They looked absolutely first class - thank you Lee for a great job.

The presentation went smoothly and efficiently at 3pm. A few medals weren't collected as people had already left; they will be available for collection at the next monthly meeting at the Strathfield Golf Club on Thurs 16th June. Winners have already been notified by email (which is why we ask for your contact details on the entry form!) You can see the list of all the winners on pages 26-27 of this issue.

Thank you to all the helpers on the main gate, and the traffic marshals. Raymond and Grace, and their girls Bettina and Kira who did their last club shop this year, Lee Woods will be taking over organising the club merchandise now. A very big thank you to Raymond and the girls for all your efforts over the years - I hope we'll see you again next year.

Christine did a great job with the raffle. Parramatta Rotary again did a great job with the BBQ lunch, and there were also a great variety of other food, drink and snack sellers throughout the show. Rotary ensured that all public tables and contact surfaces at the meal areas were cleaned regularly, as per the Covid requirements. Once again, thank you to all our members who helped out with the Nationals at Fairfield on Saturday night and Sunday. It made the setting up, running of the show and the packing up afterwards so much easier. We

were all worn out at the end of the day. I think having two golf buggies again really saved our aging legs on the day.

And of course major thanks to our main organiser Dave Birchall, who put in many hours of work in the months leading up to the show despite having serious health issues and worked tirelessly on the day itself. We are open to all input and suggestions from our members, both at the Committee and Monthly Club meetings, on the Nationals this year. What you liked, what you didn't and how we can make it even better next year. Don't be shy, let us know what you think. So if you have some great ideas or would like to help out next year, please come along to committee or monthly meeting. Or drop us an email or leave a message on the Club website.

There are lots of events coming up so keep an eye on the Calendar and flyers in this issue and mark them in your diary. Unfortunately the Berry VW Show has had to be postponed again due to all the rain making the grounds at Berry Bowling Club unusable. The next events will be the East Hills Car Show on Sunday 19th June, and the VW Spectacular at Macksville on the weekend of 30-31st July. All VWs and their owners are welcome to all events, so if you haven't been to an event for a while, why not come along?

I've decided to step down as president at the next AGM (the July meeting). I think it's time to get some younger heads running the club.

See you with your VW soon.

Steve Carter



Kanberra Kapitel report.

Hi from Canberra,

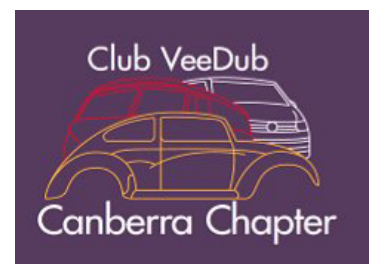
As a judgement call, based on the fact that neither Willie or myself were able to make it to Nationals this year, I'm going to suggest a very short report this month. It was good to hear the Nationals was a success and several Canberra members won a medal.

Otherwise, it'll be a very, very short story about an unloved Scirocco named Monster who is sitting in a driveway covered in leaves and spiderwebs, instead of being safely tucked away in the carport (her carport is full of packing boxes and renovation materials). While that horrible owner person drives that big ugly non VW ute thing daily.

As always, keep an eye on the VW Canberra Facebook page for updates and notifications of all things VeeDub.

Cheers

Dot



Klub Kalender.

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

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

June.

Sunday 5th:- Berry Blast From The Past -*** POSTPONED due to wet ground conditions. New date to be advised ***

Tuesday 7th:- Canberra General Meeting at the Spanish Australian Club, 5 Narupai St Narrabundah, from 7:30pm. ** NOTE NEW VENUE **

Thursday 9th:- Committee Meeting and magazine pack at the Strathfield Golf Club, 52 Weeroona Rd Strathfield, from 7:30pm.

Thursday 16th:- CLUB VW MONTHLY MEETING at the Strathfield Golf Club, 52 Weeroona Rd Strathfield. Get the latest VW news and views, plus VW socialising, drinks, raffles, trivia and plenty of prizes. Enjoy the Club's bistro and sports bar too. Lots of fun, all welcome. 8:00pm start.

Sunday 19th:- East Hills Charity Car Show at Kelso Oval, Panania. This family charity event attracts car lovers from all over NSW, this year supporting the fight against bowel cancer. All classic makes and models welcome. Trophies to be won in numerous categories. Show cars enter through the

gates on Marco Ave, off Childs St. A great family day out, food and drink stands, music and entertainment, motor accessory traders. Phone Glen on 0434 360791 for more info.

Join the Club VW convoy at McDonalds Moorebank (Newbridge Rd) at 8:00am for an 8:30 departure.

www.easthillscarshow.com.au

July.

Tuesday 5th:- Canberra General Meeting at the Spanish Australian Club, 5 Narupai St Narrabundah, from 7:30pm. ** NOTE NEW VENUE **

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

Thursday 14th:- Committee Meeting and magazine pack at the Strathfield Golf Club, 52 Weeroona Rd Strathfield, from 7:30pm.

Thursday 21st:- CLUB VW MONTHLY MEETING at the Strathfield Golf Club, 52 Weeroona Rd Strathfield. Get the latest VW news and views, plus VW socialising, drinks, raffles, trivia and plenty of prizes. Enjoy the Club's bistro and sports bar too. Lots of fun, all welcome. 8:00pm start. **This meeting will also be the 2022 AGM.** All committee positions will be vacated and new nominations called for. Members are invited to stand for a 2022-23 position.

Saturday 30th - Sunday 31st: VW Spectacular 2022 at Macksville. These are the main activity dates, but events are on the whole week before. Local VW sightseeing cruises and

STRIKE IT RICH THIS MONTH

AT ALL VW AGENTS!

All VW agents throughout Sydney will be offering highest ever trade-in on new VWs for this month only.

It's strike it rich time, and if ever there was a time to trade in your car, **now** is the time. Low outlay, low deposits and convenient terms are just some of the additional ways you'll strike it rich.

Remember this offer is only good for this month.



Check it out today, with your nearest authorised VW agent.



- | | | | | |
|---|---|--|--|---|
| Bankstown: Robert Dewley Motors Pty. Ltd.—70 1311. | Drummoyne: Kinsley Pty. Ltd.—81 2365. | Liverpool: Provincial Motors Pty. Ltd.—602 7400. | Rose Bay: Jack Jeffrey Pty. Ltd.—37 6797. | Wollongong: Lanock Motors (Sth. Coast) Pty. Ltd.—(Sales) 2 2238; (Service) 2 3737. |
| Blacktown: Lennox Motors (Blacktown) Pty. Ltd.—622 1293. | Five Dock: Lanock Motors Limited—71 8841. | Manly: Freshwater Motors Pty. Ltd.—97 0287 or 97 3255. | Ryde: The House of David—88 0272 or 88 0247. | |
| Campbelltown: Sarkis Bros. (C'town)—2 1739. | Hornsby: Lanock Motors Limited—48 0261. | Mosman: Mosman Service Centre Pty. Ltd.—90 1234. | St. Leonards: Lanock Motors Limited—43 1351. | Newcastle: R. H. Taylor (Newcastle) Pty. Ltd.—2 4561. |
| Camperdown: Lanock Motors Limited—51 3601. | Hurstville: Dick Swanton Pty. Ltd.—57 7996 or 57 2094. | Parramatta: Lennox Motors Pty. Ltd.—635 5844 or 637 2139. | St. Peters: Motorways (St. Peters) Pty. Ltd.—51 8991. | Mayfield: Ron Bower Pty. Ltd. (N'castle)—68 1707. |
| Cellaroy: Young's Collaroy Garage Pty. Ltd.—96 9755. | Killara: Lanock Motors Limited—49 4381. | Penrith: Wards Motors Pty. Ltd. (Penrith)—2 2321. | Strathfield: McCallum Motors Pty. Ltd.—74 1286. | Hamilton: Cardiff Motors Pty. Ltd. (N'castle)—61 4837. |
| | Lakemba: Ronslan Motors Pty. Ltd.—750 0011. | Rockdale: Motorways Pty. Ltd.—59 0301. | William St., Sydney: Lanock Motors Limited—31 7001. | Gosford: Roberts Auto Centre Pty. Ltd. (G'ford)—2 0494. |

activities; movies, markets, go-kart racing. Saturday giant VW convoy and street parade at Nambucca Heads; Swap meet and markets; fund-raising charity dinner and auction. Sunday car show at Macksville with Top 10 Shootout, swap meet, traders. Fun VW activities all week. Pre-bookings and deposit are a must. Contact Donna Pell on 0427 695203, or email her at vwspectacular@gmail.com Visit the website www.volkswagenspectacular.com for more info and the essential booking form.

August.

Tuesday 2nd:- Canberra General Meeting at the Spanish Australian Club, 5 Narupai St Narrabundah, from 7:30pm.

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

Thursday 11th:- Committee Meeting and magazine pack at the Strathfield Golf Club, 52 Weeroona Rd Strathfield, from 7:30pm.

Sunday 14th: Shannons Sydney Classic 2022 at Sydney Motorsport Park, Eastern Creek. Organised by the CMC, it's the largest classic car show in Australia. Club displays, double-decker bus rides, trade stands, historic race cars, Concours, and a parade lap of the track for all show entrants. Over 2,000 classic cars! Club Veedub will again have a Volkswagen display, with 20 spaces booked. Cars should arrive by 8:00am. You must book with David Birchall or Norm Elias at the monthly meeting to secure your reserved space and display ticket for the day. Please only reserve your ticket if you are SURE you will be attending – don't get a ticket then fail to turn up on the day.

Thursday 18th:- CLUB VW MONTHLY MEETING at the Strathfield Golf Club, 52 Weeroona Rd Strathfield. Get the latest VW news and views, plus VW socialising, drinks, raffles, trivia and plenty of prizes. Enjoy the Club's bistro and sports bar too. Lots of fun, all welcome. 8:00pm start.

Sunday 28th:- Split-window Kombi Winter European Cruise to Mt Wilson in the Blue Mountains NSW. Meet at McDonalds McGrath's Hill (Windsor Rd & Groves Ave) from 8am for breakfast. Cruise departs at 9:30am. Coffee stop at Fruit Bowl, Bilpin. Photo stop at Mt Tomah Rest Area. Arrive at Cathedral Reserve, Mt Wilson, at 12pm for BYO picnic lunch. Trophy presentation at 1:30pm. A free event in which all VWs are welcome but split Kombis will lead the cruise! Sponsored by Andrew Dodd Automotive and FortyHorse products. Please ensure your VW is full of fuel, food and drink before cruise departure as there is no fuel or food available at Mt Wilson (there are public toilets on site). Contact Simon at kombis2u@gmail.com for more info.

September.

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

Tuesday 6th:- Canberra General Meeting at the Spanish Australian Club, 5 Narupai St Narrabundah, from 7:30pm.

Thursday 8th:- Committee Meeting and magazine pack at the Strathfield Golf Club, 52 Weeroona Rd Strathfield, from 7:30pm.

Thursday 15th:- CLUB VW MONTHLY MEETING at the Strathfield Golf Club, 52 Weeroona Rd Strathfield. Get the latest VW news and views, plus VW socialising, drinks, raffles, trivia and plenty of prizes. Enjoy the Club's bistro and sports bar too. 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.

For Sale: 1962 VW Beetle. Fully restored. Body sand blasted and full paint job of body and chassis. Rims sand blasted and painted underbody painted. 5 new tyres 6 months old. New quarter windows, new door latches. All new chrome and rubber glass and door surrounds. New windscreen wipers, new horn ring and blinker switch. All new interior upholstery seats doors roof liner matting. New boot liner. Fully reconditioned original 1200 motor, gear box, clutch, brakes and steering. New exhaust. New running boards. New 6V starter motor and regulator. All new light bulbs. This car is





practically brand new. Blue slip pending. View it in Gloucester NSW. Price \$45,000 negotiable. Contact Graham Marsh on 0428 582 110.



For Sale:- I am hoping to sell my very valued Volkswagen car, it is a little old however it needs to go to a good home. Navy blue **Volkswagen Golf Cabriolet, 1997** model. Automatic. 225850 km. Cream leather upholstery and in good working order. Currently registered until August and Comprehensive until January 2023. Reluctantly being sold as we have no need for two cars. \$4000.00 ONO. Please contact Jenni Zeller at jennizeller@iprimus.com.au

Wanted:- Do you know **someone that could collect and hold a T3 Transporter** van for a mate of mine in Australia? The van is in Africa now and he will be shipping out for a 4 month trip through Australia and then onto New Zealand. Let me know your thought on bringing a LHD van into AU for holiday. He does not want to buy something as he built this

Vanagon Syncro here in the states and it has been through Europe and most of Africa. He is doing an around the world trip one leg at a time. If anyone in your club can help, me, please get in touch - Stacy vwcrewman@gmail.com

2nd Month Ads.

Wanted:- I am looking for someone with a **white, early 1960s (1960-62) Beetle** who may be willing to take part in a documentary movie. I am looking to recreate the trip my father and his best mate took to Sydney in late 1962. They're both now in their 80s and I want to recreate their trip, hear their stories and reflect on the changes in Australia and in their lives in those years. Would be grateful in you could check with your membership. Trip would be Melbourne to Sydney over 3-5 days, and would pay for car with driver, expenses and return. Not 100% yet certain will go ahead: am currently sussing out options. If you can help, please contact me at drmvantwest@yahoo.com.au Many thanks Melanie

Wanted:- Back issues of Zeitschrift. As a forgetful 85-year old member, I forgot to renew my membership last year due to the pandemic and the north coast floods. I am after the November and December 2021, and January, February and March 2022 issues to complete my collection going back to 1988. If you can please help me, contact Bevan on 0427 535790.

For Sale:- Original 1975 VW Beetle 1303 Karmann Cabriolet. German VW factory built. Left factory 27 January 1975, originally delivered to Japan, imported to Australia early 2000. Registration until Dec 2015. Included in sale are a number of hard-to-get spare parts, including new window seals and new cylinder heads (original). Note: current cylinder heads still good. Also included is an Identity Certificate from the VW factory in Germany. Price negotiable. Full ad: <http://www.carsales.com.au/private/details/Volkswagen-Beetle-1975/SSE-AD-3551097> Only genuine buyers please. Contact Ed at ewschmidt@hotmail.com

For Sale:- Seats from Golf 1998 Mk3 GL. All offers considered. For all enquiries or more information please contact Paul Newton on 0419 400522 any time, or email pnewton@tech2u.com.au

Wanted:- Hi, does any body know what **after market front seats** will fit a 1976 Kombi? It is complete except for front seats, or does anybody have some for sale? If you can help, please contact Bob and Jenny White on (02) 4730 4863, or 0419 437132, or email rwjawwhite@bigpond.com

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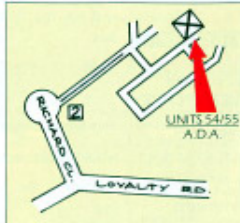
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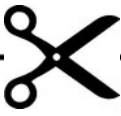
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The 2022 Volkswagen Amarok is now in its final year on sale - with the range largely unchanged, bar the introduction of a Black Edition special-edition variant earlier this year, and the launch of the Walkinshaw W580X off-road edition in the coming months.

The range continues to be affected by stock shortages, with an order placed today expected to be delivered around October.

An all-new 2023 Volkswagen Amarok is due in the first few months of next year, twinned under the skin with the new Ford Ranger - and employing Ford engines, according to previous media reports.

See the Amarok range at your Volkswagen dealer now.

Amarok Alpine.

Despite continued stock shortages, Volkswagen Australia has introduced two new variations of its current-generation 2022 Volkswagen Amarok ute, before it is replaced by a new model next year: the Alpine packs.

Badged Alpine and Alpine Plus, the off-road option packages - developed by German accessory company Seikel, but approved by Volkswagen to retain the full five-year/unlimited-kilometre factory warranty - are available across Amarok V6 Core automatic, V6 Sportline, Highline and Aventura variants.

The packages are now available - a delay from the second half of 2021 timing hinted at a year ago, when it was revealed the Seikel accessories would be made available locally - with only 100 examples of each pack up for grabs.

In addition to the Alpine pack, Desert and Expedition packages were also discovered - though it appears some of the contents of these packs have been bundled into the Alpine and Alpine Plus packs.

Priced from \$6090, the Alpine package adds a Koni Raid off-road suspension kit, inclusive of a 25 mm lift, twin-tube front and rear shock absorbers, Eibach front springs, a new cast steel lower retainer for the front shocks, and top and bottom front spring plates.

The Koni Raid kit also includes a fully pre-assembled front strut unit, and a rear 25mm spacer with unique leaf spring brackets and extra supports/bump stops - plus a snorkel, and protective wheel arch cladding.

Opting for the \$12,090 Alpine Plus package adds the contents of the standard Alpine package, plus rock sliders, protective door cladding, breather kits for the front and rear differentials, transmission and transfer case, as well as protection plates for the engine, transmission and rear differential.

Amarok V6 Sportline and Highline buyers can option an off-road tyre package for \$1590, which includes five General Grabber AT3 all-terrain tyres (in a 255/60R18 112 H XL profile). This package doesn't appear to be a limited edition.

No changes have been made under the bonnet, where the standard Amarok V6's 3.0-litre turbo-diesel V6 is retained - developing 165 kW/550 Nm (or 180 kW on overboost) in Core and Sportline trims, or 190 kW/580 Nm (200 kW overboost) in the Highline and Aventura - with an eight-speed automatic gearbox and all-wheel drive.

2022 Volkswagen Amarok Australian pricing

Amarok TDI400 Core manual - \$45,890

Amarok TDI400 Core auto - \$48,890

Amarok TDI500 Core manual - \$50,890

Amarok TDI550 Core auto - \$53,890

Amarok TDI550 Sportline auto - \$57,990

Amarok TDI580 Highline auto - \$63,490

Amarok TDI580 Black Edition auto - \$64,090

Amarok TDI580 Aventura auto - \$73,990

Amarok W580 auto - \$73,490 (soon to be discontinued)

Amarok W580X auto - \$77,390

Amarok W580S auto - \$81,490

Golf wins Drive COTY (Small Car category).

Volkswagen has always taken an evolutionary approach with its category-defining Golf hatchback. The all-new Golf 8 (so-called as it's the 8th generation model since 1974), is testament to that approach. If it ain't broke...

There are Golfs to suit every taste, from the entry-level \$29,550 110TSI to the range-topping (until the Golf R arrives) GTI (\$53,300), Volkswagen's 'people's car' continues to set the benchmark for the category.

Its blend of European styling and engineering add up to a comfortable and capable car. Volkswagen's decision to ditch the Golf's dual-clutch automatic transmission (DSG) in favour of a conventional eight-speed automatic has paid dividends



with a driving experience that is far more forgiving. As one judge commented, "[the] new [eight-speed auto] makes a tremendous difference to low speed driving [and] manoeuvres", something that wasn't always the case with the slightly hesitant and lurchy DSG.

Inside, the Golf's cabin is a class above, Volkswagen's minimalist approach looking very contemporary. The second row is spacious, with plenty of room in all key areas for adult backseat passengers and its 374/1230L boot is up there for the segment.

With the Mark 8 Golf, Volkswagen eschews traditional dials and buttons for many key functions in favour of a more modern touchscreen interface for all primary cabin functions. As Drive judges found, this singular approach can take some getting used to, but owners will no doubt adapt.

One key area where the Golf excelled over its rivals was in braking distance. Rigorous testing included a 100km/h to zero stop and the Golf's 35.76 metres was almost two metres better than its nearest rival and a whopping seven metres better than another popular model. In critical situations, where every centimetre can make a difference, the Golf was a clear winner.

The new Volkswagen Golf sets the benchmark in a popular segment thanks to its refined driving experience, stylish exterior design and interior presentation, compelling safety features and strong value for money.

That's why it's the 2022 Drive Car of the Year Best Small Car.

Passat safety reviewed.

The Volkswagen Passat will remain on sale in Australia (in wagon form) next year - and beyond - despite its five-star safety score expiring at the end of this year.

The Australasian New Car Assessment Program (ANCAP) - a not-for-profit crash test authority funded by state and federal governments - last week announced it would begin applying six-year expiry dates to vehicles tested in 2015 and earlier.

The six-year expiry was announced to the automotive industry four years ago, but the deadline has impacted some cars with longer-than-usual lifecycles.

The Passat scored a five-star safety rating when tested against 2015 criteria.

However ANCAP, and its European affiliate Euro NCAP, have raised the bar since then - and made it more difficult for vehicles to achieve a five-star safety rating.



While a five-star safety rating is not a legal requirement - and is in fact a higher threshold than federal vehicle eligibility regulations - many business and government fleets have mandated five-star cars.

Volkswagen Australia says there are no plans to re-test the Passat at this stage in its lifecycle. However the company has armed the vehicle with every available piece of advanced safety technology.

In the years after the Volkswagen Passat was crash-tested by ANCAP in 2015 (and Euro NCAP in 2014), the company says it has added the following safety aids across all Passat models sold in Australia:

- " Radar cruise control with traffic stop-start
- " Rear cross-traffic alert
- " High-speed and low-speed autonomous emergency braking
- " Lane keeping assistance
- " Blind-zone warning

Volkswagen Australia said: "While safety ratings should be reviewed, why would a review fail to account for significant active and passive safety upgrades? Passat customers, private and fleet, are appraised of these and make their purchases secure in the knowledge that their choice remains at the forefront of occupant and bystander protection technology."

VW pulls out of Russia.

Russia's widely-condemned invasion of Ukraine last month has had far-reaching implications on the automotive industry.

Fuel prices spiked to record highs almost immediately following the attack, complex supply chains are facing worsening disruptions, and an increasing number of vehicle manufacturers are announcing new plans to exit the market.

Some are closing their domestic manufacturing plants in Russia, while others are refusing to export vehicles to the country all together - with many doing both.

Reasons cited for the withdrawal include humanitarian concerns, the impact of Western sanctions on the local economy, payment complications, and logistical difficulties.

Makes such as Ford, Renault, Volvo, Toyota, Honda, GM, Jaguar, Mercedes and BMW has all announced plans to cut down or end vehicle manufacture and/or sales in Russia.

Volkswagen has ended all vehicle imports to Russia and shut the doors of its factories in Kaluga and Nizhny Novgorod - also citing humanitarian concerns.

"The Volkswagen Group has received the news about the war in Ukraine with great dismay and shock," the German manufacturer said in an official statement.

"Against the background of the Russian attack on Ukraine and the resulting consequences, the Group Board of Management of Volkswagen AG has decided to stop the production of vehicles in Russia until further notice ... Vehicle exports to Russia will also be stopped with immediate effect."

VW's Kaluga plant, 170 km south-west of Moscow, was opened in 2007 and produced the VW Polo and Tiguan, Skoda Rapid and Audi Q7 and Q8. The plant also manufactured engines for other VW factories. It employed



over 4,000 workers.

VW's other plant at Nizhny Novgorod, 430 km north-east of Moscow, began as a joint-venture with Russian truck-maker GAZ in 2011. GAZ commercials are still made there, along with mostly Skoda models such as the Kodiaq, Karoq and Octavia. The only VW model made there is the VW Taos, a Chinese-designed SUV model similar to the T-Roc and only sold in Russia and North/South America. The Chinese original was called the VW Tharu.

Volkswagen and its subsidiaries sold approximately 200,000 cars in Russia during 2021, representing 2.3 per cent of its total worldwide deliveries. It built approximately 170,000 of those domestically in the two plants.

VW bi-directional charging.

Volkswagen AG will offer two-way 'bi-directional' charging in its ID electric cars from later this year, CEO Herbert Diess has confirmed.

The technology - also referred to as 'vehicle to home' (V2H) or 'vehicle to grid' (V2G) - allows zero tailpipe emission vehicles to discharge energy stored within the battery and power home appliances, feed into the power grid, or even charge other cars.

"Bi-directional charging will be available this year for all ID models with 77 kWh battery, also via [an 'over the air'] update," the CEO said in a Reddit 'Ask Me Anything' thread.

"In the beginning we will only offer vehicle-to-home (V2H) - This means you can run your dish washer with electricity from abroad," he wrote (which in Germany means cheap and reliable 24/7 nuclear power from France).



According to some engineers, when used similarly to smart home batteries - which recharge themselves when power is readily available and deploy it when scarce - bi-directional charging systems could help cities stabilise their electricity production and reduce inefficiencies in the future, while also providing power to homes during natural disasters or blackouts.

However, due to the cost and complexity of production, Nissan and Mitsubishi are currently the only major manufacturers to mass produce the feature for cars. However, the upcoming Ford F-150 Lightning electric pick-up will also offer the capabilities from launch between March and May this year.

Volkswagen is currently one of the few major manufacturers to not offer an electric or hybrid vehicle in Australia, though it's possible the ID.4 sedan and ID.5 SUVs will be launched locally at some point in 2023.

A spokesperson for Volkswagen Australia confirmed every vehicle based on the company's MEB electric platform - which includes all cars in the ID range - is currently equipped with bi-directional charging for all international markets, suggesting the technology will be offered locally.

Electric VW pickup for USA?

The global boss of Volkswagen has ignited speculation the German auto giant is considering an electric Volkswagen pick-up for the US.



During a live question-and-answer session online on Reddit, Volkswagen CEO Herbert Diess was asked if the company is considering a rival to the electric Ford F-150 Lightning.

Reddit user miracle_technology asked: "Hello Herbert, we like the VW designs a lot. My question is, will there be an electric pick-up truck like the Ford F-150 Lightning for the USA?"

Mr Diess responded: "Good idea!"

Although this is hardly confirmation, at the very least it fuelled speculation that Volkswagen has not ruled out such a vehicle. However, it could be some time before it becomes a reality.

Volkswagen has previously teased a V6 petrol-powered version of Atlas pick-up - based on the Atlas SUV made in the USA., and shown in 2018. However, that vehicle is yet to



become a showroom reality.

The Volkswagen Atlas Tanoak pick-up concept made its debut at the 2018 New York International Auto Show.

It was named after a species of tree that is native to the Pacific Coast in the US and grows up to 40 metres high.

At the time, Volkswagen said: "Although there are currently no production plans for the Atlas Tanoak, Volkswagen is keen to gauge the reactions of buyers and media, since pick-up trucks are one of the biggest volume segments in the US."

It's understood that when Volkswagen initially adopts electric power in its commercial vehicle fleet, an electric Kombi van - or Microbus - will be first cab off the rank, based on the much-previewed ID.Buzz.

If Volkswagen does develop an electric-only full-size pick-up for the US - with similar proportions to the Atlas Tanoak concept (pictured) - it would likely be for the North American market.

In Australia, electric VW commercial vehicles are a long way off. Instead, the next-generation Volkswagen Amarok ute is a twin under the skin to the new Ford Ranger.

If the next Ford Ranger gains plug-in hybrid power - as has been widely speculated - there is a fair chance the same tech will eventually also be offered on the Volkswagen Amarok.

While the new Ford Ranger is due in local showrooms mid-2022 and the new Volkswagen Amarok is due in early 2023, plug-in hybrid versions are not due to follow for at least another 12 months.

It remains to be seen whether Ford will develop a fully-electric version of the Ford Ranger / Volkswagen Amarok twins.

Given compact utes are primarily intended for developing countries, pure electric power may initially be reserved for full-size pick-ups - until the technology gains broader acceptance and becomes cheaper to manufacture.

VfL Wolfsburg finish 12th.

The 2021-22 season of the German premier league football competition, the Bundesliga, has just completed. It was the 59th season of the Bundesliga, which involves 18 professional football teams from across Germany.

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

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

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

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

Today, VfL Wolfsburg is a fully professional organisation, 100% owned by Volkswagen AG, and they play out of the modern 30,000-seat Volkswagen Arena in Wolfsburg, right next to the VW factory and Autostadt. 'VfL' stands for 'Verein für Leibesübungen,' or 'Association for Physical Education.' The 2021-22 season was Wolfsburg's 25th consecutive season in the Premier League.

Last season (2020-21) VfL Wolfsburg had one of its best seasons in a covid-affected year and finished 4th. They therefore qualified for the 2021-22 UEFA Champions League group stage, along with Bayern Munich (1st), RB Leipzig (2nd), and Borussia Dortmund (3rd). This is Europe's premier club competition, involving the best 55 clubs from across Europe. The Wolves were ranked 36th in the competition, according to UEFA. It was Wolfsburg's third time in the Champions League, after 2009-10 (3rd in Group B, dropped to Europa League, eliminated by Fulham in quarter final), and 2015-16 (1st in Group B, beat Gent Belgium in Round of 16 and lost to Real Madrid in quarter final).

This time the Wolves were pooled in Group G along with Lille (France), Red Bull Salzburg (Austria) and Sevilla (Spain). Home-and-away pool matches began last September and ended in December. Unfortunately Wolfsburg was not successful, playing 6, losing 3, drawing 2 and just the one win (2-1 against Salzburg in Wolfsburg). Lille and Salzburg progressed, Sevilla transferred to the lower-tier Europa League, and VfL Wolfsburg was eliminated. After the knockout Round of 16, quarter finals and semi-finals, the Champions League Final was played between Liverpool (UK) and Real Madrid (Spain). Real Madrid defeated Liverpool 1-0 to win their 14th title.

Meanwhile the 2021-22 Bundesliga got underway last August. The Wolves got off to a flying start with four consecutive wins and a draw, placing them on top of the table, but then suffered four straight losses and a drop to ninth. They recovered slightly with two more wins and another draw, getting back up to sixth, but then their season was ruined with a run of seven losses and a draw. As the new year began the Wolves were languishing in 15th and close to the relegation danger area.

The Wolves shifted a gear and responded with three

more wins, a draw and a loss and had recovered to twelfth on the table, but typical of a forgettable season another slump saw the Wolves lose another four matches. With only four rounds to go the Wolves were in thirteenth place and relegation still a possibility. However the Wolves rallied and finished the season with another two wins and two draws.

It was a disappointing season for VfL Wolfsburg, finishing the 34 rounds in 12th place with just 12 wins (5 less than last season), 6 draws (four less than last season), and 16 losses (9 more than last season). There wasn't much home advantage. 7 of the Wolves' wins were at home, and 5 away. 7 losses were at home, and 9 away. The Wolves scored 43 goals (18 less than last season), and had 54 against (17 more than last season).

The Wolves had some good wins in season, including 5-0 against Mainz 05, 4-0 against Armenia Bielefeld and 4-1 against Greuther Furth, all late in the season at Wolfsburg Arena. However they also suffered some heavy losses, including 1-6 to Borussia Dortmund, 0-4 to Bayern Munich and 0-3 to both Mainz 05 and FC Augsburg.

The Wolves' top goal scorer was Lukas Nmecha with 10, followed by Max Kruse and Wout Weghorst with 7. Weghorst, who has played 118 games for Wolfsburg over four years and scored 59 goals, has signed a three-and-a-half-year contract to move to English Premier League side Burnley for a fee of 14 million Euro (\$A20 million).

However, as an indication of the money involved in European football, for next season the Wolfsburg have recruited Danish forward Jonas Winf from Copenhagen FC for 12 million Euro; German forward Luca Waldschmidt from S.L. Benfica for 12 million Euro, and Belgian defender Sebastiaan Bornauw from FC Koln for 13.5 million Euro.

The Bundesliga champions for 2022-22 were again the mighty Bayern Munich, one of the richest and most powerful football clubs in the world with over 300,000 members and worth over 630 million Euro (\$A940 million). They won 24 matches, drawing 5 and losing just 5 to clinch their 10th premiership in a row and 31st Bundesliga premiership. Borussia Dortmund were a close second with 22 wins, Bayer Leverkusen were third with 19 wins, and Red Bull Leipzig were fourth with 17 wins. These four clubs qualify for the 22-23 UEFA Champions League.

At the other end of the ladder, the bottom two clubs - Armenia Bielefeld and Greuther Fürth with just 5 and 3 wins respectively - are relegated back to the 2. Bundesliga for next season. Armenia Bielefeld had dropped from a premier league team in the early 2000s as far back as the regional 3. Liga, but had fought back into the 2. Bundesliga in 2015 and the Bundesliga in 2020. However after just one season back in the premier league, they will return to the second division. Greuther Fürth have spent almost their entire 110-year history in



the second division, qualifying for the Bundesliga only twice (2012-13 and 2021-22), both times being relegated straight back to the 2. Bundesliga after one season.

These two clubs will be replaced next season by the top two clubs in the 2. Bundesliga this season, which are Schalke 04 and Werder Bremen. Both these clubs were demoted last season, so they return to the Premier league after just one season in the lower grade. Both of them had been in the top division for decades prior to that.

In addition, the third-last Bundesliga team is required to play off against the third-top 2. Bundesliga team for the right to play in the top division. This means that Hertha Berlin SC (16th in B) had to play against Hamburger SV (3rd 2B). Hamburger SV surprised with a 1-0 victory over Hertha in Berlin, but in the second leg in Hamburg the result was reversed with Hertha scoring a 2-0 win. Hertha Berlin therefore won the playoff 2-1 on aggregate and will remain in the Bundesliga next year. Hamburger SV will remain in the 2. Bundesliga.

The 2022-23 Bundesliga kicks off in the first week of August for its 60th season. We'll be cheering for the VfL Wolfsburg Wolves to have a more successful season than the one just finished.

You can follow the follow the Wolves and join in on all the fun at their website www.vfl-wolfsburg.de/en/home





Most of the VWs were Flat Four cars, but there were still a few Club VW cars there such as Kylie in her Kombi, Bob in his Type 3, Phil in his Passat and John brought along his Porsche 911.

Indian chief Mikki Piirlaid and his family made everyone welcome and showed us around his workshop. He had a couple of Kombis up on the hoists in the process of rebuilds, and another stripped to a bare shell. This one is rather special, being one of the few surviving RHD 23-window barn-door Microbuses in the world.

We could also poke around his workbenches where a couple of motors were in the process of

Flat Four Autumn Cruise.

On Saturday 14th May our friends at Flat Four VW Club ran their 'Autumn Cruise,' which began at the premises of club sponsor Indian Automotive at Penrith.

There was a flyer for the event in our April issue, and in the Klub Kalendar we also added that anyone interested in a coffee first should meet up at the McDonalds on the M4 westbound service area from 8am. No one took up this offer - Phil was the only VW driver there.

However it was a good turn-up at Indian Automotive, which is located at 143 Coreen Ave in Penrith, not far from the Museum of Fire. There were more than a dozen VWs old and new, there to have a look over the premises, with a few more turning up before the 10:30 departure. Indian had a few of their own display cars on show, including a couple of Porsches, a Type 3 Ghia and a couple of Kombis.

rebuilding, and among the shelves of spares. His upstairs stock of spares was a bit disorganised with parts out of boxes and scattered over the floor - Mikki told us that Ash had been through it all not long before.



At 10:30 the cars started up and headed off on the cruise. Kevin gave a brief drivers talk and handed out little route maps so that no one got lost. From Indian we turned at the big roundabout onto Castlereagh Rd, then right onto Cranbrook Rd, the Northern Rd and the dog leg onto George St and into Windsor. The 15 or so VWs got a bit split up, but after turning onto Pitt Town Rd we pulled over until everyone was together. Then it was a very enjoyable cruise along less crowded roads.

Through Pitt Town and Cattai and onto Wisemans Ferry Rd to South Maroota, then we turned left onto Sackville Ferry Rd. This is an enjoyable little country road with great scenery. We turned right at the RFS station onto River Road,



together, then made our way into the café. They are a licenced pizzeria with a good range of beers on tap and some yummy pizzas on the menu. The restaurant was decorated with water-skiing memorabilia, and the upper bar was made out of the hull of a speed boat. There were some miniature Kombis added for decoration.

We all enjoyed a delicious pizza and a frosty beer, and it was great to enjoy the good weather on the outside deck and talk VWs. Thank you to Kevin and the gang from Flat Four for a very relaxing and enjoyable VW cruise. If you weren't there you missed a fantastic day. It's great to be out and about again!



which took us finally into Lower Portland, right beside the still very brown Hawkesbury River. We pulled into the grounds of the Paradise Café and parked together on the grass.

These scenic little spot was very pretty the day we were there, but you could see how the banks of the river were still scoured from the floods a few months ago. Sand drifts covered items left close to the bank. A wooden marker on the nearby shed showed the water had been three or four metres higher than where our VWs were parked (!)

We enjoyed the sunshine and took photos of the VWs

VW Nation



VW NATION
Club VW - Sydney

Photos: Brendo



nals 2022



ONALS
ey Australia

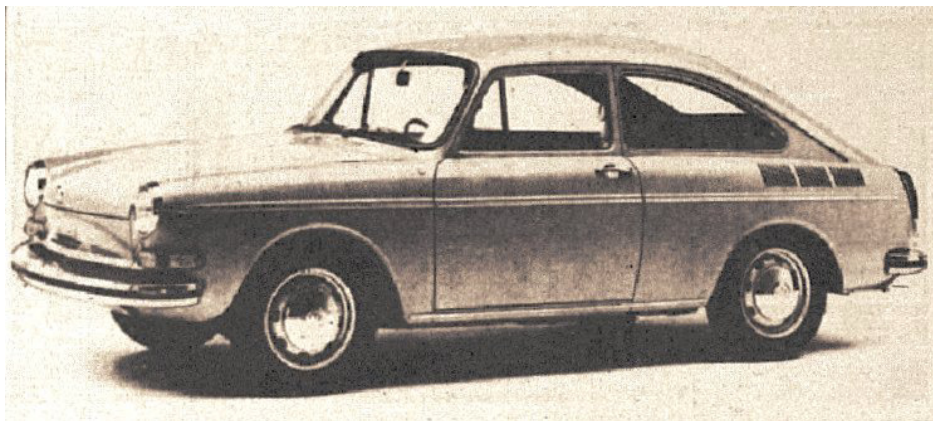
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VW Nationals Track Day, Luddenham Raceway Sat 21 May.



Competitor		Diff	Laps	Best Lap	Best Lap.	Best Speed
1	ANTONI.P	AUDI TT	0.000	55	52.747	55 95.55 km/h
2	BIG D	YARIS	0.456	69	53.203	36 94.732 km/h
3	THOMAS.M	LOTUS	1.061	49	53.808	47 93.666 km/h
4	REECE.M	AUDI SI	1.355	28	54.102	22 93.157 km/h
5	ALISTER.B	CCC3	1.611	65	54.358	48 92.719 km/h
6	BOSS N	SWIFT	1.613	69	54.360	35 92.715 km/h
7	PETER.L	CLIO	1.903	48	54.650	48 92.223 km/h
8	TOBIAS.F	BMW	2.183	60	54.930	36 91.753 km/h
9	SAMUEL.B	VW POLO	2.315	41	55.062	40 91.533 km/h
10	ALLEN.C F6	FALCON	2.780	66	55.527	38 90.767 km/h
11	MATTHEW.C	SWIFT	3.037	64	55.784	60 90.348 km/h
12	STEVEN.B	MERC	3.366	12	56.113	6 89.819 km/h
13	NICOLA.W	MERC	3.367	19	56.114	6 89.817 km/h
14	AYDAN.C	SEAT IBIZA	3.823	52	56.570	44 89.093 km/h
15	LEIGH.P	VW GOLF	4.052	56	56.799	47 88.734 km/h
16	CERI.B	VW BEETLE	4.243	39	56.990	21 88.437 km/h
17	KURT.E	LIBERTY	4.327	28	57.074	28 88.306 km/h
18	DAVID.J	SKODA WAGON	4.447	48	57.194	39 88.121 km/h
19	BRUCE.B	86	4.457	45	57.204	45 88.106 km/h
20	DAVID.C	SEAT IBIZA	4.537	58	57.284	36 87.983 km/h
21	RODREY.C	MAZDA RX8	4.751	53	57.498	37 87.655 km/h
22	KYLE.O	LIBERTY	4.835	41	57.582	41 87.527 km/h
23	JOSHUA.C	RENAULT	4.922	55	57.669	44 87.395 km/h
24	RAPHEL.B	VW SCIROCCO	4.963	38	57.710	36 87.333 km/h
25	DARREN.T	MX5	5.196	40	57.943	37 86.982 km/h
26	GLENN.B	LEXUS IS300	5.477	66	58.224	58 86.562 km/h
27	GAVIN.W	VW POLO	5.732	51	58.479	48 86.185 km/h
28	SYED.H	MX5	5.779	33	58.526	32 86.116 km/h
29	ZHAN.M	ACCORD	6.274	43	59.021	43 85.393 km/h
30	KEVIN.P	WRX	6.597	43	59.344	36 84.929 km/h
31	STEPHEN.A	STARLET	7.021	36	59.768	35 84.326 km/h
32	LACHLAN.J	CALPINA	7.731	42	1:00.478	37 83.336 km/h
33	RAWAND.S	MR2	7.889	41	1:00.636	29 83.119 km/h
34	SIHAN.C	MERC	7.936	41	1:00.683	41 83.055 km/h
35	PETER.D	VW GOLF	8.248	46	1:00.995	42 82.630 km/h
36	CRAIG.H	VW BEETLE	8.306	45	1:01.053	43 82.551 km/h
37	GARY.B	BMW	8.425	41	1:01.172	31 82.391 km/h
38	PAUL.F	VW BEETLE	8.515	49	1:01.262	44 82.270 km/h
39	RUDOLF.F	VW BEETLE	9.398	19	1:02.145	17 81.101 km/h
40	BROCK.P	MARC 3	9.744	39	1:02.491	39 80.652 km/h
41	JAMES.W	VW GOLF	10.088	52	1:02.835	35 80.210 km/h
42	CHANEL.R	SUBARU XV	10.848	38	1:03.595	36 79.252 km/h
43	JONATHAN.S	CIVIC	13.004	33	1:05.751	31 76.653 km/h
44	BRANDON.W	EVO	18.281	8	1:11.028	1 70.958 km/h



VW aims for luxury and safety.

The Bankstown Torch, Wednesday 23 June 1971

More quality in the form of added luxury and safety features is the 'release story' for the VW Type 3 1600 series (Fastback, Squareback, Halfback).

Mr Doug Donaldson, Managing Director of Volkswagen Australia, said: "Quality is a feature built into all our VWs.

"The latest series 1600s carry on the traditional yet effective marketing policy of more quality and thus better motoring for the Australian public, with little basic design change."

Flow-through ventilation is now part of the 1600 range.

Four fresh air vents plus a powerful two speed fan allows cool, fresh air to circulate through the passenger compartment, keeping both driver and passengers refreshed.

The rear roof members contain slots through which the air escapes. The two speed fan, combined with the standard heater, makes for comfortable winter motoring.

The '71 range features a new form of safety belt. The standard lap-sash configuration is combined with a locking device on the centre console - eliminating the need for a centre-mounted strap and allowing one-handed operation.

This device is simple to operate - in fact so simple that it should result in more voluntary usage of the belt. Seat belts are also fitted to the rear seat.

Windscreen wiper sweep has been changed to conform with a right-hand drive vehicle - thus eliminating blind spots.

Hooks are provided on the front and rear of the vehicle so that no damage may result to the suspension from towing.

Illuminated

A steering ignition lock is now a standard fitting on all vehicles. This fool proof system allows for a greater margin of safety in relation to parking the vehicle for long periods of time.

An illuminated shift console on the automatic models takes the guesswork out of night-time gear selection.

All Volkswagen models contain more than the mandatory Australian safety requirements.

The current Volkswagen safety level exceeds the far more stringent North

American safety standard.

Examples of this are the front and rear that progressively crumple in the case of impact - a feature in VWs since 1968 - and the disc-drum dual circuit that makes Volkswagen's braking safe and positive.

A new clutch mechanism has been installed for smoother, noiseless operation.

Volkswagen air-cooled engines have always been noted for their reliability over long periods.

New matt-chromed exhaust valves now incorporated in all 1600cc VW engines can only increase this reliability appreciably.

All 1971 Volkswagens share a headlight switch with a 'memory.'

Should a driver forget to switch off his headlights, they turn off automatically as the ignition is turned off.

Parking lights, which only account for minimum battery drain - are automatically turned on, a safety feature in itself.

Fastback models have a trip meter included on the speedo dial; a day/night rear view mirror; lockable glovebox; reversing lights, and vanity mirror.

Luggage space has been enlarged in the Fastback model by redesigning the rear parcel tray.

Fully automatic three-speed transmissions are optional on all models.

Retail prices including sales tax:

VW1600 Fastback manual, \$2606; VW1600 Fastback automatic, \$2856; VW1600 'TLE' Fastback with electronic fuel injection, \$2759; VW1600 'TLE' Fastback electronic fuel injection automatic, \$3009

VW1600 Halfback sedan manual, \$2504; VW1600 Halfback sedan automatic, \$2754

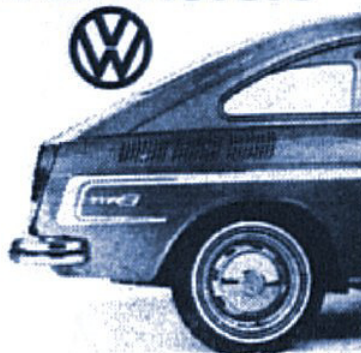
VW1600 Squareback manual, \$2765; VW1600 Squareback automatic, \$3015

Available at Robert Dewley Motors, South Terrace, Bankstown.

Be a sport. Take a test drive.

City: 177 William St 31 7003
Bondi: Cnr. Gould & Roscoe Sts 30 3241
Camperdown: 9-11 Australia St 51 4741
Five Dock: 61-71 Parramatta Rd 797 9322
Killara: 684 Pacific Hwy 498 8211
St. Leonards: 21 Herbert St 43 1355
Waitara: 120 Pacific Hwy 48 0261

Lanock Motors



LMR139



2022 VW Nationals trophy winners.

(2nd and 3rd-places were awarded for categories with large entry numbers, based on averages from previous years)

- 1. Beetle - up to 1957 - Standard**
1st: Zelko Jurkovic
- 2. Beetle - up to 1957 - Modified**
1st: Robert Zabek
- 3. Beetle - 1958 to 1967 - Standard**
1st: Michael Pratley
2nd: Phebe Betts
3rd: Robert Barker
- 4. Beetle - 1958 to 1967 - Modified**
1st: Marino Perillo
2nd: Koray Mamuk
3rd: Joey Nohra
- 5. Beetle - 1968 onwards - Standard**
1st: Jeff Swords
2nd: Sam Vella
- 6. Beetle - 1968 onwards - Modified**
1st: Ryan West
2nd: Dave Andrews
3rd: Raj Poobathi
- 7. Kombi T1 - up to 1967 - Standard**
1st: Andrew Clements
- 8. Kombi T1 - up to 1967 - Modified**
1st: Melissa Jones
2nd: Frank Skubla
3rd: Dean Kezi
- 9. Kombi T2 - 1968 to 1979 - Standard**
1st: Wayne Murray
2nd: Rob Borge
3rd: Kylie Raynor

- 10. Kombi T2 - 1968 to 1979 - Modified**
1st: Molly Villani
2nd: Najee Ziade

- 11. Transporter T3 - 1981 to 1992 - All**
1st: David Hutchinson

- 12. Type 3 and Type 4 - Standard**
1st: Graham Marks

- 13. Type 3 and Type 4 - Modified**
1st: Daniel Garland

- 14. Karmann Ghia - All Years - Standard**
1st: Peter Antoniou

- 15. Karmann Ghia - All Years - Modified**
1st: Alan Cottee

- 16. Factory Karmann Cabriolet - All Years - All**
1st: Tony Dunham

- 17. Factory Off-Road - Aircooled - All**
1st: Peter Kunz

- 18. VW Factory Exotics - All**
No entries this year

- 19. Non-factory Off-road and Buggies - All**
1st: Neville Sheers
2nd: Michael Refasuela



- 20. Aussie Convertibles and Kit Cars - All**
1st: Taj White

- 21. Best engineered/race - Aircooled - All**
No entries this year

- 22. Rat class - All Years - All Types**
1st: Steve Wardrop
2nd: Shoresh Karimi
3rd: EvanThomas

23. Polo - All Years

1st: Phil Richards

24. Golf 1 - 1976 to 1983

1st: Maher Azzam
2nd: Dave Evans

25. Golf 2 - 1984 to 1992

1st: Alan Lotz

26. Golf 3 - 1993 to 1997

1st: John Angangan
2nd: Darren Grixti

27. Golf 4 - 1998 to 2003

1st: Blake Kean

28. Golf 5 - 2004 to 2008

1st: Antonio

29. Golf 6 - 2009 to 2012

1st: Paul Stewart



36. Audi - All Years

1st: Chris Niblock

37. Porsche - All Years

No entries this year

38. SEAT - All Years

No entries this year

39. Skoda - All Years

No entries this year

40. Best Engineered / Racecar - watercooled vehicles

No entries this year

41. Concours d'Elegance

1st: Bruce Jones

42. People's Choice - Air-cooled

1st: Melissa Jones

43. People's Choice - Water-cooled

1st: Cameron Spiteri



30. Golf 7/8 - 2013 onwards

1st: Marissa Celik
2nd: Toni Cross
3rd: Abdul Mutawi

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

1st: Melissa Manning

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

1st: Alex Henderson

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

1st: Gavin Hayden

34. SUV (Tiguan / Toureg) - All Years

1st: Milton Cheling

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

1st: Rocco De Crea

44. Ray Pleydon Award

1st: Graham Marks

45. Brian Walker Award

1st: Peter Cochrane





Group 3E production cars: X (Ultimate Performance); A1 (Extreme Performance Forced Induction); A2 (Extreme Performance Naturally Aspirated); B (High Performance); C (Performance); D (Production); and E (Compact). This year there were 68 cars entered across all classes, represented by most famous makes including BMW, Mercedes, Renault, Ford, HSV, Mitsubishi, Toyota and Lexus, Mazda, Suzuki and Subaru.

This year there was just one Audi, the #71 Audi TT RS entered by Bargwanna Motorsport and driven by Ben and Jude Bargwanna in Class A1. There were two VW Sciroccos in Class C - the #84 entry of James Hay/Paul

Audi 9th in Bathurst 6-Hour.

Cameron Hill and Tom Sargent have delivered the performance of a lifetime to win the Hi-Tec Oils Bathurst 6 Hour from the rear of the grid in their BMW M2.

Having been excluded from a qualifying session in which they had taken pole for a ride height breach, Sargent made rapid progress in the opening half-hour.

Fast forward five hours and it was Hill engaging with Tim Slade (#8 BMW M3 co-driving with Bradley Carr) in an epic tussle for the lead in the run to the flag.

The #147 BMW M2 Competition had been the class of the field from Saturday morning onwards, and that pace combined with two fresh tyres had Hill reeling Slade in at a rate of knots once the final Safety Car period ended with approximately 43 minutes remaining.

But Slade used every ounce of experience from more than a decade in the Supercars Championship to hang on for dear life at the front.

Corner after corner for almost 10 minutes, Hill looked for a way past Slade to no avail.

The Triple Eight Race Engineering Super2 driver poked the nose up the inside of Slade at Hell Corner with 22 minutes to go, only for the veteran to somehow stay ahead once more by the time they reached Griffins Bend.

Hill finally forced his way by with a bold move at Skyline later that lap, Slade taking to the run-off area and having to settle for second.

From there, the CHE Racing car cruised to victory, taking the chequered flag with 7.46 sec in hand to seal the youngsters' place in Mount Panorama history, upstaging the many big names up and down the field.

Rounding out the podium and making a BMW 1-2-3 was Nick Percat/Rob Rubis/Shane Smollen in the 2021-winning BMW M4, who hung on resolutely as others fell by the wayside.

The result continues BMW's perfect domination of the event, having won all six races since the 6-Hour began in 2016 (the 2020 race was cancelled due to covid).

The Bathurst 6-Hour is run as part of the Easter Motor Festival and is made up of six entry categories for

Ansell/Coby Holland, and the #20 of Robin Lacey/Matilda Mravicic/Peter Lacey. There was also one VW Golf R, the Class A1 Harding Performance #222 of Cem Yucel/Ian Salteri.

A dramatic first half-hour took a number of front-runners out of contention including the #23 BMW of Will Davison/Tim Leahey/Beric Lynton (fuel pump failure), the #27 BMW of Grant and Iain Sherrin (electrical issues), the #40 BMW of David Russell/Nash Morris/Karl Begg (fuel pressure), and #4 BMW of Anton De Pasquale/Anthony Soole/Adam Burgess.

The race settled down from there, with just six Safety Car periods across the six hours compared to 11 suffered last year.

There were a number of near misses in the final third of the race, with the #49 Mustang of Tony Alford facing the wrong way at The Cutting, and likewise not long after the #48 Lexus of Keith Bensley at The Dipper.

In both instances, the awkward situations had been created by contact with the #140 BMW of Mark and Michael Caine, but both managed to eventually get going again without requiring a Safety Car intervention.

However, the most spectacular of all was when Percat somehow managed to thread the needle in his BMW in avoiding the stricken #84 Volkswagen Scirocco after it had come unstuck across the top of The Mountain.

A sixth Safety Car finally did arrive with approximately 53 minutes remaining when the #15 Holden HSV SS stopped on the side of Mountain Straight.





Crucially, that period came shortly after the front-runners had completed their final stops, and just as it had emerged that Slade had a potential problem in having taken less fuel than desired for the last stint.

While the Safety Car whittled down Slade's margin from more than 50 seconds to the vicinity of 10 seconds over Hill, it did allow the two-time Supercars race winner to get back on the right side of the fuel tightrope.

That gap had been created by a savvy strategy that saw Slade/Carr complete their six compulsory pit stops - each requiring a minimum 120-second transit of the lane - well before their rivals, allowing for a splash and dash to the flag.

But armed with two fresh tyres, Hill quickly ate into that buffer once the race went green again, setting consecutive lap records (the best of which being a 2:24.74 sec) to get within four seconds of the lead.

Percat picked his way through traffic to keep Hill somewhat on his toes, although clearly not enjoying the same pace of the lighter BMW M2 Competition model.

A grandstand finish was set up as the sun set with less than one second separating the leaders into the final half-hour, Slade with track position but Hill with superior speed.

Behind, the A1 AMG Mercedes entry of Dylan O'Keefe/Mike Sheargold/Ollie Shannon ran a stunning race to hold outright fourth - the last car on the lead lap.



Fifth went to the Russell family BMW M3 effort as father Wayne combined with sons Aaren and Drew.

With Aaren at the wheel, the #58 had shaped as a victory contender before running out of fuel right on the five-hour mark, requiring his crew to push them the length of the pit lane.

Next was another family line-up of Steven, Dalton and Tristan Ellery in another BMW M3, which recovered nicely from the latter glancing the wall earlier in the afternoon, having initially run with the lead pack.

Seventh through 10th went to Ben Kavich/Michael Kavich (BMW M2); Grant Denyer/Tony Quinn (Ford Mustang GT), Ben Bargwanna/Jude Bargwanna (Audi TT RS), and Paul Loiacono/Dieter Holz1/Alex Holz1 (Mitsubishi Lancer Evo).

Thus the O'Keefe/Sheargold/Shannon AMG Mercedes was the A1 class winner, and the Ford Mustang driven by Denyer and Quinn was the A2 class winner.



Other class winners were: Jake Camilleri/Scott Nicholas (Mazda 3 MPS, Class C, 11th outright); Matthew Forbes-Wilson/Mark Mallard (Holden VF Commodore, Class B, 15th); Jaylyn Robotham/Brett Parrish/Mitchell Wooller (Toyota 86, Class D, 18th), and Andrew McMaster/Dave Worrell (Mazda 3 SP25, Class E, 34th).

The #71 Audi TT RS finished second in Class A1 and 9th outright, completing 127 laps and 3 behind the class winning AMG Mercedes. The #222 Harding Performance VW Golf R did not finish the race, bumping off Conrod Straight after 61 laps and bending the chassis.

The #84 VW Scirocco also failed to finish, spinning off after 87 laps. However the #20 Scirocco of Hay/Ansell/Holland finished second in Class C and 16th outright, completing 123 laps.

In total, 49 cars were still running at the flag, although 27 of those were 10 or more laps behind the outright winners.

Article submitted by Jeff Swords



Audi Super 90 shows its quality.

The Sydney Morning Herald, Monday 21 August 1967

The Audi is a worthy member of that select band of medium cars now being built for discerning motorists.

It is the product of German Auto Union Company (recently acquired by Volkswagen) and it is a thoroughly modern and well-built saloon which will engender pride of ownership in many breasts.

Two models are offered in Australia, the 'Super 90' the subject of this test, and the '80' with a slightly smaller engine of 1697cc which sells at \$3,350. Both cars are fully imported, which accounts for a proportion of the price.

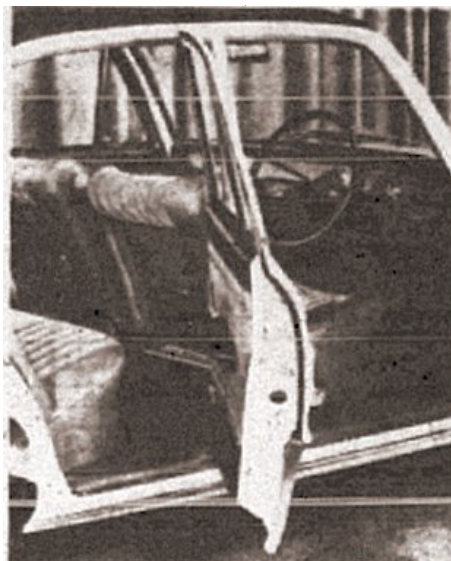
The Audi is a front-drive car, exemplifying the pronounced trend which I found in Europe towards this form of drive. It therefore has the attributes of excellent cornering ability, safe driving, and maximum cabin space which flows from this method of transmission.

I found the 'Super 90' to be a car of strong and likeable characteristics, but with a few shortcomings. First and foremost, it offers a good driving position and it handles precisely and quickly. It is pleasant to drive under most circumstances and it is always safe.

The driver sits high in his individual seat which, more on account of its nylon fabric than its shape, supports him quite well on corners. He can see well, the wheel is down in his lap and his steering is quick in action.

When driving on winding roads, I found that just a little throttle through the bends was the most satisfactory method of cornering. If one uses much throttle, the understeering characteristic due to the front drive makes steering unpleasantly heavy and if no throttle is used, one is not taking advantage of the high cornering power of this form of drive.

Indeed, under power the Audi is a little heavier through corners than most front-drive cars, and one has to watch out for sudden diminution of understeer if the



The seats of the Audi are wide and comfortable and the high driving position gives good command.

throttle is backed off through a fast curve. This gives the (false) impression that the car oversteers as the throttle is closed.

Characteristics

A most pleasing feature of the 'Super 90' is its extraordinary top-gear performance. One might have expected its high-efficiency engine to be a little cranky and loathe to tug well at low speed under stress. Far from it.

Like its cousin, the Mercedes Benz 250 engine, it shows remarkable tenacity and smoothness at relatively low speeds in top, and will slug up hills around 40-50 mph (65-80 km/h) without fuss or detonation.

I was most gratified that on the Lett River Hill (a difficult climb of two miles (3.2 km) with acute bends, and a maximum gradient of 1 in 8½), the Audi made an easy climb in top at 40-45-45 mph (65-73 km/h).

An even better performance was the steady ascent of the Victoria Pass (two miles (3.2 km), average gradient 1 in 12, maximum 1 in 8) in top gear at 50-40-45 mph (80-65-73 km/h). This is quite remarkable for a four-cylinder car with a fairly high top gear giving 18.6 mph (30.0 km/h) at 1000 rpm.

On performance, the makers claim 102 mph (164 km/h) as maximum speed. While this may be attainable with the engine perfectly tuned for speed and on European 101-octane fuel, owners on Australian fuel and with the engines in touring tune should be satisfied with 95 mph (153 km/h). The maximum at 6000 rpm in third is 80 mph (129 km/h) and in second, 54 mph (87 km/h).

Acceleration times are good, assisted by a quick synchromesh when the gearbox is used. From 0 to 50 mph (80 km/h) takes 8.4 secs through the gears. In third gear the Audi accelerates 20 to 40 mph (32 to 64 km/h) in 5.9 sec. In top, 30 to 50 mph (48 to 80 km/h) takes only 9.5 secs so that the car is in the 'sporting saloon' category.

On a long and fast tour through the mountains at an average speed of 49 mph (79 km/h) the Audi gave me 30.1 mpg (9.4 L/100 km). The tank is therefore good for 354 miles (570 km) of fast cruising.

Discussing this engine at Daimler-Benz where it was designed, Herr Rudi Uhlenhaut told me that its features (a swirling intake to a combustion chamber in the piston, and a very high compression) were designed to give good fuel economy at moderate speeds. However, he stated that a characteristic of the design was rather low volumetric efficiency (incomplete cylinder fillings) at high speeds, an aspect on which he is working because he is keen on the Audi head design.

The accuracy of these observations will be evidenced by the very good fuel mileages which the Audi gives at more moderate cruising speeds.

Roadability

The car rides exceptionally well, the

torsion bar suspension being firm enough to control roll on cornering, yet supple enough to give real comfort over bad roads, especially stony mountain surfaces.

The flexible front suspension, plus a pair of exhaust pipes which sweep under the front cross member, can permit damage to these exhaust lines over culverts taken fast. For Australian country use a re-routing of the front exhaust pipes is indicated.

The brakes, with front discs and rear drums, are good and halt the car in a straight line, even without a steady hand on the wheel. Obviously there is virtually no tendency to lock the rear wheels without a rear seat load and, on normal fast touring, brake fade did not occur.

Steering is light enough (except when cornering under power) and it is very precise. It is also quick, with only 3½ turns of the wheel from one full lock to the other, for a turning circle of 34½ ft (10.5 m).

Observations

Unexpectedly, there are a few points which are not up to the general standard of the Audi. Most noticeable is a column gearshift which is awkwardly placed and which travels beyond comfortable reach to third gear. It also has a rather fiddling movement into reverse.

The handbrake is low between the high seats and it cannot be easily reached with the sash safety belt correctly adjusted. There is no automatic bonnet stay.

The engine is generally quiet, but at 70 mph (113 km/h) and beyond there is a noticeable power roar from the motor and at cruising speeds there is some wind-whistle around the flipper windows.

On fast cornering, the imported tyres squealed badly even with the highest recommended pressures.

But one can only admire the excellent synchromesh on all forward ratios, which allows rapid changes under all circumstances.

Interior

The interior is spacious, affords ample headroom and has a flat floor.

The ventilating and heating system is most effective and its variable speed fan is not normally required on tour but is useful for the city. The heater controls are simple enough but are rather crowded and somewhat stiff to operate.

The squabs will fold down to the horizontal for a camping couch, which

ABOUT THIS CAR

INCLUSIVE PRICE \$3,740.

BODY: Four door, five seater, large boot, individual front seats, rear bench seat 52in wide, good leg and headroom. Fully reclining front squabs. Effective ventilating and heating system. Front seat belts.

DIMENSIONS: Wheelbase 8ft 2in. Track 4ft 4in. Length 14ft. Clearance 6.3in. Tyres 6.45 x 13in. Fuel tank 11½ gals. Touring weight 19½ cwt., test load 3 cwt.

MECHANICAL: Four-cylinder engine of 1,799cc capacity, developing 102 gross horsepower and 116lb-ft torque. Front wheel drive, inboard front disc brakes. Four-speed all-synchromesh gearbox, column change. Torsion bar front and rear suspension beam rear axle.

inevitably has an unlevel surface and leaves no space for one's feet.

Driving aids include a dipping interior mirror, an external mirror easily reached for adjustment, reversing lamps, excellent screen washers and multi-speed wipers.

The driving position is good, most controls are easily reached and one feels no fatigue after a day at the wheel.

Engineering

The boot is unusually commodious, with the spare stowed vertically behind the rear seat squab. There are useful open pockets on both sides of the boot, which

is lighted and has a flat floor.

The design and construction of the Audi are both modern and robust and the engine operates without detonation on our present super fuel in spite of a compression ratio of 10.6 to 1.

The engine is forward of the wheel hubs, with its transmission behind it, from which Rzeppa-jointed driveshafts extend to the front wheels. The disc brakes are inboard, but are not protected from wheel splash.

To reduce headspace, the engine is heavily inclined across the frame, with the induction side on the top and the

exhaust from the cross-flow heads on the underside. Bore and stroke are 81.5 x 84.3 mm giving 1799cc capacity, and carburetion is by a twin-barrel Solex with a good automatic choke.

The overall gear ratios are: top, 3.6; third, 5.1; and second gear, 7.6 to 1. The torque-to-weight ratio, with a load of 3 cwt (150 kg), is good at 103 lb-ft per ton.

The unitarily constructed car is mounted at the front on double wishbones coupled to longitudinal torsion bars, and the tube rear axle is carried on trailing arms mounted on transverse torsion bars and is laterally located by a Panhard rod,

Summary

The Audi is a well-designed and robustly-made car of medium size which will appeal to owners who like cars of better quality with advanced features.

It is a man's car which rides well, has a remarkable top-gear performance and is very safe. While it has a few shortcomings these are soon forgiven and are overshadowed by its general good qualities.

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

Sturt Griffith B.E.

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FULLY IMPORTED
AUDI
NOW...**



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Paramatta: Lanock Motors Pty. Ltd.
Telephone 835 8844 or 837 2129.
Rockdale: Motorways Pty. Ltd.
Telephone 59 0200.
Rose Bay: Jack Jeffrey Pty. Ltd.
Telephone 37 6797.
Sydney: The House of David
Telephone 88 0272 or 88 0247.

St. Leonards: Lanock Motors Limited.
Telephone 43 1361.
Stratfield: McCalm Motors Pty. Ltd.
Telephone 74 1286.
William St., Sydney: Lanock Motors Limited.
Telephone 31 7901.
Wollagong: Lanock Motors (NSW Coast) Pty. Ltd.
Telephone (service) 23737 (sales) 22288.

LMH 8137

The Nut Behind the Wheel

and other fasteners, if you follow my thread.

I'm eternally thankful that the French people rose up in revolt against the oppressive nobility and clergy in the 18th century, because the spirit of the age was one of reform, which led, amongst other things, to the metric system and the fact that fasteners in Our Favourite Vehicles are metric.





There is elegant simplicity in the ISO (International Standards Organisation) Metric Thread System. You only need to say "M + whatever number" and you've identified






one standard thread; and when you state, for example, "M10 x 1.5", you know the diameter and the thread pitch. By comparison, Whitworth, UNC, UNF, BSF, SAE, NPT, BSP, A/N etc. are a minefield and may require further lookups for you to know diameter and thread pitch.


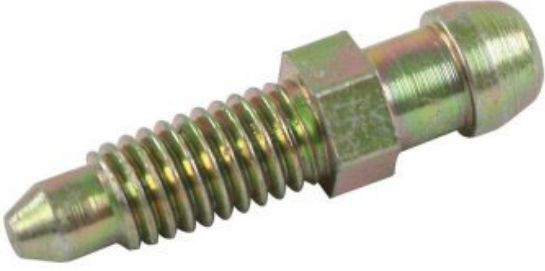



Even US car manufacturers have gone metric, while the rest of the country has stayed steadfastly unprogressive.





I have identified which thread is used for which obscure fastener, not by unbolting it and using Vernier calipers and a thread gauge, which would be way too hard, but by trawling through an online ETKA parts catalogue for Beetle exploded diagrams, so you don't have to.

Rod Young
rod.young2@icloud.com

	Steering Wheel The one in the title. Up to 1974, the 27-mm nut, M18 x 1.5. After 1974 we got a 24-mm nut, indicating some original over-engineering, M16 x 1.5
	Side mirror M16 x 1.5. Retrofitting a mirror in the passenger's door is a chore; good luck pushing the nut up there. I cut open a 1968 door and there's a reinforcement bracket with hole ready for your big nut.
	Seat-belt bolts 7/16 SAE fine. What were they thinking?
	Tyre valves 0.3 inch x 32 TPI (threads per inch). I'll forgive VW for this transgression, because it's a world standard, also used for potentiometers.

	<p>Wheel nuts</p> <p>M14 x 1.5</p> <p>On a Type 181 they're M12 x 1.5. Explain that; everything else on a 181 is heavy duty, and the smaller threads do strip out.</p>
	<p>Shock-absorber nuts/bolts</p> <p>M12 x 1.5, never changed.</p>
	<p>Chassis frame-horn bolts</p> <p>M18x1.5</p>
	<p>Axle nut</p> <p>The 36-mm castellated nuts holding the brake drums on are M24 x 1.5.</p>
	<p>Tie-rod ends</p> <p>Don't forget that each tie rod has a left-hand-threaded end as well as a RH one. Up to 1967, the nuts are 17 mm and the threads M10 x 1.5. After that, the nuts are 19 mm and the threads M12 x 1.5.</p>

	<p>Steering-box adjuster screw/ lock screw</p> <p>M10 x 1. That's worth knowing.</p>
	<p>Brake bleed screws</p> <p>The ones that always snap on Sunday afternoon. M6 x 1. Should have been bigger/better. Use antiseize on these threads? Also, all brake lines have M10 x 1 fittings.</p>
	<p>Fuel-tank outlet</p> <p>M18 x 1.0</p>
	<p>Sump plug</p> <p>M14 x 1.5; the six acorn nuts are M6 x 1. Air-cooled Beetles didn't have a proper oil filter until they were introduced on Mexico-built engines in 1993. It's a Golf II filter, so the thread is 3/4 in. x 16. Imperial shame; even Toyota uses an M20 thread for their filters.</p>
	<p>Oil-pressure warning switch</p> <p>M10 x 1. Don't mix it up with senders with a 1/8 NPT x 27TPI thread, which seem to fit, but then cause damage after a couple of turns.</p>

 A close-up photograph of an oil-pressure relief plug. It is a cylindrical metal component with a hexagonal base and a threaded section. A thin, dark metal rod is inserted into the center of the plug, demonstrating its internal structure.	<p>Oil-pressure relief plug</p> <p>M18 x 1.5. To save from having an ultra-wide-blade screwdriver in your toolbox which you'll never use for anything else, you can get replacements which take an Allen key.</p>
 A photograph of a connecting rod nut/bolt. It is a long, cylindrical metal component with a large, circular flange at one end and a threaded section at the other. The flange has a central hole and a smaller hole on the side.	<p>Connecting rod nut/bolt</p> <p>M9 x 1. I don't know of anything else that uses a 9-mm thread.</p>
 A photograph of a flywheel gland nut. It is a hexagonal metal nut with a threaded section. A black O-ring is placed next to it, showing its size and shape.	<p>Flywheel gland nut</p> <p>M28 x 1.5</p> <p>Why isn't it a "gland bolt"?</p>
 A photograph of a crankshaft pulley bolt. It is a large, hexagonal metal bolt with a threaded section. The hexagonal head is significantly larger than the threaded portion.	<p>Crankshaft pulley bolt</p> <p>M20 x 1.5</p>
 A photograph of several alternator and fan nuts. There are four nuts of different sizes and shapes, including a small hexagonal nut, a large hexagonal nut, and two large, circular nuts with a central hole.	<p>Alternator, fan nut</p> <p>M12 x 1.5</p>

 A brass carburettor float-bowl plug consisting of a hexagonal head with a threaded section and a matching brass washer.	<p>Carburettor float-bowl plug</p> <p>M10 x 1</p>
 A green zinc-plated gearbox nosecone bolt with a matching throwout-bearing sleeve.	<p>Gearbox nosecone bolts, throwout-bearing sleeve</p> <p>M7 x 1</p> <p>M7 is pretty rare on a Beetle.</p>
 A reversing-light switch with a hexagonal head, a threaded section, and a black plastic base with two electrical terminals.	<p>Reversing-light switch</p> <p>M18x1.5</p> <p>So, at a pinch, you could put an oil-pressure relief plug in there.</p>
 A brass gearbox filler and drain plug with a hexagonal head and a threaded section.	<p>Gearbox filler and drain plugs</p> <p>M24 x 1.5, also available in M24.5 x 1.5 as oversize. Wow.</p>
 A double-hex clutch-cable adjusting nut with two large hexagonal wings.	<p>Clutch-cable adjusting nut</p> <p>The early, double-hex type where you need the services of a trained octopus: M6 x 1. The later knobby wingnut: M7 x 1</p>



I honestly felt a bit stupid that I didn't think of it at first.

If you're looking for a good second hand Volkswagen, I recommend checking out your local Volkswagen dealership first instead of last.

Ashley Day.

Buying a used Volkswagen from Volkswagen.

I needed another newer vehicle for work. Don't worry, there's nothing wrong with my old Caddy van, I just needed something newer.

So six months ago I started looking through all of the ads on the internet.

Ebay, gumtree, carsales, Facebook and all of the auction houses are just some of the places that were included in my search.

I just love doing that, two hours of homework every night searching for any bargains.

Did I want a Caddy, Tiguan, Touareg, Transporter, Amarok or a Golf? I wasn't sure.

I went to view a few private cars for sale and even went to some independent sales yards but found bargains were a little hard to find.

Covid made things even harder.

As I eventually needed a vehicle, I found what I was looking for was at my local Volkswagen dealership.

Not only that, they had a whole range of second hand Volkswagens in my price range.

Everything considered, their cars were just as cheap as anywhere else, which is a happy change from the past.

Volkswagen dealers used to ask too much for their second hand cars but that's not the case anymore.

At the end of my search, I could have saved myself all of that messing around and just walked into my local Volkswagen dealership, just 25 kilometres from home.



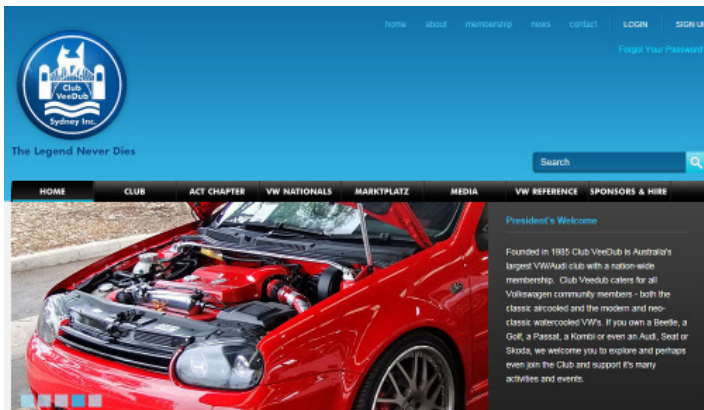
From our website 30.

Here are more messages left on our Club website by members of the public. All of these messages were posted over three years ago. They make interesting reading and show the sort of enquiries we receive almost every day.

Anyone can post messages on our website, by visiting our Contact Us page:

www.clubvw.org.au/club/contact-us/

All of these messages received courteous and informative replies from our committee - usually from Norm or Phil. Messages about things wanted or for sale were placed in our Marktplatz section at the time. It's great to receive so many diverse messages and requests from VW people everywhere. How would YOU answer these messages?



29/9/18 Hi there hoping you can help me out My father purchased a 1975 L bug in 2013 and on the rear window it had your sticker on it We are hoping to find the original owner and history about the vehicle Hopefully you can help It has the original plates on it Rego-JYO401 Thanks Matthew

10/10/18 Hi, I have recently purchased a 1958 VW Beetle, imported from Australia. I have a birth certificate from VW Wolfsburg stating she was made 7 March 1958 and shipped to Australia (as a CKD) I have the history since she has been in the UK, but all I know from her time in Australia is she was registered as GWD323 and her Reg expired July 1981 in Victoria. Would you be able to advise where I start looking for previous owners, previous history etc? This would be gratefully received. Kind regards and many thanks, Nick

13/10/18 Could you plz tell me if Sydney is hosting a nationals in 2019? We were in Australia last year in Brisbane for Rocks on Cooly and only found about about 2018 nats then. Coild have moved holiday a week to include. nats in Sydney. plannitn trip back around same time. Thanks. Lyndel from Wanganui, New Zealand

24/10/18 Hi, I have a Beetle Super Bug, 1973 I would like to sell, safety check passed valid for one year, Registration until 28.4.2019. Is someone interested to have a look at it in Shoal Bay, NSW 2315 and buy it for around \$ 5500 Regards Andreas

1/11/18 We are current members of another club in Victoria. We are relocating to QLD nexr year. I'm thinking it would be best to renew our club membership with you guys

instead of the current club? That way when we move to QLD the process will be more streamlined? Would you think that would be our best option??Thanks so much Sam and Anne

2/11/18 Hello,I am a newbie at this. I bought a '74 Thing and the engine code is AMO19155. I can't seem to identify that. Can you help? Thanks. Manfred in Spokane, WA

5/11/18 My car is a 1974 SB. My engine number is not on your list: AK. My chassis number isn't either: 134. Happy to send photos if you like. Joan

6/11/18 Hi VW Club, I have a lot of spare parts for VW Kombi T2 and Beetle 1973, motor, gearbox, cylinder head, alternator, starter motor is someone from the club or members interested in them. Regards Gabriele

18/12/18 Do you have a chapter as such in Darwin, NT? Carl

19/12/18 just a quick one I have a 63 split is it a requirement to fit seat belts for historic rego Cheers Mal

19/12/18 I have a vw golf 1993, it has a oil leak, but other than that it runs fine, I was wondering if any or your members would be interested Brooke

26/12/18 My son is a huge VW Beetle fan. Is there anyone in your club that would take us for a drive in one. Happy to pay. Thanks Olga

27/12/18 Hello! I am needing proof of membership for my historical rego in qld. What can I use? Sherri

4/1/19 Can you add me to your e-mail list for news & upcoming events, Thanks Evan

7/1/19 Hello I'm looking to sell my 1970 type 3 notch back vw, I recently reconditioned the engine and it's just about up to its last run in service. I'm looking for advice on pricing it and also wondering if anyone in your club would want to buy it? Thanks for your time, Clare

15/1/19 I have a 1962 Karmann Ghia imported from Germany the same year. The birth certificate says it was sent to Melbourne, but has no engine no. The car's engine number is Pre '65. Is there a resource in Australia where you can get all of the matching OEM number details? Cheers Richard

18/1/19 Hi Would it be at all possible to have the monthly magazine posted to me as the PDF's goes to my junk mail .Thank you Rene

21/1/19 I have a vw engine and I need to know the size of it the engine is stamped 211.101.101 E and the other side is 211.101.102 E Steven

2/2/19 Hi Club veedub I'm a proud B1 Passat owner, and would like to get some advice and possibly connect with some other nearby vw owners. My Passat has been wonderfully reliable for the 6 years I've had it but is need of some love and care. Hopefully you can point me towards a mechanic who

specialises in older VWs. Many thanks Scott

6/2/19 Hi I have a 1966 VW Beetle for sale. I am really not sure what model it is or what its true value is either. The car belonged to my friends father and she inherited it when he died. She listed the car recently not truly knowing what its value is and has since removed the add. If I can discuss the vehicle with someone that would be great. Kind regards Sam

9/2/19 doing a 1964 vw reno...need to know who supplies parts. Are there any other suppliers ,,all i know is mick motors...i am on the gold coast..thanks Michael

19/2/19 I have a VW Golf 2012 Turbo Diesel that I would like to sell as new engine head is required Rosemary

23/2/19 Hi im after some help with a 69 beetle i purchased, its partly dismantled, the tail lights dont seem to line up something isnt right,or of a differant model any help would be great Gary

24/2/19 Hello. I would like to talk to the 2005 president. I am not sure if he is the current president. It is about a 1971 superbug that he bought. Please feel free to message me by sms or email Thanks Cody

25/2/19 Just a quick note to say i enjoyed my first outing with club vee dub in Gerringong last weekend.Great set up and friendly people. My grandson was very excited when we won the best collectable car trophy ! I didnt expect that, a bonus to a great day!Look forward to another outing when I can. kind regards Ged

27/2/19 Chasing parts for a 1972 VW beetle Garry

8/3/19 I have a 79 model kombi which I'd like to sell and need help with setting a fair price. Is there someone that could help me? Thanks Pete

18/3/19 Hello would anyone in the group have type 3 outer scrapers either nos or new ones. Thank you for your help Matthew

19/3/19 Hi there,1964 beetle owner here and club member. I'm looking for someone to do some resto work on my car. Rust repairs, engine and running gear repairs. I was wondering if the club has any preferred or recommended persons who can help me out or point me in the right direction. I am Sydney based. Any help is greatly appreciated. Thanks in advance. Calum

22/3/19 Good morning,To whom it may concern,I am in the process of buying a 2door Golf Mk1 and I'm just trying to figure out the chassis number details. It starts with 179 which is a 1979 year model but the rest I can't seem to figure out. The rest of the numbers are 338 1525. Now the guy who owns it now reckons its a GTi and I was wondering if anyone could help me out by checking the last codes and be able to tell me if it is a GTi or not. Kind Regards Micheal

28/3/19 Pls help with registration NSW of my vintage Kombi (30yrs July19) Caravelle Mark

3/4/19 Just bought 1971 VW S at an auction last week. Can I get air conditioner fitted to my superbug? Anthony

13/4/19 Hi there, we are trying to locate a retired man by the name of Ian. We met him about 3 years ago and bought some tyres from him. He drove a baby blue bug and belonged to a VW club (as I remember?). I'm trying to located him about some VW parts he had but don't have him contact details! He lived in Maitland area NSW. Does anyone there know him by chance? It's a long shot I know! My contact is fine to pass on to him if you can help. Many thanks! Narelle and Josh

14/4/19 Hi Could you please confirm the date for Berry Blast as the 5th of July is a Friday and in the last magazine stated the 5th of May Thank you Rene

16/4/19 Could you please send me my membership number and details as I would to register it today. Karen

16/4/19 Do you know of anyone that would be interested in a registered 1985 Transporter Kombi with gearbox issues for parts or rebuild Michael

18/4/19 Looking for a petrol tank for my Original 54 VW Beetle. I may then sell it Anthony

22/4/19 How do I join the club please? Alison

23/4/19 I have a question about one pair of delswift mirrow 1/rh aerals new never fitted but in retanglur shape with a rib in the centre Ive found to be scarce and cannot find imformation about them. Could you point me to somebody who could help with value and maybe a buyer. Sean

28/4/19 Hello looking for some help with my 1995 vento ady need some headers and a cat back exhaust system any info would be help full thanks Glen from Perth WA

29/4/19 Hi, I read with interest about the 2 cars sold in 1949, my grandfather bought one of these cars at that auction, whilst my grandfather has now passed, I have bit of history about the car, photos and some of the tools supplied with the car, and the modifications made, is it possible to get in contact with the restorer to establish which car has survived? Thanks Jeff

3/5/19 Hi I wanted to enquire about Classic Vehicle registration and participating in the log book trial though the club. I am not a current member but a VW fan (we currently own a Gold MK7 GTI, Polo and Audi A3). I have attended your show and shine for 5 years running. I am seeking to buy a Type3 Squareback from Vic (currently in Historic Plates) and bring it to Sydney. Happy to become a member (regardless) but would like to understand if the club is participating in the logbook trial and how i go about the process. Thanks Steve

8/5/19 I am not a member but have 2 vw for sale1 x 1956 beetle reg 4 years ago1 x 1973 vw with a carerra kit but current regif able to sell happy to donate some monies to your club Mark

Jeff's Facebook finds.

11/14/21, 11:35 AM



Weird Wheels

Power House!!!!

**I don't like
Monday mornings.
Or people who like
Monday mornings.
Or Mondays.
Or mornings.
Or people.**



**HE WENT TO
THE MOON**



**HE TOOK
5 PHOTOS**

**SHE WENT
TO THE
BATHROOM**



**SHE TOOK
105 PHOTOS**



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VW Sedan 1967. 90,000 miles.
mech A1 no rust, exc cond. Rego
(MWV598) \$900 ono. Ph
871 1070. 02340063

VW SEDAN 73 mod, new tyres,
reg 6/86, gd cond, \$1500
(GJX444) Ph 670 4323 02338164



**New Audi car shatters
1967
old VW
traditions**

By "Sun-Herald" Motoring Writer
Clyde Hodgins

**This week I drove a newly
released Volkswagen capable of
102 miles an hour.**

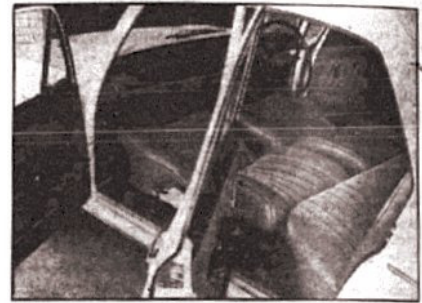


Front view of the Audi with the four encircled rings badge of the Auto Union marque.

It's the VW Audi Super 90, selling for \$3,740. This is not the most expensive VW as it is cheaper than some of the Karmann Ghia coupe models. But the Audi upsets many traditions accepted with the big selling "beetle" Volkswagens. It has a front engine, front-wheel drive and is water cooled. It is the combination of three automotive giants in German — VW, Mercedes and Auto Union. Another famous name, Porsche, was associated with development of the gearbox and it features Porsche-type synchronisation. Originally a product of Auto Union, a famous company now owned by Volkswagen, the Audi features a Mercedes engine. The Super 90 develops 102 horsepower and goes from 0 to 60 in 12.5s, compared with the cheaper 80 model, which has 90 h.p.,

does 94 m.p.h and reaches 60 in 14.5s. This is Volkswagen's first venture into the luxury four-door, five-seater field and on price the Audi Super 90 is closest to the \$3,885 of the V8 Ford Fairlane. But for those wanting accommodation for only four or five persons it is almost the opposite to the Fairlane. It has four cylinders and front-wheel drive against the Ford's V8 engine and rear-wheel drive. **Large brakes** The Audi has an engine of 1,799cc or 108cu (the Fairlane is 4,736-289, develops 102 h.p. (200) and has a compression ratio of 10.6 (9.3). VW's Audi has a four-speed gearbox with column lever which I found rather ungainly, but perhaps one would get used to it with longer driving stretches. It scores best on economy, giving over 30 to the

gallon against an estimated 18 of the Fairlane. The Audi has a five-bearing engine. Experts claim the pulling traction is safer as the car is less inclined to break away and is less affected by crosswinds. There is no transmission tunnel to get in the way of front-seat occupants and the front disc brakes are inboard. They are next to the gearbox so that their 11 inch diameters are not restricted by the wheel rim size. Bumpers and wheel caps are stainless steel. If a mudguard is dented it can be removed separately and replaced, like on the Citroen. The Audi has an automatic choke, alternator, an 113 gallon fuel tank and a spacious boot with the spare tucked out of the way and two handy lockers for tools. The Audi models will be released here tomorrow.



Interior of VW's Audi, showing camping seat conversion.

**MASS MURDER
BID FEARED**

From OUR OWN CORRESPONDENT
LONDON, Saturday. — A few
hours after the release of the Audi



The late news.

Well that's all for this month. But before we go, here is the late news.

The Department of Taxation announced today that all words broadcast through print media will now be subject to GST. This means that many words will now have to be 10 per cent shorter. Here are today's headlines. The Prim Minst Mr Antho Alban flew to Lond today, to meet Her Maj the Quee and Mr Bori Johnso. Over tea and scon at No 10 Down, Mr Alban talked about future trad between the two counts and the coming Commonw Gam in Birming. Later he manag to watch the crick at The Ov and enjoyed a pin of cold bee.

The NSW Department of Health today warned expecting mothers that due to delays in new hospital construction, maternity wards would now have a 12-month waiting list.

Meanwhile former federal member for Wentworth Malcolm Turnbull told parliament today that he had not taken a lie detector test. If there was one missing, he said, it was taken without his knowledge.

It was announced today that this year's Royal Easter Show will feature the famous Bulgarian short-sighted knife-throwing act, featuring Zoltan the second and his assistant Zelda the 29th.

A goods train carrying tinned fruit and sponge cake has collided this morning with another train carrying barrels of brandy and custard. Authorities say that trains will be delayed tonight, but only by a trifle.

At Rookwood today the funeral of Australia's most successful door-to-door salesman was called off, because every time they tried to close the coffin lid, he jammed his foot in it.

Multi-trillionaire Elon Musk today revealed his new personalised Tesla cabriolet. Among all the usual luxury fittings, in case of wet weather it has a special button. Elon Musk simply presses it, and it stops raining.

Notorious Ugandan president Idi Amin and his personal witch doctor flew into London today, in a mumbo jumbo jet. They disembarked to a guard of honour. But when the captain of the guard called out 'eyes right!', the president responded 'no man, youse wrong, I's right.' And shot him.

There has been some good news for the escaped burglar who fell inside a combine harvester while on the run last week. His family said he'll soon be out on bale.

The National Geographic Society has reported on a previously unknown native tribe in the darkest jungles of New Guinea. The tribe's women make themselves attractive by smearing their skin with crocodile poo, rotting brussels sprouts and linseed oil. The tribe is extinct.

A man was arrested by police today after being caught peering into the changing cubicles in a 'plus size' womens' underwear store. He explained to police that he was a quantity surveyor.

One of Sydney's most popular Indian restaurants has just picked up a Top Value award. Their recent offer was three extra-hot curries for the price of one. You got a really good run for your money.

The US president Joe Biden complained of an ear-ache yesterday and consulted two doctors who were reportedly concerned by what they saw when they peered into his ears. They saw each other.

Unfortunately there's bad news about the two rabbits stolen from Peter's Petshop in Burwood last month. Only 14 have so far been recovered.

Earlier today at the Central Criminal Court, Mr Brendon Foster, Australia's greatest con-man, sentenced the judge to five years' hard labour.

And now for sport. Owing to bad traffic conditions on the Spit Bridge, the Sydney Roosters have not yet arrived at Brookvale Oval for their match against Manly-Warringah. The score at the moment is Manly 426, Easts 0.

And so it's goodnight from me, and it's goodnight from him.

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The way we make our van is to make it work better all the time and not look different all the time.

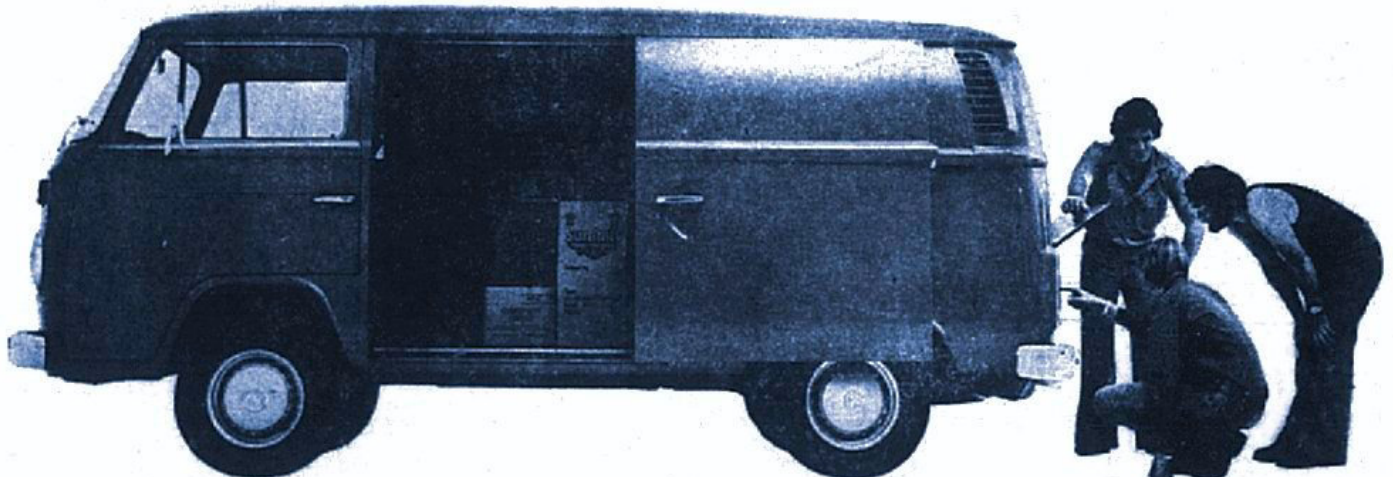
This year we make it work better again with another change for the best. We put a big, improved 2000cc engine in the back. So now, as well as being a very comfortable place to work and a very practical place to work, it's also a faster, gutsier place to work. As you may

have noticed, some things remain the same. Our big box is still a big box with 177 cubic feet of load space and a big sliding door. You still get comfortable bucket seats, power-assisted disc brakes, Uniroyal steel belted radials. The big new 2000cc engine is of course still over the back wheels for greater traction. And you still get the kind of reliability and economy that's been responsible for our 4¼ million world-

wide sales success. You can test drive our big new engine in any one of our five different vans – all designed to work better however you work.

Whichever you choose you'll be getting a Volkswagen, which means it'll be worth more when you come to trade or sell.

Once again, Volkswagen gives you more in the end. Satisfied?



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