

Zeitschrift



Multivan Comfortline Premium.

January 2022

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Veteran US dealer closes
RC Model Kubelwagen
More Ash articles**

**Bruce from Canberra
Multivan Comfortline
VW 1200 Standard
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 2020-21.

President:	Steve Carter president@clubvw.org.au	0490 020 338
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VW Motorsport Committee:	Craig Adams Eddie Fleita	Barry Parks
General Committee:	Barry Parks Sam Nadile Sandy Benic Joe Buttigieg	Charlie Attard Jeff Swords Zelko Jurkovic
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President:	Dot Bryan	clubveedubact@gmail.com
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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 the Arena Sports Club Ltd (Greyhound Club), 140 Rookwood Rd, Yagoona, on the **third Thursday of each month**, from 7:30 pm. All our members, friends and visitors are most welcome.

Correspondence.

Club VeeDub Sydney
PO Box 324
Mortdale NSW 2223

Facebook:

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



Our magazine.

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

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

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

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

We thank our VW Nationals sponsors:

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See the back page for all 2021 VW Nationals sponsors.

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

Meet us at Uncle Leo's Caltex, the Crossroads, Liverpool, at 8:30am, departing at 9:00am, stopping at Appin and finishing at Stanwell Park at 11:30pm.

ALL VWs
WELCOME!!

If you are not up for a cruise, just head straight to Stanwell Park and meet us under the Club Veedub marquee.



The 15th Annual VW Summer Cruise 2022

*Sunday
16th January!*

Families and kids are all invited, with a gold coin BBQ lunch of snags and rolls along with ice cold drinks. There's a great playground, grassy park, nearby kiosk and toilets - and of course the famous surf beach!

**Contact: Steve- 0490 020 338
Craig - 0404 184 893**

Dubs by the Lake



2022

ALL PROCEEDS GO TO THE WESTPAC RESCUE HELICOPTER

- Live music • raffle • auction • kids corner • market stalls • food stalls
- camping • go karts • laser tag • rock climbing • car cruise • limbo •



grass events • fireworks •
GATES OPEN FROM 9:30am

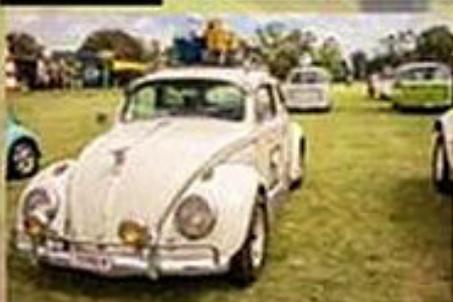


FEBRUARY 26th & 27th

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FAMILY PASS \$12 | ADULT ENTRY \$5 | CHILD ENTRY \$2 | VW CAR ENTRY \$7



Saturday 21 May 2022

VW NATIONALS

TRACK

DAY

**Volkswagen
and Audi
drivers
wanted!**

- * Stock and Modified VWs welcome
- * Air-cooled and Water-cooled
- * No CAMS Licence required
- * Passengers and extra drivers allowed

Luddenham Raceway

\$250 per entry. Pre-bookings essential!

Steve Carter 0490 020338
www.clubvw.org.au



ClubVeeDubSydney

Get in early, Club VeeDub Sydney's 2022 VW Nationals is coming!

Saturday 21st May
Track Day, Luddenham Raceway

Sunday 22nd May
Show Day, Fairfield City Showgrounds



For details contact David Birchall 02-9534-4825
WWW.CLUBVW.ORG.AU

Von dem Herrn Präsident.

Hi all, Hi all, well I hope everyone had a great Christmas and New Year! I'm sure those who attended enjoyed our Christmas meeting at Arena (Greyhound Club) in December. We didn't use the auditorium as the club wanted an exorbitant amount of money to use it, and the upstairs gallery room we used in 2020 was also booked. In the end we just used our normal upstairs meeting room, which was big enough for everyone to social distance.

Thanks to Phil who organised the nibbles- the cabanossi, cheese and bikkies were very popular with everyone. Thank you also to everyone who brought a present and to Santa (Christine) for running the big Christmas raffle. Everyone left with a nice little present.

We will have our delayed AGM at a future meeting – not sure yet, as with Omicron numbers surging who knows what future lockdowns there'll be, double-vaxxed or not. It's just steady as she goes at the moment.

We hope you enjoy your January magazine. Thank you to everyone who has sent in material - Ash, Rod, Bruce, Jeff and Carl, sending us far more than we can use in one month.

With the ever changing circumstances with the coronavirus it's hard to make any plans for future events. Even with the latest outbreak we will still be able to hold the annual Picnic Day at Stanwell Park (as it's an outdoor event), but bring a mask. If you're not feeling well, just stay at home.

The January committee meeting will go ahead, but at this stage we're not sure if the Arena club will put any restrictions on our general meeting. Once we know for sure, we'll send out a global email to everyone.

The committee will try to keep you informed via the club website www.clubvw.org.au/club/events/ or by email of the current status of future events. So it is important that the club secretary has your email address. I can assure you that your email address will only ever be used to contact you regarding Club Veedub events, be that a new event or the cancellation of an event.

Planning is going ahead for 2022 VW Nationals.

On Saturday 21st May we will be holding the VW Nationals Track Day, for the second time, at the privately owned Luddenham Raceway, Luddenham Rd (next door to the Model Park). The club isn't pre booking a block this year, so if you want to have a run - book in now. The cost will be \$250 for the day.

Contact me (Steve Carter) on 0490 020 338 (don't text) for all further information. You must pre-book and pay - you cannot just turn up on the day.



For more information on Luddenham Raceway, check out their webpage:

www.luddenhamraceway.com/motorsport-park/

I hope to see you at an event in 2021, soon.



Steve Carter

Kanberra Kapitel report.

G'day from Canberra,

Very little to report from the Nation's Capital for December activities. Thanks to the dreaded COVID19 and the ACT government's restrictions around mass gatherings / activities, we didn't even conduct a club Christmas party.

The ad-hoc coffee meets were also few and far between during December and those that did occur only had minimal attendance. We hope to not only recommence these, but also have them as a regular occurrence that will include a small cruise and sanction them through the club so as those with historic rego can come along and cruise within the rules of using our cars on concessional rego. Keep an eye on the Facebook page for more details.

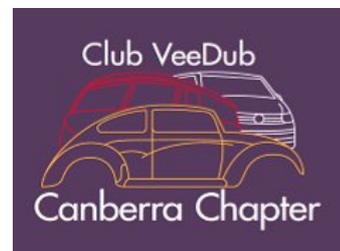
We are still awaiting word from the ACT government through the ACT Council of Motor Clubs on the proposed new concessional rego scheme that will mirror the NSW scheme. The latest advice from the council was that the scheme is approved in principle and just awaiting the logistics of implementing it. The scheme should start for those vehicles that meet the requirements similar to the current rules, with the modified vehicle scheme following soon after. Let's hope this occurs sooner rather than later, so all those enthusiasts with modified cars that only use them occasionally can receive the benefits of cheaper rego and insurance, commensurate with the usage of their cars.

As usual for January, we have little planned for the club, as many of our members are on holiday and out of Canberra. Our next meeting (as long as we're permitted to hold one) will be in February and will be the AGM. All committee positions will be voted on for the next 12-month period. If you would like to join the committee or nominate someone (with their permission) please contact one of the existing committee members for more info. Please keep in mind clubs like ours rely on the time these volunteers give, and we need to have a regular turnover of committee members so as burn-out doesn't take hold on the members who serve year after year. It will also bring in fresh ideas and enthusiasm, making the club run better and be more enjoyable to its members.

Keep any eye on the Facebook page and your emails for details on the AGM in February.

Willie.

Facebook: **Public Group - Club VeeDub Canberra Chapter**



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.

January 2022.

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

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

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

February.

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

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

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

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

Saturday-Sunday 22-27: Dubs By The Lake 2022 at Lake Liddell Recreation Park, 400 Hebden Rd Muswellbrook. Two days of VW fun, camping welcome. Car cruise, market stalls, food stalls, live music, raffle, auction, kids' corner. Go Karts, Laser Tag, Rock Climbing, Limbo, field events, fireworks. Family Pass \$12, Adult entry \$5, Child \$2, VW Car Entry \$7. All proceeds go to the Westpac Rescue Helicopter. www.facebook.com/dubsbythelake

March.

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

Sunday 6th:- 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

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

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

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

April.

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

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

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



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

May.

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

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

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

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

Saturday 21st:- VW Nationals Supersprint at Luddenham Raceway, Luddenham Rd. Volkswagen and Audi entrants wanted! No CAMS licence required. You must pre-book and pre-pay to take part - **\$250 for the day**. Contact Steve Carter on 0490 020338 for all info and bookings.

Sunday 22nd:- VW NATIONALS 2022 at Fairfield Showgrounds, Smithfield Rd Prarieewood. Our biggest VW Show of the year is back! 44 peer-judged categories, plus special Concours and perpetual trophies. VW trade stands, new car display, swapmeet, kids' rides, music and entertainment, great food and drink, VW fun all day. Gates open 7:30am.

Marktplatz.

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

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

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

New ads.

Wanted:- Hello. Let me start with I love classic VWs. I live in France but from Brisbane. We have a 1958 15 window split screen, Karmann Ghia, a Beetle a T3 bus, and a K70. I'm looking for a **fuel cap from Australia**, an aluminium one from

the 1960s that **has the kangaroos** on it with the VW logo. Can you help me please? I happy to pay good money for one if you can sell me. Please contact Todd Fletcher on zacfletch@hotmail.com

Help Wanted:- Good afternoon. I am not sure if you can help me. **My father Thomas Sheppard** used to race a VW in New South Wales in the 1970s. There was a picture of him racing many years ago that we can't find. He is in early stages dementia and I was wondering if you kept photos or anything which may show him racing. Thank you in advance for looking into this. If you have any VW photos or information on Thomas Sheppard, please contact me at sheppardwedding@yahoo.com . Many thanks, Craig



For Sale:- Set of Solex carbs, manifolds, linkages, cross-tubes and air cleaner from a one owner 1975 T2 Kombi working engine . In great condition and with attachments. Motor always serviced by specialist VWmechanics . Only selling as I have recently fitted Webers, was going to keep the Solex carbs



in case I wanted to go back to original but would rather see someone use them. Price is \$625 neg. I am based on the Gold Coast. If you are interested please contact Peter on hilanpeter9@gmail.com



For Sale:- 7' x 4' box trailer, manufactured by Travelling Trailers of Bankstown (1996). Steel construction, checker plate floor, swinging and removable tailgate. GM 6Jx15 wheels, 205/65 R15 tyres plus spare. Includes jockey wheel. Safety chain with U-bolt, 7-pin Narva flat plug connection plus extension. Well used but sound condition, some surface rust. Rego until May 2022. Located in Padstow. \$450 ONO. Phone Ann on (02) 9773 3970.

Free to good home:- During a clean-up I found about 50 old **Zeitschrift magazines** from my time in Club VeeDub. I was going to throw them out but thought someone in the club may want them. They are all in excellent condition and are free to anyone who wants to collect them from Epping. The issues available are:

1994: Jul, Aug, Oct, Nov, Dec

1995: Jan, Feb, Mar, Apr, May, Jun, Jul, Aug, Sep, Oct, Nov

1996: Jan, Feb, Apr, May, Jun

1998: Apr

2009: Jul, Aug, Sep, Oct, Nov, Dec

2010: Jan, Feb, Mar, Apr, May, Jun, Jul, Aug, Sep, Oct, Nov, Dec

2011: Jan, Feb, Mar, Apr, May, Jun, Jul

Please contact Kerry Gibson on 0492 963 538 or email

Kerry.gibson_34@optusnet.com.au

2nd Month ads.

For Sale:- My nephew has a **1969 Volkswagen Squareback**, a much loved collectable. We are trying to find a good home for it. The car was passed to my nephew from his father. He loved and cherished the car looked after it immaculately. Anyway my nephew doesn't want the memory so going to sell. The car is unregistered, off-white colour as pictured. The car is standard and as close to original as possible as far as I can tell. I would say great condition setting its age. There's little rust spots as can be expected but nothing major. Has a stereo fitted that's about it. Have a service history if required. Car is located in Mooroolbark Victoria and will need to be



transported at buyers expense. Price \$30,000 but all reasonable offers considered. Happy to respond to any particular quotes or supply extra pictures. Contact Michael Coulsell on 0405 208186 or email mcoulsell@bigpond.com



For Sale:- EEIEEIO **VW Beetle Esky Cooler** Recycled Metal Art Sculpture. Fully insulated with lid, made from recycled steel 44-gallon drums. 48 x 48 x 100 cm. Unwanted gift. Half price \$500 Very heavy so not suitable to post. Pickup Lugarno 2210 or I can deliver close by. Call Steve on 0490 020338 or email stevecarter@iinet.net.au



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Trades and services directory.

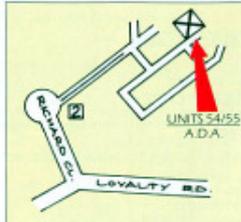
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AUSTRALIAN VW DUB PERFORMANCE Centre

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

vwperformance.com.au

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

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Address:

State: Postcode:

Email:

Phone: (BH)
 (AH)
 (Mob)

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

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

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

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A slight rise for Volkswagen.

After being hit hard by the covid crisis in 2020 and three years of dropping sales, Volkswagen recorded a slight recovery in Australia in 2021, according to official VFACTS sales figures released this week.

Volkswagen sold **40,770** vehicles in Australia in 2021, some 1,504 more than the 39,266 sold in 2020, which is an increase of 3.8%. While this is welcome news for VW fans, it's a disappointing result considering the market overall increased by 14.5%, meaning VW has lost further market share. It was the smallest rise of all the top ten makers, most of which averaged 15-20% growth.

Volkswagen was overtaken by Nissan in sales, and dropped back from 7th to 8th place on the local market. VW finished just ahead of the rapidly rising MG brand in ninth, and the steadily increasing Subaru in tenth, and is in serious danger of being passed by both this year. If Isuzu Ute continues its current growth, VW could also be passed by them too and be out of the top ten altogether.

Again, no VW models featured in the list of the 20 best-selling vehicle models.

VW's sister company Audi recorded a tiny 0.9% increase to 16,003 sales but remains well behind Mercedes and BMW. Audi was passed by MG, Suzuki and Great Wall (Holden dropped out), and fell from 15th to 17th on the market.

Skoda recorded its highest ever figure of 9,185 sales, a healthy increase of 39%. It was the only bright spot for the VW Group in a year of basically flat sales for their two major brands.

Total Australian new car sales returned to the 1 million mark last year - but slumped to the lowest December deliveries since the Global Financial Crisis in 2008.

It was the 13th time in the past 15 years Australians purchased more than 1 million new cars in a calendar year, but the annual tally for 2021 fell short of expectations after sales hit the brakes in the last three months.

1,049,831 new vehicles were reported as sold in 2021 - an increase of 14.5 per cent compared to the prior year, which was impacted by the first wave of the global coronavirus pandemic.

However, new-car deliveries in December were down 18 per cent compared to the same month the prior year, the worst December result since the Global Financial Crisis in 2008.

It was also the third month in a row of sales decline in the Australian new-car market after 11 months in positive territory.

Excluding the 2020 sales result which was impacted heavily by lockdowns, the new-car tally for 2021 was the weakest annual tally since 2014.

According to experts on the showroom floor, demand for new cars remains strong due to ongoing international travel restrictions and an increase in the number of people choosing to holiday at home.

Industry analysts say buyers are also treating themselves to a new car after a period of uncertainty and extended lockdowns.

After an earlier-than-expected market recovery, the global automotive industry is continuing to struggle to manufacture enough vehicles amid interruptions to production due to the semiconductor crisis, with most brands dealing with severe stock shortages.

The waiting list for many popular cars ranges from three months to 10 months - and estimated arrival times are changing daily or weekly, based on regular updates from assembly lines.

Last year was Toyota's 25th time at the top of the Australian new-car sales charts since 1991 - and the 19th year in a row. Toyota outsold its nearest rival Mazda by more than two-to-one for the third year in a row (223,642 versus 101,119).

Toyota's achievement in Australia comes as the Japanese car maker also reached a major milestone in the US, becoming the biggest selling make in America and ending the 90-year domination of automotive giant General Motors.

The Toyota HiLux ute held off a late charge by its arch-rival, the Ford Ranger, to retain top-seller status for a record sixth year in a row.

The Ford Ranger was Australia's top-selling four-wheel-drive, but was beaten in the outright sales race when 4x2 models are added; it is industry practice to rank sales according to vehicle nameplates.

The Ford Ranger managed to close the annual sales gap to the closest margin in the history of the two title rivals. The gap between the two was just 2522 vehicles (52,801 versus 50,279). Four years ago, there was a gap of 9500 sales between the top two sellers.

Both Toyota and Ford will be popping champagne corks because 2021 represented record sales for the HiLux and Ranger, despite the challenges of stock shortages.

Had the Ford Ranger managed to overtake the Toyota HiLux in 2021, it would have been the first time in 26 years a Ford vehicle topped the Australian new-car sales charts for a calendar year. Instead, the Ford Ranger notched up its fifth year in a row as Australia's second most popular vehicle.

Last year also marked the first time utes and vans outsold conventional passenger cars for the first time in Australian automotive history.

Sales of SUVs have been greater than passenger cars since 2017.

But 2021 was the first time SUVs accounted for more than half of all new motor vehicle sales (50.6 per cent), after falling just short of that mark in 2020 (49.5 per cent).

The split across new-vehicle sales in 2021 were SUVs (531,700, 50.6 per cent of the total market), utes and vans (253,254, 24.1 per cent of the total market), and passenger cars (221,556, 21.1 per cent of the total market). Heavy trucks accounted for 43,321 sales, or 4.1 per cent of the total market.

Industry analysts say it's a sign of our changing taste in motor vehicles, as more Australians choose to holiday at home - or want a family car they can use for work and play. The boom in ute sales has been led by a rebound in the construction industry - and demand among holidaymakers - while van sales are up due to an increase in online shopping and parcel deliveries during the coronavirus pandemic.

The most popular SUV was the Toyota RAV4, which finished third behind the Hilux and Ranger utes and outsold the Corolla again - another sign of our changing taste in cars.

The top-selling passenger car was the Toyota Corolla in fourth place overall - which led the Australian new-car market for three years before being overtaken by the Toyota HiLux in 2016. The Hyundai i30 finished in fifth.

Mazda maintained its position as the second biggest-selling brand in Australia for the seventh year in a row - since 2015 - despite struggling with stock shortages and dropping down the rankings in some months.

Hyundai ranked third for the sixth year in a row - since 2016 - while Ford finished in fourth place for the second year in a row, after posting its best sales result since 2017.

After a close battle between sister brands Hyundai and Kia - in which Kia outsold Hyundai in four individual months for the first time ever - Kia finished the year in fifth place just 4908 sales behind (72,872 versus 67,964), the closest gap between the two brands in Australia.

A decade ago, Kia sold about one-third the number of Hyundai cars in Australia (30,000 versus 90,000).

Japanese brand Honda had a disappointing fall from grace, finishing 15th with a 39.5 per cent slump in sales - in a market that grew by 14.5 per cent - after switching to a fixed-price business model from July 2021 (hopefully a lesson here for VW - Ed.)

Chinese car brands continued to roar up the charts - and established a new record for Chinese-sourced motor vehicles in Australia. China now ranks as Australia's fourth biggest source of motor vehicles behind Japan, Thailand, and South Korea for the first time in a calendar year - ahead of the US and Germany.



The country of origin split across new-vehicle sales in Australia in 2021: Japan (350,934, or 33.4 per cent of the total market), Thailand (230,520, or 22 per cent of the total market), South Korea (145,025, or 13.8 per cent of the total market), China (76,262, or 7.3 per cent of the total market), Germany (43,143, or 4.1 per cent of the total market) and the USA (34,958, or 3.3 per cent of the total market).

Chinese brand MG made it into the Top 10 for the first time in a calendar year, ranking ninth (behind Volkswagen and ahead of Subaru) - and ahead of fellow Chinese brands Great Wall Motors Haval (14th) and LDV (18th).

Big V8-powered US pick-ups from Ram and Chevrolet outsold electric cars for 2021. Combined, Ram and Chevrolet reported 6143 vehicles as sold, compared to just 5149 electric cars on the official scoreboard.

However, the electric-car sales figures do not include Tesla, which does not provide sales data in Australia.

Among the mainstream luxury brands, Mercedes-Benz ranked highest - in 12th place - but posted a sales decline in a market up by 14.5 per cent (28,348, down 3.8 per cent), while BMW ranked 13th (24,891, up 5.8 per cent), Audi finished the year 17th outright (16,003, up 0.9 per cent) and Toyota's luxury marque Lexus rounded out the Top 20 (9290, up 5.0 per cent).

Most super-luxury and sports-car brands enjoyed a strong recovery in 2021, buoyed either by new SUVs or new electric car options: Bentley (219 deliveries reported for the year, up 32.7 per cent), Rolls-Royce (48, up 14.3 per cent), Maserati (560, up 19.9 per cent), Porsche (4428, up 4.4 per cent), Lamborghini (131, up 18.0 per cent) and McLaren (88, up 39.7 per cent).

Australia's top-selling brands for 2021:

1. Toyota	223,642	+9.2%
2. Mazda	101,119	+18.1%
3. Hyundai	72,872	+12.4%
4. Ford	71,380	+19.8%
5. Kia	67,964	+21.2%
6. Mitsubishi	67,732	+16.1%
7. Nissan	41,263	+7.7%
8. Volkswagen	40,770	+3.8%
9. MG	39,025	+155.8%
10. Subaru	37,015	+17.5%
11. Isuzu Ute	35,735	+61.6%
12. Mercedes-Benz	28,348	-3.8%
13. BMW	24,891	+5.8%
14. Great Wall	18,384	+251.2%
15. Honda	17,562	-39.5%
16. Suzuki	17,468	+12.1%
17. Audi	16,003	+0.9%
18. LDV	15,188	+62.9%
19. Lexus	9,290	+5.0%
20. Skoda	9,185	+39.0%

NSW Police Passats.

There is a new car to look out for in your rear-view mirror if you're doing the wrong thing on the road in NSW.

The Volkswagen Passat sedan and wagon have earned their stripes and are due to be added to the NSW Police fleet.

Initially, the Volkswagen Passat will be used by NSW

Police general duties officers, where they will work alongside and eventually replace the current fleet of Hyundai Sonata sedans and imported Holden Commodores.

The Volkswagen Passat is already used by police in Victoria as a general duties vehicle, however a number of high-performance versions are assigned to highway patrol work.

According to recently published figures, Victoria Police has about 800 examples of the Volkswagen Passat sedan and wagon currently in service.

About 700 of those are the front-drive 140 kW turbo four-cylinder used for general duties work, and about 100 examples are the more powerful 206 kW turbo all-wheel-drive R performance models for highway patrol work.

The NSW Police department will initially take delivery of 150 examples of the Volkswagen Passat sedan and wagon, according to reports.

The first batch is expected to primarily include front-drive 140 kW turbo four-cylinder examples for general duties work.



The 206 kW turbo all-wheel-drive R model is believed to be under consideration as a possible highway patrol car replacement for the V8-powered Chrysler 300 SRT - which is due to reach the end of the line within the next 12 months - and work alongside the BMW 530d.

Photos of a Volkswagen Passat wearing NSW Police general duties markings - captured by emergency services photographer Kenny Holland - were taken last week in the western Sydney suburb of Liverpool.

Seen here wearing the "FLT" (fleet) call sign, this sedan is believed to be one of two Volkswagen Passats being assessed on the front line by general duties officers at a number of locations across NSW.

Once the trial concludes, it is expected more Volkswagen Passats will be added to the NSW Police general duties line-up.

DAB Audio.

Volkswagen Australia is poised to introduce DAB (digital audio broadcasting) radio across most of its passenger and commercial vehicle range, making it one of the last Top 10 brands to incorporate the technology locally.

All Volkswagen passenger and commercial vehicles will offer digital radio for Model Year 2022, with the exception of the cheapest versions of its van and ute range.

The entry-level Touareg 170TDI without the optional



\$8000 Innovision Package also lacks the technology. However it's understood this spec sheet omission will be addressed in the near future - though whether existing MY22 vehicles will be retrofit with DAB capability remains to be seen.

The first MY22 Volkswagen passenger cars arrive in showroom later this month, with price rises across the range of between \$200 and \$1800, depending on model. Timing for the commercial vehicle range is yet to be confirmed.

The \$810 price rise for the T-Cross 85TSI Life SUV also includes power-folding mirrors (with carry-over heating) and steering wheel-mounted paddle shifters.

The introduction of DAB digital radio across most of the Volkswagen Australia range leaves MG as the only Top 10 brand that doesn't offer the technology on any model, from the MG 3 city car to the flagship HS PHEV mid-size SUV.

Touareg R hybrid coming.

The 2023 Touareg R plug-in hybrid SUV will launch in Australia towards the end of 2022, Volkswagen Australia has confirmed.

After initially being ruled out, the new Touareg R will instead be the first plug-in hybrid Volkswagen to be sold in Australia.

The flagship Touareg R will become the fifth new Volkswagen R performance model, following the Golf R hatch, Golf R wagon and Tiguan R mid-size SUV due in showrooms around March 2022, and the T-Roc R performance small SUV arriving between July and September 2022.

Unveiled in Germany in February 2020, the Touareg R is powered by a 250 kW / 450 Nm 3.0-litre turbocharged





petrol V6, mated to a 100 kW electric motor for combined outputs of 340 kW and 700 Nm - ahead on power but behind on torque compared with the outgoing diesel Touareg V8's 310 kW/900 Nm.

Sending drive to all four wheels through an eight-speed automatic gearbox, Volkswagen claims a 5.1-second 0-100km/h sprint time.

A 14.3 kWh lithium-ion battery enables a 47 km electric range according to Europe's WLTP (real world) test cycle, with a full charge completed in 2.5 hours on a 7.2 kW AC home wallbox.

Price will be confirmed closer to the Touareg R's Australian launch, however it will likely be similar to the Touareg V8's sticker of \$136,490 before on-road costs.

"The Touareg R was not destined for Australia because Volkswagen PHEVs and EVs are naturally prioritised for markets with emissions targets [such as Europe]. Meanwhile the Touareg V8 was discontinued having rapidly sold through its local allocation," said Ralph Beckmann, General Manager of Passenger Vehicle Marketing at Volkswagen Australia.

"The Aussie appetite for the biggest and best Volkswagens combined with the overdue recognition on the part of government that Australians deserve the best quality petrol, and the progressive policies of NSW, all helped make the business case."

Volkswagen's range of ID electric vehicles remain further away from Australia, as do more VW-badged hybrid models based on small cars.

"We can't at this point say that the Touareg R indicates that more affordable Volkswagen hybrids are coming to Australia ... [but] we can say that despite formidable obstacles, we're doing all that can be done to secure for Australian customers the same choices enjoyed by those elsewhere in the world," Beckman said.

VW ID.4 sets mileage record.

The Volkswagen ID.4 has broken a world record for the longest continuous journey by an electric car, clocking more than 56,327 km over 100 days in the USA.

Long-distance driving enthusiast Rainer Zietlow and photographer Derek Collins were behind the wheel for the entire trip, starting and finishing in Herndon, Virginia. The

duo dropped into 628 Volkswagen dealerships across all 48 mainland states, as part of the brand-backed promotional tour.

"It was great being able to share my experiences with the ID.4 with so many different people, including dealership staff, along the way," Zietlow said.

"Breaking the record is not only a testament to the reliability of the ID.4, but also to the actual readiness of the nation's charging infrastructure."

In top-spec 'GTX' guise, the Volkswagen ID.4 is powered by dual electric motors sending 220 kW to all four wheels. This allows the 0-100 km/h sprint to be completed in a claimed 6.2 seconds, and a top speed of 180 km/h.

A 77kWh lithium-ion battery pack integrated into the floor permits a maximum range of 480 km between charges, according to European WLTP testing protocols.

Almost 15,000 examples of the Volkswagen ID.4 have been sold in the USA in 2021. However the model is still not offered in Australia.



Spokespeople for Volkswagen's Australian head office has previously stated the ID/4 would most likely launch as Volkswagen's debut electric vehicle Down Under in the coming years, in 2023 or 2024.

New VW ID.5.

The 2022 Volkswagen ID.5 electric SUV has been revealed in Europe overnight, but there are no plans to bring the coupe-styled crossover to Australian showrooms.

The first electric coupe SUV from the Volkswagen brand, the new ID.5 is a twin to the latest ID.4 mid-size electric SUV, with the two vehicles sharing their MEB modular battery-electric platforms, powertrain options, and interior and safety technologies.

Sloping down from mid-way through the rear door, the ID.5's coupe-inspired roofline reduces headroom by 12mm compared to an equivalent ID.4 - compared to many other coupe SUVs that lose 30-40mm of headroom - yet increases boot space, with the ID.5's marginally-longer body translating to a 549-litre capacity (versus 543 L in the ID.4).

The sportier roofline is joined by an integrated tailgate spoiler, tweaked rear window frames, and a new front-end design for non-GTX models, reminiscent of the latest Volkswagen Golf R and Tiguan R petrol performance cars.

Measuring 2766 mm between its axles, the ID.5's



revised shape enables a drag coefficient of 0.26 on 4599 mm-long standard models, or 0.27 on the 4582 mm-long ID.5 GTX - down from the ID.4's 0.28.

Buyers in the UK will be offered a choice of three variants, Autocar reports, all storing energy in a 77 kWh lithium-ion battery integrated into the vehicle's floor.

Entry-level and mid-spec models will develop 128 kW and 150 kW respectively from one rear-mounted electric motor each, good for 0-100 km/h times of 10.4 and 8.4 seconds respectively, and a 520 km claimed driving range on Europe's WLTP cycle.

The GTX will step up to two electric motors (one on each axle) developing 220 kW combined, enabling a claimed 6.3-second 0-100 km/h sprint time and 480 km of WLTP driving range. Adaptive suspension is available as an option.

The ID.4's 135 kW DC charging capability will reportedly carry over to its sportier sibling, allowing the battery to be topped up with 80 per cent charge in approximately 30 minutes.

Inside, the ID.4's interior carries over unchanged to the ID.5, with a 25.5-cm infotainment touchscreen mounted atop the dashboard, a small instrument display behind the steering wheel, and a choice of interior colours, materials and seat designs.

GTX models feature specific badging, red accents, and contrast stitching, along with a choice of one- or two-piece sports seat designs with 'GTX' or 'ID' embroidery.

The ID.5 features the latest version of Volkswagen's infotainment and vehicle software, plus other safety and convenience features including Travel Assist semi-autonomous driving technology, semi-automatic parking, matrix LED headlights, and '3D' tail-lights.

The 2022 Volkswagen ID.5 will go on sale in Europe next year. An Australian launch isn't in the plan, a local Volkswagen spokesperson told Drive.

VW to enter F1 in 2026?

The Volkswagen Group has long been rumoured to be considering a venture into Formula One, and recently one of the sport's biggest names revealed he is working behind the scenes to make it happen.

Toto Wolff - team principal and part-owner of the successful Mercedes-AMG Formula One team - claims a meeting took place earlier this year involving representatives of both German brands, the sport's governing body (the FIA), and F1 management.

Plans to relax hybrid power unit regulations, in a bid to reduce skyrocketing costs and increase the sport's relevance to road-going vehicles, were reportedly discussed during the forum, with a focus on the ultra-complex 'MGU-H' kinetic energy recovery system.

"I think it's a compromise that, I can't speak for anybody else, but, at Mercedes, we are prepared to enter in order to facilitate the entry of the Volkswagen Group," Wolff told media at the Italian Grand Prix. "... but there are several other topics where compromise needs to be found."



Most news reports suggest an entry by the giant Volkswagen Group would most likely come via the Audi or Porsche sub-brands, rather than Volkswagen.

Porsche and Lamborghini - which are now subsidiaries of the Volkswagen Group - have previously competed in Formula One, both as engine suppliers and car makers (though the latter only built cars under contract for third-party teams). Porsche had their own GP cars in the early 1960s with the 718 and 804, and later designed and built TAG turbo engines for other makers such as McLaren during the 1980s.



Bugatti, Bentley, and most famously Auto Union were, at times, dominant in pre-war Grand Prix racing. The giant Auto Union race cars, with supercharged 16- and 12-cylinder engines, were originally designed by Ferdinand Porsche and were the first cars to wear the 'four-ring' badge. They memorably competed with the Mercedes' Silver Arrows in the mid-late 1930s, up to the start of the war.

Australian Volkswagen and Porsche mysteries.

No. 1:

How is a basic Holden Torana worth more than a Porsche 911?

The Porsche 911 is made in Germany and it is specifically made to make American money, or greenbacks as they are sometimes called.

Half of all Porsches ever made are in America, and of those, half are in California.



Australia isn't America, California or Germany. Distances in Australia are vast with few mechanics or workshops in between.

Australians are also very brand loyal and proud of their country and its products.

A lot of Australians also see the 911 as too complicated and a potential to be a money pit.

Holdens and Fords are a safe bet in Australia.

No. 2:

How is a split window Kombi worth more than a split window Beetle?

The first Volkswagens sold in Australia in March 1954 were oval windows. Split window Beetles were never sold here. People have imported some in the years since.

There are only about 40 split window Beetles in Australia, and less than half of those actually can drive.

Yet there are thousands of split window Kombis out there. They were sold here from mid-1954 until mid-1968, some 14 years, and 45,000 were sold in that time. Almost all of them were panel vans and Kombis and less than 2,000 of them were Microbuses.

Split window Kombis are easier to fix, easier to get



parts for and are perceived by many people (not by me), as cooler.

It could be some sort of hippie thing, I don't know?

The so-called 23- and 21-window 'Deluxe' Microbus seems to be driving the prices up, and while they sold many tens of thousands in the USA, they were never sold new here.

In the old days the split window Beetle was the holy grail for collectors, but now, not so.

No. 3:

How come convertibles are more expensive to buy when new, but nobody wants them as they get old?

Cabriolets are great when they are new, but as they grow old, it can become mathematically a bit too expensive to maintain the drivetrain, body and folding roof, and they are sold on before they are worth nothing.

Once they aren't the flavour of the month anymore, not many people want them in this country.



Not even the old Beetle Karmann cabriolet - which also was never sold here new - has gone up in value in the last 25 years in Australia but they are worth big money in America.

So, I recommend buying a Beetle cabriolet, a split window Beetle, a Golf cabriolet or a 911 cabriolet or targa.

I hope this makes sense.

This is where you can get in on the action before most everyone else. That's California dreaming to me.

Ashley Day.



Man caves.

I don't want this to be sexist, and sure women can have caves or sheds for all of their stuff as well, but this is mainly about man caves.



Man caves are important for blokes' mental health for many reasons.

Magic happens every weekend in sheds all across Australia, and in fact the entire world.

After working hard all week, some blokes just love to hide in their sheds and make their dreams happen.

A Volkswagen Beetle in the shed is the perfect place to hide under when your partner is looking for you and you don't



want to be found.

Whilst you're under there hiding, you may as well do a little work. Maybe do the tappets or a little bit of rust work?

Also, life doesn't always go the way you want it too, so tinkering around the shed always makes things better. Things are always going good in a man cave.

It's a place where you can (if you want), drink, smoke, sing, swear, dream or bop to your favourite song and still get some work done in peace.

In the shed, there's no reason ever really to be depressed. How good is that, and there's always something to keep your mind busy.

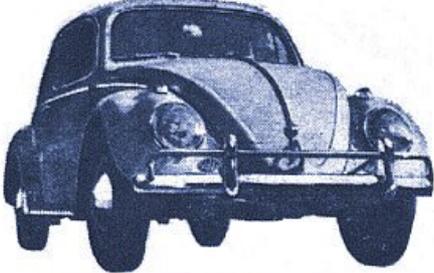
So you can see why these caves are so important for a bloke's mental health.

In my cave, I don't bother with signs on the wall, petrol bowsers or anything like that. I just love cars and car parts, basically everywhere.

Kind of like a special shop, just for my friends and I.

It's a place where everyone's imagination can run wild and where some crazy, out there stuff, has happened over the years.

Ashley Day.



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The Project of my Life - Progress 2.

I'm itching to start my project for real, which mainly involves making moulds of a Beetle body, but the Beetle which would lend its shapes to this process is near Kuala Lumpur and I'm on the island of Langkawi. A Movement Control Order has been in place for months, so I'm stuck here Beetle-deprived. All I have is a terminally rusted 1968 Beetle, more air than steel where it matters, so what can I do to maintain momentum and morale in this project?

The "doors" peripheral project has taken a lot longer than anticipated, but I can now say that the moulds are finished, though I won't make products until I'm ready to make steel door frames and have a proper car to bolt the doors onto. Since I was working on doors already, I figured that it was the right time to develop door trims. I've ended up making one mould which will produce a symmetrical product holding one long storage pocket along the bottom. May as well make use of some of that space inside the door that's usually wasted. I've always disliked working with factory door trims. All is fine until someone takes them off, then fails to put the plastic sheet back on. Then the trims get wet, buckle and shrink. The metal clips pull through and break and the little rubber teats which fit in the holes around the door split. My approach is to use mass-produced plastic clips, as used on modern VWs, which have complex plastic door trims. These clips stick out a bit more than the old steel ones, so an inner panel with the holes positioned at exactly the right height needs to be shaped. The clips can either be screwed into place into their hole in the trim, where they can move around a bit, or slide into a slot.



Black on black, so it's hard to see the details, but this is a door trim and rear side panel.

This inner panel, which will be bonded to the door trim itself, will also form the shape for the inner part of the door pocket. Now is also the appropriate time to make a set of four, extending to the trims for the back-seat area. Following my principle of adding value to any part that I develop rather than just copying, the newly developed panels add quite a bit of elbow room for anyone who cares to sit in the back. They will similarly be held on with the modern plastic clips.

I've done a bit of casting around, looking for new peripheral projects to work on. These sort of things available would normally be left till late in a project like this, but no matter. I want to make front mudguards, standard width, but following the principle of adding some extra functionality, I plan to use pre-'68 sloping headlights. Actually I prefer the look of upright headlights, but I saw some figures somewhere which indicate that there is a measurable

aerodynamic benefit to the sloping glass. I've bought in a set of US-spec sloping lights with clear glass, so there are no problems with flutes upsetting the aim of LED light units, let alone a left-hand-drive bias.

I have a 1964 Beetle with even worse rust which is donating its front guards to this project. I quickly made a mould for the headlight bucket, which was modified into a shape which would accept a 7-inch LED headlight, a lot more work, but I enjoyed it. Actually designing an item is so much more fulfilling than copying. Eventually I'll be able to make front guards which you can bolt the LED units into. I also made quickie moulds, then quickie products, of the shape around the sloping headlights. When I eventually get my hands on the upright-headlight guards on my Beetle, I'll be grafting these shapes into fibreglass products of stock mudguards.

Another job which can be worked on is to reproduce the air-inlet vents inside the engine compartment. To get the original louvres out is a pretty severe excision to undertake, as it means cutting through the rear pillars and the bulkhead below the inside rear window. I don't feel guilty cutting this section out of the rusty hulk.

Meanwhile I've been working on an air-filter box, à la Oettinger. I made one of these in steel for my Beetle in Australia in the 1980s, with great success. The idea is that you take an air filter from a post-'73 Beetle, flip it from left to right and turn it to backwards onto its side. The base unclips from the top inlet half and now points forward. It can be remade in a material of your choice to feed engine induction systems of your choice. On the Oettinger engine it's probably steel and twin Solexes. On my Australian Beetle it was steel and twin



Oettinger's installation of a standard filter box combined with a redesigned filter base



The inside of my box showing cut-off and lengthened 2-inch velocity stacks

DCN Webers. For this project it's epoxy-glued woven fibreglass and EFI throttle bodies. The major advantage in all cases is a massive reduction in induction noise; instead of four sources of violently vibrating air, there's only one source of damped air. It also looks like something VW would install themselves. I plan to link this new filter base to the throttle bodies with mandrel-bent stainless tubes. Should look good.

The new base bolts onto the fan housing using one thread which normally holds the ignition coil bracket and the top two screws which hold the alternator/fan in. The alternator will need rotating by 90° for the 12-volt stud to clear the box.

This leads on to my master plan for crankcase ventilation, and here's where it gets complicated. The filter base will be fitted exactly level with the top of the fan housing. I'm making a penthouse extension for my box which will sit on top of both filter and fan housing and hook around the back of the fan housing to hold it in snugly. This secondary box will communicate with the plenum of the filter to pick up fresh air, but also act as a catch can of sorts for the crankcase. I've fitted two check valves of the type normally used on smog air pumps, to this box. These will accept 3/4-inch hose or 19 mm. One will connect to the oil filler cap, threaded to accept a 3/4-inch flare or barb. The other will connect to a crankcase breather tower from a T3 Transporter, part no. 025 115 451, which I've managed to secure locally. Thanks Boris for the idea.



T3 Transporter oil tower

This part will be screwed onto a section of the crankcase at the front right which will get milled flat, drilled and tapped and a largish hole drilled through the middle. Here's the theory: A flat-four engine is basically two flat twins connected together. We're used to thinking of an engine being a pump on the outside, working through the valves in the

cylinder heads, but the bottom of the pistons displace the same amount of air and gas. Crankcase gases are a combination of atmospheric air pushed in through the thread on the pulley and blowby gas, which is mainly unburnt mixture with a bit of exhaust gas. The gas inside the crankcase is compressed when each pair of pistons, the front pair or the rear pair, approach bottom-dead centre, but that's not too much of a problem on a four-cylinder, because the reduction in volume from any pair of pistons going down their bores is balanced by the increase in volume of the other pair of pistons going up theirs. It is a real problem on boxer twins, like Citroën, BMW motorbike and Haflinger. Citroën's solution was to use a big check valve made of leather; well it was a 1930s design.

Back to VW: the internal pumping of gas backwards and forwards robs a bit of horsepower; it's a pumping loss. VW provided apertures either side of the centre main bearing for this gas to pass from the front zone to the rear and back again. Now you know why that area isn't solid. But these apertures are sharp and must provide a bit of resistance to flow.

An engine which generates blowby, which is combustion pressure getting past the rings, forces the crankcase pressure to rise. There are extensive metal surfaces spinning and reciprocating at high speed causing the oil being flung off to form tiny droplets. This gas/oil mixture is carried to the clean side of the air filter, where it's re-introduced into the induction side of the engine, a good thing for fuel economy and clean environmental air. A positive pressure buildup is normal, but I've found out that it's possible to submit a crankcase to negative pressure. F1 and drag racers use a dry-sump oil pump, which does part of the job, and a dedicated vacuum pump, which costs horsepower. The reason it's worth doing that? Negative pressure in the crankcase leads to better ring sealing, by about 3%. That's 3% more power, 3% better fuel economy, 3% less heating effect ... definitely worth it. My engine will have Total Seal® piston rings, which is another help in this direction.

Each zone, front and rear, sees rising pressure as the pistons approach BDC and below-atmospheric pressure as they approach TDC, until the gas exchange from the other zone catches up to fill the void. If the high-pressure pulses can be shot out the check valves, what you're left with is low pressure. But there are two leaks to seal before this will work:



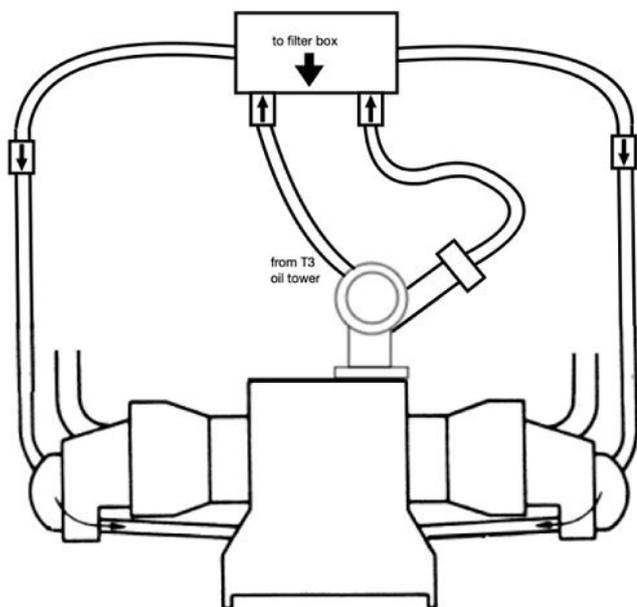
A work in progress: the "penthouse" box. There will also be fittings sending air to the valve covers and the idle-air control valve.

the stock-style crankshaft pulley needs to be replaced with a so-called sand-seal pulley and its seal, and the flywheel oil seal needs a special two-piece part which stops oil escaping and air from being introduced. Luckily this seal is available from Aircooled.net. Apparently, if air does get in past the lip of a seal, it creates a characteristic whistling sound.

Something needs to be done to prevent oil escaping up the PCV tubes to the filter:

- the cross-section should be large, to reduce gas velocity
- any oil shot up should have a chance to slide back down again as it hits baffling, so there should be a direct path back down to the crankcase, no S-bends
- the oily gas should be routed as high as possible to make gravity do its bit
- it needs to go through oil separators. Stainless-steel pot scrubbers work really well; factories even use this technique. There will be pot scrubbers stuffed inside the alternator stand/oil filler and the T3 oil tower. The penthouse catch can (still making that) will have a baffle which any droplets of oil which manage to make it that far will impinge upon, collect on the floor and drain straight back out.

Just in case the negative pressure generation is too successful, there will be two smaller check valves, designed for a brake booster, which will send a small amount of fresh air through orifices down to the valve covers. It's important not to route gas up and out of the valve covers, especially the left side. There's an interesting discussion at thesamba.com as to why you should not vent the left-side valve cover. Any gas coming out of the valve covers means that a corresponding amount of gas has to come UP the pushrod tubes, which fights the oil draining back to the case. Introducing air back down into the valve covers can only aid, not hinder, this process.



The issue with venting the left-side valve cover is that the left side of the case gets more oil than the right side. The oil pump pressurises the left side and oil needs to cross over around the centre cam bearing before getting to the right side. Look up "Hoover mods" to find out more. The second problem is that apparently the oil pressure control valve, also on the left, at the flywheel end, relieves all unneeded oil not back to the sump, as the official VW oil-circuit schematic suggests, but into the number three lifter bore, from where it

makes its way up the pushrod of the number three exhaust valve. I say "apparently" because I don't have a crankcase half lying around right now for me to check out. The problem is compounded by fitting a high-volume oil pump, like a 30-mm one. I have experienced the problem of oil pressure going away on a 2180 engine with no deep sump and close-ratio 3rd and 4th gears. After a bit of high-rev work or even cruising on the highway for twenty minutes, oil pressure would just go away. It was mystifying at the time, but it makes sense now.

Since I had bought an oil-pump cover with inbuilt relief valve from Gene Berg, I emailed them to see if they had investigated if their relief valve solves the problem of excess oil in the left-side valve cover. The answer: no, they haven't, but I maintain that in theory, most of this unnecessary oil should end up back at the oil-pump inlet instead of the 3/4 valve cover. I'm using a pump with 30-mm gears, but don't think this is excessive in view of the fact that I'm using hydraulic lifters (Mofoco), which use up a bit of the oil provided by the pump, and an inline oil filter, which needs more oil supply to cope with the pressure drop it imposes. VW Mexico equipped the last Beetle engines with a filter pump, hydraulics and a 30-mm pump, so I'm in good company.

The oil circuit will incorporate a Japanese Trasko oil filter. These are a combination full-flow/bypass filter, which I think is an excellent design. I'm not very impressed by the penny pinching evident on mass-produced canister filters. I've got my deep sump; really I wanted to go with a dry-sump pump like on my old Beetle, and the one at CB Performance is lovely, but their catalog doesn't mention that they don't sell a pulley small enough to fit above the pump, and I'm locked into using a serpentine pulley anyway. You can't have everything.

I've looked at getting braided stainless-steel oil lines locally using AN8 fittings, but didn't like the fact that the ID of this hose, which should be a nominal 1/2 inch (12.7 mm) according to anything you read about the AN system, is only 11.1 mm. So I ordered six feet of braided hose from CB Performance. Its ID is only 10.6 mm! With something so critical, I don't want to take any chances, so I've ordered new hose from the States with a guaranteed 1/2-inch ID.

I live on the tax-free island of Langkawi. I tried to find out what that actually means when it comes to importing items from overseas, but couldn't get a definitive opinion from anyone on whether tax would be levied. I decided to start small and if packages came through successfully, work my way up to larger, more expensive items. Right now I'm looking at an aluminium bubble case on my glass coffee table, a bit like the Ferrari V-8 engine block coffee table on Top Gear. It just showed up in a box at the front door. Big grin on face. Since then it has been a big buying spree. I'm not a struggling university student any more like with Beetle no. 1, and this my last project, so I'm not cutting any corners this time.

Since I'm building a big engine, a beefed-up clutch is called for, so I've ordered a heavy-duty operating shaft and a Kennedy Stage-1 pressure plate. Even a stock clutch can cause the steel tube inside the pan tunnel to pull away, so Mr. Hafeez is engineering a hydraulic clutch. It will use a Beetle single-piston master cylinder and one common reservoir shared with the brakes. incorporating a low-fluid-level float switch and sourced from an Audi.

A Quaife diff just got delivered a few days ago. It mates up with Type-2 drive flanges, so I've got hold of 100-mm adaptor pieces which will accept complete new Type-181 CV-joint shafts. The outer axle flanges, also 100 mm in diameter, have come from a Porsche 924, something I never expected to find here; nice find, Mr. Hafeez. So that means that the spring plates are 924 items, which is a better way to lower the rear end than indexing the torsion bars, as the stops are left closer to their original location. The 924 also provided its rear stabiliser bar and, just to show off, cut down aluminium castings for the outer spring-plate grommets.



477 501 659 B: the Porsche 924 was meant to be an Audi. Part numbers follow VW/Audi conventions.

Cut down from the original, much larger casting, which also mounts the suspension subframe to the body.

In my trawling of the internet for all things desirable, air-cooled-VW wise, I came across Awesome Powdercoat in the US. Clark specialises in VW tinware and provided me with all the engine thermostat bits which are discarded as a matter of course in Malaysia as well. He was also the source of a venturi ring for the fan inlet, as used on fuel-injected Beetles, a "Hoover bit", "Industrial Shrouds" to keep the air in around the thermostat and a Type 4 oil cooler. I had a choice of a new German, brass-bellows or a Mexican wax-pellet thermostat. Clark's web site has lots of info, including the fact that the German item can't be used with a "Sidewinder" exhaust, which I'm using. That made the choice easy. Clark makes the sheet-metal pieces himself and the quality is excellent. He is also a reseller for EMPI and SCAT (terrible brand name to put into a search engine), so he handled my orders from these two VW houses. I treated myself to SCAT 1.25 rockers and tapered chrome-moly pushrods, amongst other most desirable things.

I've received a set of heads from Mofoco. They are the only heads cast in the US and Mofoco sought technical assistance from Harley Davidson for their development. The desired port shape is cast-in rather than being bored out later. They incorporate extra thickness where it matters and additional cooling-fin area.

Meanwhile, Mr. Hafeez in Kuala Lumpur has been hard at work on my chassis. He fabricated jigs to mount IRS brackets, went to mount said US-sourced brackets and found that there were big gaps between them and the chassis. To do it right, he cut out the trailing-arm inner brackets from a VW chassis, trimmed them, cut appropriate holes in my chassis and mounted these original Wolfsburg-made brackets onto his



Precision work. Hard to see in the photo, but the bracket fit to the chassis is spot on.

jigs. A perfect fit for effective welds.

Mr. Hafeez is also fitting front-end height adjusters, which I'm combining with shorter gas shocks. He had the car's original Lemmerz Weltmeister steel wheels widened by separating the centres from the rims and rewelding them to 6-in rims.



The wheels turned out very nice. The finishing touch will be plastic wheel caps with "VW" stickers.

To get this far, the body needed to be removed from the floorpan. Mr. Hafeez discovered something nasty: the steel cancer was much more advanced than expected and the body had been welded to the floorpan, just like the terminal hulk I already have. This is bad news for me, because I was expecting to make moulds of the body where it meets the floorpan, but now the shape integrity has been lost.

I remembered having seen a Beetle body for sale, advertised as "no rust" at an affordable price. It turns out that a bit of lily-gilding was going on, as the roof is badly dented, there's some accident damage, and oh, it's left-hand drive and cut in half. On the plus side, there is indeed no rust and it's

from a 1992 Mexico Beetle, probably delivered to Japan. I can really use this for mould making and might even be able to salvage a good steel body from two donors at the end.

There are some interesting differences on the Mexico body. There are what looks like jacking points on the body, inside the wheel wells at the back of the front and rear mudguards. I read on thesamba.com that the Puebla factory used these mounts to move Beetle bodies around the factory floor. Under the back seat, the pieces which connect the heater to the channels are all in steel like much earlier German Beetles; no bakelite or cloth-material sound deadening. The panel behind the spare tyre is flat with no indentation for a windscreen-washer bottle. This makes sense when you know that Mexico Beetles used a washer bottle with integral electric pump mounted next to the brake-fluid reservoir.



I SO had to have one of these.

I fully expected that the floorpan halves would need replacing, but it was worse than that. The bottom of the frame head was rotten, Napoleon's Hat had seen better days and even one edge of the tunnel where the pan attaches is compromised. Mr. Hafeez has excised these parts, sourced a new bottom frame head and pan halves, fabricated a plate for mounting the pedals and made patches for the areas nibbled away. The pan halves are made in Thailand, are nice and thick and will be TIGged into place.

I'm a long way from fitting air conditioning, but at least I've done some planning and acquisition. I've talked to a local AC guy who has given me some valuable opinions. Here's the problem: I'm using fuel injection and want to use four GM coil ignitors, which means having a crankshaft-position sensor and lots of teeth attached to the pulley. AC can be set up with one belt and three pulleys, but then the problem of belt slippage at high RPM will only be worse, as there's less contact area at the alternator pulley. But I can't go with a dedicated pulley and belt to drive the AC compressor, because the crank-position sensor and pulley would be competing for the same space. It has to be one belt and three pulleys, so the solution is a serpentine belt. I've got the serpentine-drive system, with a sand seal, another of my requirements. They only come with a stock diameter, no power pulley, which I would prefer. The AC drive pulley on two-belt systems is generally about half the diameter of the crank pulley, so my installation is going to spin the compressor over like crazy. So my questions to Anderson, the AC guy, were:

- what design of compressor stands up best to high RPM?
- can a larger-diameter serpentine pulley be fitted to it to

slow it down?

Answers:

- rotary vane
- yes

Even better, rotary-vane compressors are exceptionally compact, so there will be a weight saving and fitting will be easier. Anderson has sourced the compressor and the largest available pulley and sent them out to a machine shop for modding and fitment. When the time comes, the bracket will need some thinking to position the compressor solidly. I picture the it sitting above where the distributor normally lives, in place of which there will be a compact Mini Cam Sync, which provides a camshaft-synchronised set of pulses to the EFI control unit, allowing the setup of sequential injector operation. There won't be an inlet manifold or fuel pump in the general area either. My idea is to have the bracket fabricated in aluminium, attach it to the fuel-pump studs and weld the right side of it to an aftermarket aluminium alternator stand, the stock stand being made of magnesium. The AC bracket will not require provision for belt adjustment, as the serpentine system has an adjustable idler pulley. Another job to entrust to Mr. Hafeez.

To protect the compressor from over-speed, I will disable it at high RPM, let's say, 4000/min. I expect, but can't yet confirm that the Haltech EFI unit will have a programmable output suitable for a relay which will make this possible. Most AC installations knock out the compressor at full throttle, which I expect the Haltech to be able to achieve also, but my thinking is that cruising on the highway corresponds to an engine speed of about 3000. If it's turning much faster than that, you're likely to be in performance rather than comfort mode, so you can easily live without cold air for your short burst of acceleration or whatever.

Still to come is the acquisition of fuel-injection control hardware. Thanks to the valuable remote assistance of Leigh Harris, I've settled on Haltech, which isn't cheap but appears to be the most complete solution, and Leigh's opinion is that their software is well designed. So it will be an Elite 550, a wideband O2 kit, four LS1 ignition coils with built-in ignitors and an idle-speed-control system. For a while I was thinking about their controller which has knock sensing incorporated, but it's much more expensive and I'm out on a limb when it comes to determining the best location for a knock sensor on a VW air-cooled head. Roy Henning at Mofoco couldn't answer that one either. At least I don't get to pay GST on an Australian product, which will help to offset the shipping cost.

More next month. Feel free to email me with any questions or suggestions.

Rod Young

rod.young2@icloud.com

Canberra Chapter Members and their cars - Pt2.

Member: Bruce Walker

Member since: 2005



He tells the story of a drive one foggy morning in minus seven degrees, when the inside glass of the speedo froze up, followed by the speedo needle. When he parked at work, the needle was still reading at 50 mph. It thawed out later.

Bruce ran a local VW hire company for weddings and formals, using a '75 Kombi and '72 Beetle, which was very popular. The business ran over 4 years but the distances were draining, so the business closed. The Kombi went to northern Sydney somewhere and the Beetle stayed local.

His current Kombi (Doublecab) was rescued

from a paddock in 2007, lots of work put it back on the road, but it hasn't yet had bodywork. He has been promising it some work for years, one day it might actually happen. Bruce's Beetle was bought from Melbourne in 2010, he drove it around a bit before it caught fire in late 2011. After sitting, waiting for many years, it came back to the road recently, but it is suffering the scars of time with mismatched panels, and niggly fuel issues that are literally driving Bruce insane. He is hoping soon to remedy these problems and actually drive the car again.

Bruce also has a project Kombi to work on one day, when he has time. Oh, to have time.

Bruce has been with the Canberra Chapter since it started, having held Chair, Secretarial, and other positions for a number of years, before stepping back for a break.

Lives:	Rural NSW, near Canberra
VWs:	'72 DoubleCab Kombi (white-ish) '65 Beetle (green-ish with odd panels currently)
Daily Driver:	Non VW (LDV 4WD)
Other classic vehicles?	Currently housing daughters VWs and a project VW
Previous VeeDubs?	A mixture of Beetles and Kombis over the years, as well as a Beach Buggy

Bruce's first car was a '71 Beetle, followed by a '76 Kombi. They were great cars, but with a family coming along, he moved to a more modern car to cater for the needs. For a number of years, the family moved interstate for employment, and the enjoyment of VWs was gone. For a while, anyway.

Then, it came time to look for a car to teach the eldest child to drive. Bruce was always told 'if you can drive an old VW, you can drive anything', and that always rang true. Having 2 kids coming through the ranks in close succession, he needed something classic to teach the basics and to be a fun introduction to driving. They stumbled across not one but 2 Beetles for sale as a pair in northern Victoria, one running, one not, and as the cars were in the kids favourite colours, it was meant to be.

Daughter #1's Beetle was driven proudly as her first car, after being off the road for a number of years now it is going in for work to return back to registered state soon.

The second Beetle hasn't had as much success but is being re-registered as we speak and will hopefully be out soon to a street near you. Bruce does admit to driving that one for a wedding and blowing the engine up in the process.

He has had an assortment of other VWs since then, some more successful than others. Driving a Beach Buggy in a Canberra winter took guts (and a thick layer of jumpers).

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CHANGE TO SUPER SHELL WITH METHYL BENZINE



Ted Orr, the owner of New Milford Volkswagen, at 469 Litchfield Rd. in New Milford, Conn. has confirmed that they are going out of business. Photo Tuesday, March 3, 2015.

Veteran US VW dealer closes.

Connecticut News Times, March 2015

New Milford, Connecticut - After serving their customers for more than six decades, the owners of New Milford Volkswagen, one of the oldest Volkswagen dealerships in the U.S., will close at the end of the month.

Ted Orr, the dealership's owner, said customers have been coming into the shop and calling all week after rumours of the closure began circulating through town.

"A lot of our customers, many of whom have bought cars from us for generations, have been very saddened by the news," Orr said.

He explained that while the dealership is still healthy financially with less than \$20,000 in debt on its books, Volkswagen of America revoked Orr's line of credit on concerns the dealership could default on its payments after three years of failing to turn a profit.



Ted Orr, the owner of New Milford Volkswagen, has confirmed that they are going out of business. He is photographed in front of vintage cars at the dealership on 469 Litchfield Rd. in New Milford, Conn., Tuesday, March 3, 2015.

"Because they've revoked our credit, we can't buy cars," he said. "If we can't buy cars, then we can't sell them."

Orr said Volkswagen sales have been suffering in recent years because its product mix and marketing haven't kept up with competing brands. He noted that sales in New England dropped nearly 30 percent last year, in part because of weak sales of the brand's all-wheel drive offerings including the Touareg and the Tiguan - an important option in snowy climates.

Volkswagen's U.S. sales fell 5.2 in February, the company reported Tuesday, as gains for the redesigned Golf failed to offset declines of all other VW models.

Erick Swindell, a New Milford resident, said Tuesday that he was "devastated" by the news. He and his wife have purchased 10 vehicles at the dealership since 1997.

"New Milford Volkswagen has the best people and service that I've ever encountered," Swindell said. "They've always treated us like friends of the family. I can't believe that Volkswagen is allowing a dealership that does right by its customers to go away. Frankly, I am mad at Volkswagen."



The photo shows New Milford Volkswagen shortly after the business opened in 1950 with the first three cars that were delivered to the dealership.

The New Milford location first opened its doors in 1950, less than a year after Volkswagen started selling cars in the U.S. While Gensinger Volkswagen in New Jersey also opened in 1950 and claims to be the oldest dealership in the country, Orr notes that New Milford Volkswagen is still operating out of the original building that's been used for 65 years to sell the nameplate.

Of course, that didn't happen without a few arguments with Volkswagen about the design of the dealership, Orr noted.

On several occasions, he said, Volkswagen representatives wanted him to update the building to current brand standards. Representatives from the brand, he said, had also asked him to remove several historic vehicles in their showroom including 1955 and 1975 Volkswagen Beetles.



New Milford Volkswagen dealership in 1997, about seven years after they first opened their doors.



(The former site of New Milford Volkswagen sold for \$400,000 in December 2015 and is now a Line-X 4WD accessories store in the original buildings. The nearest existing Volkswagen dealerships are the shiny modern Danbury Volkswagen in Danbury and Valenti Volkswagen in Watertown, both some 30 km from New Milford.

"He told me that's not what the company is anymore," Orr said. "I told him, 'well maybe that's the problem.'"

Orr said they will likely put the property on the market rather than explore their options as a used-car operation.

All the Sydney air-cooled era VW dealerships are long gone, most of them demolished for new industrial and



Ted Orr, the owner of New Milford Volkswagen, in New Milford, Conn., has confirmed that they are going out of business. The showroom has been emptied out except for several vintage cars, Tuesday, March 3, 2015.

residential developments. The last survivor was Muller and Muller at Lakemba, which was an official VW dealer from 1968 to 1994 (and then an independent VW workshop for years after). Their building is now a bathroom tile store. The buildings of Lennox Motors Blacktown, Lanock Motors William St City, Youngs at Collaroy, Lanock Motors Five Dock, Dick Swanton Hurstville, Lanock Motors Killara, Freshwater Motors and Manly Repair Centre, Jack Jeffrey Rose Bay, Lanock Motors St Leonards and Motorways at St Peters and Rockdale are still there, among

"A lot of people have tried to go that way in the past, but it never seems to work out," said Orr, who started working with the dealership in 1974 as a detailer. "I guess I'll have to figure out now what I'm going to do when I grow up. I've really enjoyed the past 40 years here."

The dealership is one of the last in New Milford to survive the Great Recession. More than six new dealerships have closed in town since 2008. Only Wetmore's Chrysler, Jeep, Dodge remains.

"It's unfortunate that New Milford's been negatively impacted in the past few years by the changes we've all seen in the auto industry," said Luigi Fulinello, New Milford's economic development director. "Dealerships offer a number of jobs with different skill levels and are very important to the community."

Officials with Volkswagen of America did not respond to requests for comments for this story.

a few others. G Brothers Mona Vale still trade as a Mercedes dealer in shiny new buildings. All the rest are gone. The oldest existing Sydney VW dealer is Denlo Motors at Parramatta, which became a VW dealer in 1993.)

Dirk Perrefort

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Multivan Comfortline Premium.

It's hard to go past a big green van, isn't it? It just looks like so much fun! The Volkswagen Multivan is exactly that. It's a seven-seat people mover and looks like it's just begging to be driven up the coast with some surfboards on the roof - just like its older VW brothers from decades ago.

I'm test driving the Comfortline Premium, which is the base model. It costs \$61,990, before on road costs and competes in the segment with other people movers like the Kia Carnival.

My children love a van, it's their favourite shape car to have in the family for a week, so I knew we were going to be in for a fun seven days in the Multivan. Here's how it performed.

How does it look?

If you really want something that reminds you of an old school van, you'll want to check out the Multivan. It stays true to its VW Transporter or Kombi roots with the very rectangular shape and high wheel arches.

And this colour! It's like the Mystery Machine! It's called 'Bayleaf', in case you're into it.

While the Kia Carnival has inched a lot closer to an SUV, on the exterior and interior, the Multivan is sticking it out with particular features that definitely make it feel like a van.

Where this is most apparent is the lack of centre console. There's a large open space between the passenger and driver's seat which makes it feel less premium for me, especially when compared to the Carnival which is much more 'car-like.'

If we put that aside, the rest of the features are good on their own. There are fabric seats in this base model, they're comfortable and smooth.

The steering wheel is big but still has a slight flattish bottom which does make it feel good. There are a high gloss and brushed metallic accents peppered here and there, so it does feel well designed.

What's the tech like?

There's a 20.3-cm multimedia screen which is

comparatively small and you can upsize to the 22.9-cm screen if you want to.

All Multivans have Apple CarPlay and Android Auto which give you instant access to your phone's main apps. Besides that, the interface has decent resolution and a digital radio.

How easy is it to use every day?

The most useful bit about the Multivan is the customisable interior seats. The second row 'lounge chairs' can swivel to face the back.

They can move forward and back, and the third row can also move forward and back so you can give more space to the third row or the boot, depending on where you need it.

And I know I just told you I didn't like the look of the empty space between driver and passenger seat, but it is useful. As my daughter said when she

walked from the back row to the front row, "Look mummy! It's got a hallway!"

Yes, small people can wander around upright in the Multivan (when it's stationary, of course) and they love it.

VW has made clever use of the dash for storage as there is no centre console (did I mention there's so centre console?). You'll find a cup holder on the passenger side, up on top of the dash, one in the middle and one for the driver on the right.

There is also generous storage in the front doors with a bottle holder, and a shelf in each door that's quite handy for keys and a phone.

The passenger gets two shallow shelves in front on the dash and the driver gets two shallow trays on top of the dash.

Strangely, there are no cup holders in the back seats at



all, and no storage in the doors.

The side doors are power operated, which my kids love, and means you don't have to do a big swing to shut them as in ye olden days.

The tailgate though, is heavy in this base model which does not have a power operated tailgate. You'll also have to leave room behind the car so you can open it, no parking against walls if you want to get the groceries in.

How spacious is it?

Space is huge in the front. It does feel like you're driving around in a small room on wheels.

VW has done away with the bench seat on both rows, and installed two 'lounge seats' for the middle row. It makes it feel very spacious and quite luxurious in the centre row.

The boot space is customisable, so it can be smaller when the third row is pushed all the way to the back, and larger when the third row is more forward.

There's a lot of space so play with it as you see fit. It will fit loads - double prams (yes plural depending on how you use the space), suitcases and more.

There's also a long-wheelbase version which makes it even roomier inside for people and things.

How does it drive?

Driving in the Multivan feels like a bouncy, fun old time! It has a loud 2.0-litre diesel engine which makes it feel a bit like a commercial vehicle, but it gets up hills fine and was great to drive around on my week doing the school run and going to after school activities.



While it's not what I would call smooth, it does feel much more nimble than you'd expect because it has a short nose.

The 2.0-litre turbo-diesel engine produces 103kW/340Nm.

Because you're seated right at the front of the vehicle, when you turn, it turns immediately from where you are. That actually makes it easier to drive than you think it's going to be.

It's a FWD and there's an AWD option for an extra \$3000 if that's what you're after.

I would prefer the AWD version. I drove the Multivan on a very rainy week, and on hills from a stationary position, the wheels spun on take-off.

The steering is easy which also makes parking relatively good. It's a wide, long car which you need to



account for, but it has a decent reverse parking camera to help out.

How safe is it?

How safe is the Multivan Comfortline Premium compared to an SUV? Well, the Multivan has city auto emergency braking, lane keep assist, blind spot monitoring and rear cross traffic alert.

There are airbags, including side curtain airbags that extend to the back row, and all five back seats have ISOFIX points and top tether points so you can travel with kids safely.

The Volkswagen Multivan has not been ANCAP tested.

How much does it cost to own?

The Volkswagen Comfortline Premium costs \$61,990, before on road costs.

The official combined cycle fuel figure is 6.6L/100km and I averaged 7.2L/100km driving mainly around suburbia this week.

It's covered by Volkswagen's five year/unlimited km warranty, with one year of 24-hour roadside assistance included.

Servicing is recommended every 12 month/15,000km (whichever comes first), and VW offers a range of maintenance options including a three- or five-year 'Car Plan', with up-front payment landing a saving compared to pay-as-you-go 'Assured Service Pricing.'

Three years is set at \$1450, and five years at \$2300, the latter including the first service for free.

'ServiceXpress' is another option offering, "selected services in 60 minutes" at participating dealers.

The Wrap

The Volkswagen Multivan Comfortline Premium was lots of fun to drive around this week. It looks cute, drives well and has a customisable interior with loads of space that is so very practical.

I do prefer a more stylish, more car-like interior, so I'm giving it a family rating of 7.6 out of 10. The kids though, gave it 8.5. Big fans. BIG.

Nedah! Stelio



if car is good and if price is Ok. Any nice 1300 body VW with powerful engine for sale in Vic?

I use one year to try to built a best 1/12 RC model , it looks like a display model , but with all real running gear. Believe you will like it. We will have the Best VW model soon, looks like display, but RC.

Use rear wheel drive to test You can not believe your eyes, like my real one.

This is Roc Hobby 1/12 Type 82 Kubelwagen RTR EP w/ 2.4GHz Radio.

Feature: Four-wheel independent suspension, Rear portal axles, Front and rear axle planetary gear differentials, Servo Operated

Synchronized Steering Wheel and Front Wheels. Perfect restoration of Air-cooled horizontally opposed four-cylinder engine. 130 motor in the cylinder, Cooling fan driven by belt. The third channel for the two-speed transmission controls. The fourth channel for switch between 4WD-RWD Mode.

Model has Retractable Windscreen, Angle-adjustable real rear view mirror, Four openable doors and mechanical locks included.

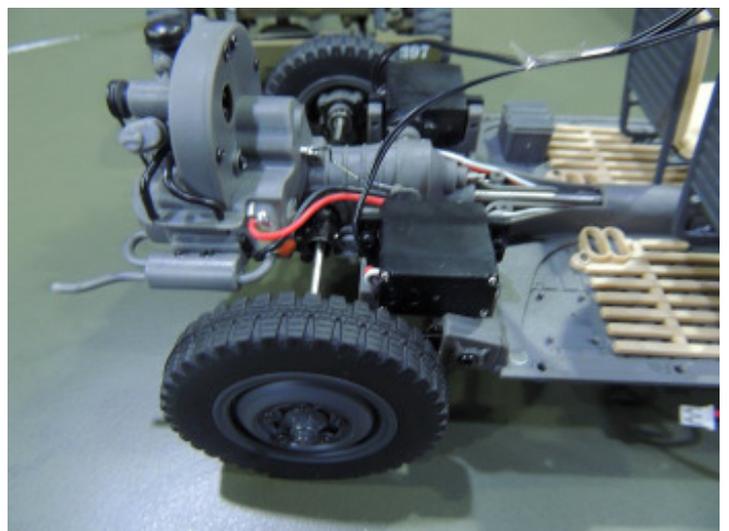
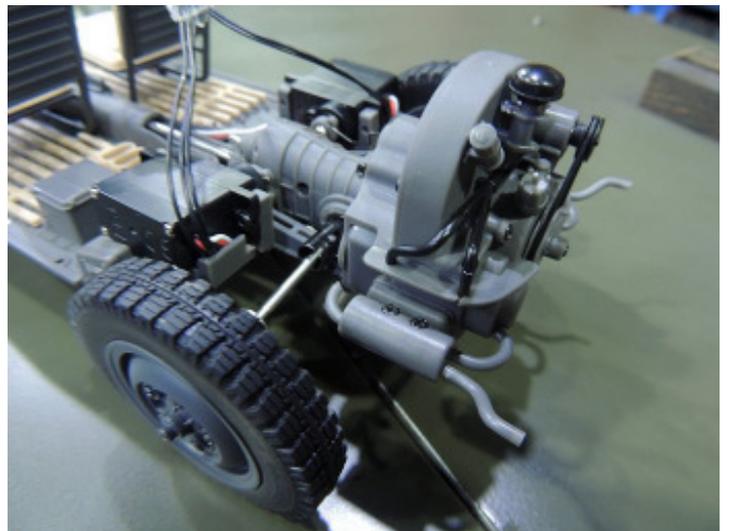
Soft fabric seats & retractable rear seats. Spacious Luggage compartment space & Openable hatch. Openable

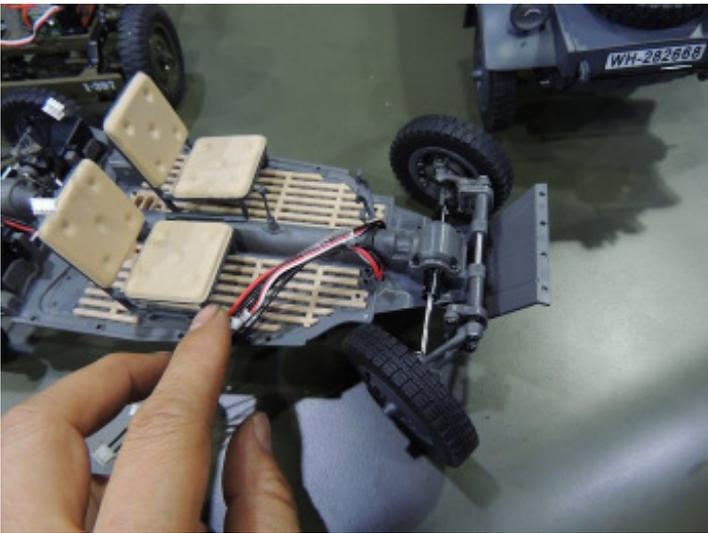
RC model Kubelwagen.

Dear Steve.

How 500 member in you club which area? your Country not small. Very nice VW collection with powerful engine!!!! One day I can view them? You have how about few VW82 and 166?

Any news from you friend Dodd have Kubelwagen? Thanks a lot My friend will like to buy one in your Country,





Engine hatch. Excellent light function. Realistic 5.25-16 tires, wheels and spare tire. Front and rear metal bumpers.

Perfect for 1/12 figures, uses 30 stainless steel ball bearings, Full metal gears, Full metal drive shaft. World War II German grey scheme, Exquisite pad-printed body logo.

Four-channel 2.4Ghz digital proportional remote control system, Receiver electronic governor two in one. 9G servo x 3pcs.

Model is big with 202mm wheelbase and ground clearance 30mm.

You can buy your own 1/12 Kubelwagen made by Roc Hobby, price \$US299. Go to website www.rcmart.com/rochobby-1-12-type82-kubelwagen-rtr-ep-w-2-4ghz-radio-11241-00112232 or Google '1/12 Kubelwagen.'

Please to watch my YouTube video, which show me with real Kubelwagen and my RC model. Hope you enjoy!

www.youtube.com/watch?v=SwTDMBaeI4o

Best Regard.

Victor Ma, Hong Kong
kdfvw@yahoo.com

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The new utility Volkswagen.

Basic VW has de-luxe engine.

The Daily Mirror, Friday 31 August 1962

The real surprise of the Sydney Motor Show is the new Standard Volkswagen, which has shocked every manufacturer with its low price of £849, including sales tax.

Value for Money

At this price it is one of the cheapest small cars on the market, excepting the successful Morris 850 (£740), and baby cars such as the NSU Prinz (£625) and Fiat 500 (£639).

The VW represents tremendous value.

Although the new car is rated by Volkswagen Australia as a basic vehicle from which all decorative trim has been stripped in an attempt to slash costs, the Standard Volkswagen retains all the mechanical refinements of the de-luxe model.

It is no throw back to the very basic home consumption cars which were made in West Germany several years ago.

Those Volkswagens had crash gear boxes, mechanical brakes and a plain, unattractive appearance.

The Australian version of the Standard model is a far superior vehicle.

Little difference

It has a heater and all-synchromesh four-speed gear box, an identical suspension and running gear, and the same high quality of finish which has made the Volkswagen world famous.

A quick glance at the exterior of the new Volkswagen reveals little difference to the de-luxe model.

The bumper bars and wheel caps are anodised silver and can be mistaken for chrome.

Painted strip

However, a more careful look shows that there is no bright trim in the rubber window surrounds, and that the chrome flash down the sides of the de-luxe model has been changed to a painted strip. There is no chrome strip along the running boards.

The biggest changes are in the interior. The seat and panel trims are monotone throughout and, while of good quality, look uninviting.

There is no petrol gauge, but the Standard model has the reserve tank tap which was eliminated in the current series de-luxe cars several months ago.

Even though the interior is plain there has been no skimping on important safety factors. The Standard Volkswagen has the safety belt attachment points of the de-luxe model.

Ready sale

I believe that this new Volkswagen will be greeted with mixed feelings by potential buyers but it should enjoy a ready sale.

It will be reasonably inexpensive to brighten the interior with seat covers while chrome wheel caps and bumper bars could be added later.

Since all the Volkswagen qualities are in the Standard model, it will prove popular with those who want an inexpensive vehicle for a hard life.

At £104 under the price of the de-luxe Volkswagen this Standard model is sure to cause some repercussions in the motor industry.

Shrewd timing

The concept of a Standard, basic vehicle at a low price may well be taken up by other manufacturers.

The introduction of a Standard model on the eve of the Sydney Motor Show is typical of the shrewd timing and aggressive marketing employed by Volkswagen (Australasia).

With this new model the Company now has three cars priced under £1000 which blankets the small car market.

These are: Standard Volkswagen £849, De-luxe model



**IT'S NEW! IT'S VALUE!
IT'S ALL FOR ONLY**

£849 TAX PAID

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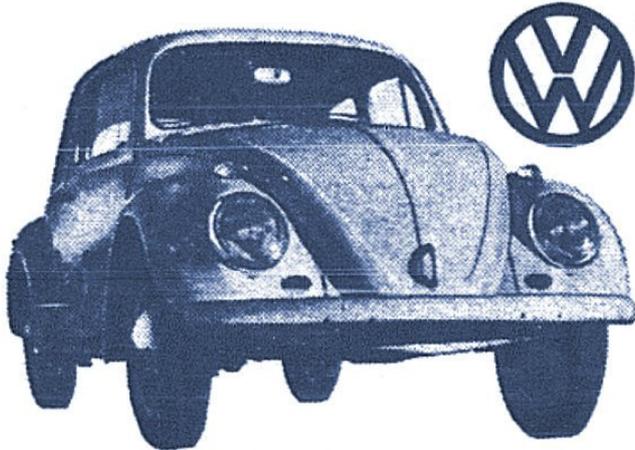
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**Lane Cove Road, NORTH RYDE.
WW0273 After hours: JY1886, WW0271**

£953, Sunshine Roof De-luxe model £999.

The Company also markets a luxury version of the Volkswagen, the fully imported Karmann Ghia at £1523.

Another likely addition to the Australian market next year is the Volkswagen 1500.

This model, which is bigger and more powerful and styled in a more modern manner than the familiar Volkswagen beetle, has proved successful overseas.

In case you missed it.

The 'glovebox Gregory's, which had guided Sydneysiders for 75 years, was published for the last time in 2011 before being swallowed up by its big brother, the UBD Street Directory.

Navman, Whereis.com, Google Maps and other digital geographical locators have spelt the demise of the directory, which was started by a Bathurst journalist, Cecil Albert Gregory, in 1934 after he came to Sydney to work and had



Book ends ... Ian Webster with first and last Gregory's. BEVAUSHTON

trouble finding his way about.

The first publication, then called Gregory's Directory of Sydney Streets and Suburbs, had 14,000 streets and entries such as 'Mascot Aerodrome' and 'Asylum for the Insane.'

The book, which reached sales of 150,000 a year at its peak in the 1980s, was so vital to motorists in an ever-expanding city that the company was required to publish editions that covered regions such as the Central Coast, Wollongong, Newcastle and Canberra.

It even resorted to publishing 'copyright protection,' - deliberate mistakes in each map such as non-existent streets and cul-de-sacs - that could be detected in copied maps.

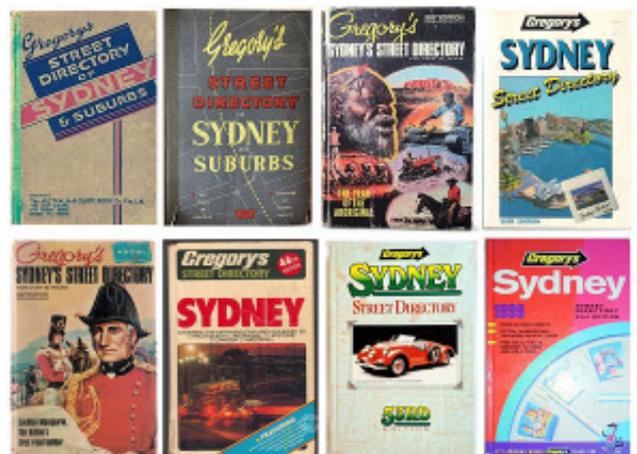
Ian Webster, the managing director of Universal Publishers Pty Ltd, publisher of Gregory's and the UBD Street Directory, promised that the publication would not disappear completely. It was combined with the UBD version, which has larger pages and a different 'cut' of maps.

"We are not surprised with the [technological developments] because we facilitated it with our digital mapping," he said. "We provided the basis on which they operate."

The editions of Gregory's are not strictly annual. Originally the company published new editions only when stocks of the old ran out. But from the 1960s it has been annual and has documented changes in the city's geography.

The tramlines on the first maps are gone, and the freeways have been inserted. The farmland of places such as Castle Hill in 1960 has been swallowed up in the urban sprawl. Sydney Airport, nicely contained in 1960, now reaches far out into Botany Bay.

The hardcopy version of Gregory's had declined in circulation to about 50,000 a year. Old editions have become collector's items and are fetching high prices.



Bathurst 1000s post-VW/Audi - Pt2.

1994 Tooheys 1000.

The defeat Ford had suffered at Bathurst in 1993 was particularly disappointing given that the Falcons had been so dominant in the early season races. Things weren't looking too flash into the new year for Ford as Mark Skaife clinched the championship in his Gibson Motorsport Commodore, but as Bathurst approached the Ford forces were strengthening.

The race was again two classes, Class A for the 5-litre V8 Supercars (Holden Commodore and Ford Falcon only), and Class B for the Euro 2.0-litre Super Touring cars (BMW 318i, Hyundai Lantra, Peugeot 405, Toyota Carina, Toyota Corolla, a modified DTM Mercedes-Benz 190E and older modified Group A BMW M3s and Ford Sierras). There were no VW-Audis entered, but there was potential for the future.

Glenn Seton took pole position in his Peter Jackson Falcon, the first Falcon to do so since the Allan Moffat XB Hardtop in 1976. Peter Brock, in his first factory Holden Team drive since 1986, was alongside in second. Commodores would also start third, fourth and fifth. Dick Johnson just scraped in in tenth spot after bumping the wall in his Falcon. It was his 17th-straight 'Top 10 Runoff' and the only driver to compete in all of them since 1978. Sadly Don Watson was killed in an accident at the Chase during Thursday qualifying, which resulted in his Commodore entry being withdrawn from the race.

It was a much closer race between Holden and Ford than before, although the Fords were outnumbered 27 to 7. Even so, Dick Johnson and John Bowe prevailed to win the event, Dick's third and Bowe's second. But they only succeeded after Bowe successfully defended a spirited late-race challenge from a rookie kid driving the second-string Holden Racing Team Commodore. That driver was a young Craig Lowndes. Larry Perkins and Gregg Hansford were third in their Holden VP Commodore entered by Perkins Engineering.



For Johnson, his third and final Bathurst win was all the more special in that it came as son Steven made his Great Race debut at the wheel of the second DJR Falcon alongside former Holden man, and two-time winner, Allan Grice.

The Super Tourers were more competitive this year.

The best of them was the Paul Morris/Altfred Heger Diet Coke BMW 318i which finished in 10th place, just six laps behind the Johnson Falcon. BMWs also finished 11th, 12th and 19th. However, it was the last year this class took part against the V8s.

1995 Tooheys 1000.

The 1995 race was the first ever to be contested by just a single class - CAMS Group 3A 5.0-litre touring cars only, known to everyone as V8 Supercars. The 2.0-litre Super Tourers were gone. With just 32 cars starting, it was the smallest Bathurst field ever, up this point.

This year will always be remembered as the occasion of Larry Perkins' famous last-to-first Bathurst win. Perkins and co-driver Russell Ingall were down a full lap right from the start after Perkins had suffered a flat tyre in a start line clash with Craig Lowndes' HRT Commodore. Larry coaxed the car around for a full lap back to the pits, changed the flat tyre, and then returned to the race to give chase.



With nothing to lose, they pushed the Castrol Commodore flat out, treating each lap as if it were a qualifier. They were helped by a series of Safety Car periods which allowed them to get back on the lead lap and then onto the back of the field, and they were also helped by the attrition rate ahead of them - including the heartbreaking late-race engine failure on Glenn Seton's Falcon - but that's not to take anything away from what will remain for all time a truly remarkable achievement.

In second place was the Peter Jackson Falcon of Alan Jones/Allan Grice, and third the Coca Cola Commodore of Wayne Gardner and Neil Crompton.

1996 AMP Bathurst 1000.

Two years earlier Craig Lowndes had emerged as a future star after finishing a close second at Bathurst. It took until 1996 for Lowndes to get a full-time ride with the Holden Racing Team, but by the time they got to Bathurst that year he was already the national Champion and the new benchmark in V8s - and was an all-round Australian sporting sensation.

Teamed with fellow young gun Greg Murphy, Lowndes took out the Sandown 500 before heading off to Bathurst, which was now called the AMP Bathurst 1000 after eight years of Tooheys sponsorship. Victory on the Mountain



after such a season of unprecedented success came almost as an anti-climax, and yet this was as hard won as any Great Race win, on a day of almost incessant rain that should have played into the hands of Lowndes' more experienced opposition. It was confirmation, if any was needed, that the HRT had unearthed a rare gem in Craig 'The Kid' Lowndes.

It was very close for Ford - the Johnson/Bowe Falcon was a close second, and the Tony Longhurst/Steven Ellery Falcon was third, all on the same lap. But not quite close enough.

There would be **TWO** Bathursts in 1997, as the Australian Racing Drivers' Club battled with V8 Supercars over who controlled the race. The official ARDC AMP Bathurst 1000 would be contested by the European 2.0-litre Super Touring cars, be broadcast on ATN 7 and would boast some of the world's top touring car teams (including Audi's return) and the best European touring car drivers.

Two weeks later, the motorsport fraternity - and quite a few of the drivers - would reassemble on the Mountain for the running of the V8 Supercar 'rebel' race, a new event for the newly re-named V8 Supercar category called the Primus 1000 Classic, and broadcast on Network Ten.

It would remain to be seen which of the two racing categories would win out with the fans, sponsors, TV viewers and organisers in the long term.

Windscreen scratch removal.

Popular Mechanics, May 1989

Sometimes you hunker down in the seat so you can see under it. At other times you stretch your neck so you can see over it. When that becomes too uncomfortable, you cock your head to one side so you can see around it. Washing it with soap and water doesn't fix it.

That annoying wiper scratch in the windscreen. It's more than a cosmetic blemish - it's a potentially dangerous distraction.

If a windscreen scratch is deep enough to catch your fingernail, replacement may be the only cure. But minor scratches can be polished out, and you'll save plenty.

We tested a glass polishing kit manufactured by The Eastwood Company of Pennsylvania, a supplier of automotive tools. The kit consists of a felt polishing wheel

and a jar of special fine-grain oxide powder.

After it has been soaked in water for 1 hour, the felt polishing wheel is mounted in a low-speed polisher or a power drill that operates at less than 1500 rpm. We used a drill with 3/8-in. chuck, which runs at about 1100 rpm. The polishing compound is mixed 2:1 with water to form a slurry.

Wash the windscreen thoroughly before you begin - any residual dirt that mixes with the slurry can cause scratching. Apply the slurry to a section of the windscreen with a clean paint brush, spreading it evenly in a thin coat. We found that dividing the windscreen into quarters worked well. But make sure you polish evenly and overlap the previously polished areas.



Felt polishing wheel and oxide powder slurry can buff out windshield scratches.

Apply a substantial amount of polish to the felt wheel and spread it evenly over the flat polishing surface.

Polish the windscreen with a circular motion, rather than a straight back and forth pattern. Keep moving. If you concentrate on one area you could wear a groove into the glass. Don't apply pressure, let the weight of the drill or polisher do the work or you could overheat the glass and crack it.

Have a shallow bowl of water handy. When the slurry begins to dry out, dip the wheel into the water and continue. The polisher should run smooth and free. If it's slowed down by the slurry, you're probably running too dry.

When you've polished the entire windscreen, check your progress by hosing away the compound. Then, if necessary, reapply slurry and continue polishing until you're satisfied with the results, but remember that you won't be able to polish out deep scratches or stone chips.

Once you're happy with the view from behind the wheel, simply wash any remaining compound with mild soap and water.





-20° without heating. I learned the physics of driving especially during wintertime on this car.

After some years and several vintage car races in Vienna I got hold of a book that is known as the bible for souping early Beetles and it opened a whole new world for me.

Especially the Denzel and Okrasa tuning kits awakened my desire but were out of reach. As these parts were usually used for racing and rare as a hens tooth I started to tune the engine as described in the book. After several engine failures due to miscalculations I increased the power to 47 bhp over of the original 30. Luckily I got to know to Mr. Peter Denzel, son of the inventor of the Denzel Sportwagen.

My Okrasa TSV 1300.

I live in Austria. Growing up in a household that always had classic cars in the garage, it was clear for me that my first car has to be a classic car as well. I started putting money aside from my 12th birthday on so that by turning 18 I would be able to buy my first car myself. From being 17 years old I started evaluating the market to find the right car for me. One that suited me and my piggy bank.

In 1998 I ended up in Austria at famous junkyard. It was called Auto Metzker and was close to Vienna. If you translate Metzker to English it means Butcher. Funny name for a junkyard. Mr Metzker collected VW Beetles and opened me the doors to his Beetle collection. There it stood in a corner, dusty and unused for several years. A silver 1956 VW sedan with optioned red luxury interior. I instantly felt in love with the bug and with a handshake the deal was made.

The car had an interesting history as it was bought new in Vienna at Autohaus Liewers (still a VW dealer) and owned its entire life by one family. First the mother drove it, then her daughter, until she handed the car over to the junkyard in the early eighties. Mr Metzker could not bring himself to wreck it or pull it apart for parts and so he randomly drove it until putting it aside.

Being equipped with the original 30 bhp (DIN) engine and Porsche 911 Cup wheels it was my daily driver for the first years of my driving career. That also included driving in



They produced whole cars and engine kits for the Beetle. He opened his garage for me and I was able to purchase a complete Denzel engine from 1949. It was the engine that sat in one of the prototypes that Denzel created. This engine had the base of the 25 hp VW engine and the output was only 33 hp. As the big goal was the Okrasa TSV Engine (OKRASA = "Oettingers kraftfahrttechnische Spezialanstalt") I tried to find someone who would swap the Denzel to an Okrasa engine.

After years I found the engine in parts and everything was swapped.



The engine now has an increased compression ratio producing around 65 hp at 4500 RPM. During rebuilding the engine I collected all the period correct components that you could possibly buy in 1956 to create a period correct souped Beetle.

The parts for that I collected are: Porsche Pre-A drum brakes at the front combined with a Porsche Pre-A brake cylinder. A set of original Lemmerz Sprint Star wheels whose production started in 1955. For keeping an eye on the engine the car is fitted with the original Oettinger oil temp gauge that you could buy as an option for the Okrasa kit. The RPM is shown through an ultra-rare VDO tach, of which only 30 are known to exist. The fuel level is shown through a Beck fuel gauge. This gauge works through air pressure in the fuel tank and is the most exact fuel gauge I have experienced in a car.

The whole set up is made to be able to cruise in



the city but if you put the pedal to the metal it can annoy the 356s of the time.

Since the set up was completed the Beetle took part on several vintage car races. Always attracting the crowd, because no-one expects a Beetle to overtake, sideways, on the outside of a corner.

Michael Gross

Last B1 Dasher/Passat.

The very first water-cooled Volkswagen sold in the United States, after a quarter-century of exclusively air-cooled vehicles shipped over from Wolfsburg, was the 1974 Dasher (the Rabbit, aka Golf, didn't show up in the US until the 1975 model year, and 1976 in Australia). The Dasher was known as the Passat everywhere else in the world, including Australia where it also first appeared in 1974 as the first water-cooled Volkswagen.



The Passat was actually a development of the 1973 Audi 80, which was sold as the Audi Fox in the USA and Australia as a booted sedan with full accessories and luxury trim. Volkswagen took the Audi's platform, mechanicals and most of the body forward of the b-pillar, and designed its own four-door 'fastback' rear design. VW also produced a station wagon version.

It isn't recorded why VW of America chose to not use the 'Passat' name for the car, naming it instead after one of Santa's reindeer!

Passat/Dasher sales were keen for the first few years - locally assembled in Australia, the Passat outsold the 1300 Beetle and 1600 Superbug combined in 1974 and 1975.

After 1976 the gasoline-powered Dasher had a 1.6-litre four-cylinder rated at 76 horsepower (55 kW in Australia), which was about adequate for a 990 kg car of this era. However the star model at the time, in the era of skyrocketing petrol prices, was the Passat/Dasher GLD diesel. It was just 1471cc and 37 kW - adequate in the small Golf, but really struggling in the bigger and heavier Passat. No turbochargers were available at this time - the TDI engine would not appear until the early 1990s. But its fuel economy was outstanding.

Both the gasoline and diesel Dashers were sold in the US until 1982, but in Australia the petrol GL was discontinued in 1980 (together with the petrol Golf) and only the GLD models were available in 1981, their last year.

In 1982 the second-generation Passat was launched in the US, but this time it was called the 'Quantum' and was marketed as a luxury Audi-like sedan. Sales tanked. The B2 Passat was never sold in Australia at all.

Rather, Australian Passat assembly had ended in 1976 when the Melbourne factory was sold to Nissan, and the model became fully imported. It was improved, with rear hatch, chamfered front bonnet and four-headlamp grille, but was too expensive to survive on the local market.

In the US the list price on the 1981 Dasher Diesel Wagon started at \$8,740 (about \$27,555 today). By comparison a new '81 Honda Civic wagon cost \$5,749, while an '81 Datsun 510 wagon had a \$6,689 price tag. The all-new 1981 Dodge Aries wagon started at a mere \$6,471, but it lacked German engineering and styling.

It was much worse in Australia. Lacking tax relief from local assembly after 1976, the fully imported VWs faced full government import duties and a rising Deutschmark, which the importers LNC passed on as ever-increasing prices. In mid-1981 the Passat GLD sedan was listed for \$11,599, and the GLD Wagon was \$11,998. Compare this with a Datsun 200B GL wagon at \$7,349, or a Toyota Corona SE wagon for \$7,299, or Mitsubishi Sigma GL wagon for \$7,537. In fact you could buy a Holden Commodore SL wagon for \$9,535. It's not surprising that all Australian VW car imports ended in 1981. The Passat was not reintroduced until 1995 with the B4, under new importers TKM/Inchcape.

While the early B1 Passats (especially the hot TS version) have their fans, the last facelifted B1 Passats were rather unappreciated and are very hard to find today. It's always a bit sad when you spot one in a wrecker's yard. Here's one of those final-year Dashers, featuring five doors and an oil-burning engine, found in a north-eastern Colorado self-service yard last month.

This car made it to 156,184 final miles (251,456 km), which was a long life for a car of its time but just what you would expect from a Volkswagen.



Jeff's Facebook finds.

 **Graham Ruckert** ▶ Old Motor Racing Photographs - Australia
11 mins • 🌐

 **Graham Ruckert**
Photography - Racephotos  Like Page
31 mins • 🌐

Pat Crea in the Volkspares 2200cc VW Beetle exiting KLG (Hungry) Corner at Lakeside in typical VW fashion. This was at the ATCC meeting, 25th July 1971.



Copyright - Graham Ruckert Photography

👍 4 Like Comment Share

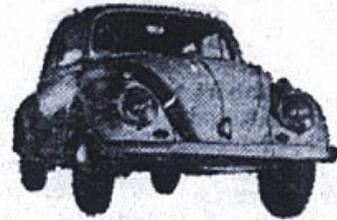


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ARE BITING FOR

The Sun-Herald, 12 March 1971



OFF THE BEATEN TRACK

TWO Asian visitors escaped unharmed—but very wet—early yesterday when their car plunged into the Pool of Remembrance in Hyde Park.

Police found their small sedan in about 12 inches of water. (see picture).

The occupants had been forced to wade ashore.

Police were told the men were strangers to the city and had mistaken the pool for a continuation of the roadway through the park.

It is thought they gained access to Hyde Park across a ramp in College Street, near Liverpool Street.



The late news.

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

The government issued a serious health warning today about the Chinese virus. The public are warned not to catch it, as it is just a cheap plastic imitation of the Australian virus.

With covid lockdowns easing and freedoms returning, Australians are being urged to plan for future contingencies. You should buy two slabs of beer instead of one.

As international borders open up, a famous British contortionist flew into Australia this week for the first time in over ten years. He said he wanted to look up his relatives.

Here is some traffic news for Sydney motorists. The M7 was promoted to M6 today. Motorists are advised to continue as normal, but to salute when passing through the toll register.

And the state's Road Minister today announced a new roundabout on the Princes Highway at Heathcote. It's \$2 a go, three minutes a ride, and bring the children.

There is a news report that 31 married women in the Revesby area have admitted to making love to the postman on Christmas Eve. The postman is still recovering in hospital.

Mrs Edith Wilson was granted a divorce today by the Family Court. She told the judge her husband had spoken to her only three times since they were married. Mrs Wilson was awarded custody of her three children.

A group of Eskimo tap dancers were due to perform at the Opera House tonight, but they had to cancel. They got cold feet.

A semi-trailer truck full of wigs and hair pieces lost its load all over the M5 motorway yesterday. Police are still combing the area.

Doctors reported a man who has lived for sixty years on nothing but carrots and oysters. The carrots give him the ability to see in the dark, and the oysters give him the ability.

A shady building contractor who was jailed last year for supplying millions of dollars' worth of defective building

materials to the Government, escaped from Long Bay Gaol today when the front gates fell off.

Penrith police wish to alert local residents about the activities of the infamous cross-eyed burglar. If you see this man staring in your windows, warn the people next door.

The Taronga Zoological Department have just released their latest study into the mating habits of their animals. Kangaroos mate once a week, crocodiles three times a week, and elephants three weeks a time.

In pop chart news from the UK, it was announced today that Roxanne has gone to number 7, Angie has moved to number 8, and Lola is at number 9. Mr Boris Johnson at number 10 says it's ruining the tone of the neighbourhood.

Now for sport. Former Melbourne Storm hooker Brandon Smith has signed a multi-million-dollar contract to play for the Roosters. A reporter made the comment that he now earned much more money than the prime minister. "F...ing oath," Smith said, "I'm a better f...ing player than he is."

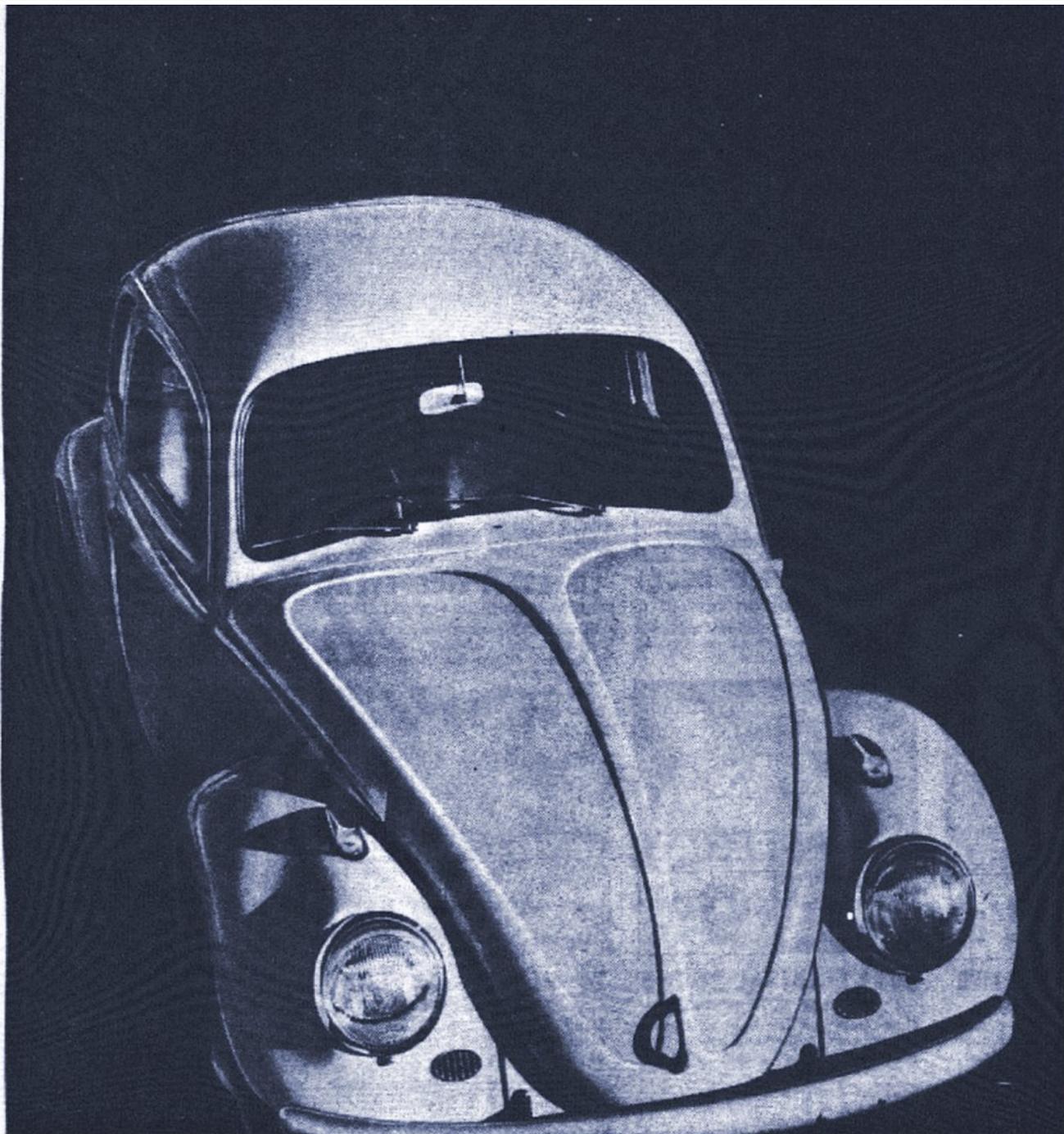
Shane Warne's new girlfriend has returned home without him, saying he over-stepped the boundary and was too much of a handful with the swinging ball.

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

Test drive the shape of things to come.

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