

Zeitschrift



Winter Cruise to Mt Wilson.

September 2023

IN THIS ISSUE:

Shannons Eastern Creek
 Cookies Fish n Chips Run
 Chatswood BMA Tower
 More Ash articles

Cooma Motor Museum
 Kombi Winter Cruise
 VW-Porsche 914
 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 2023-24.

| | | |
|--------------------------------|---|--|
| President: | Lee Woods l.woods@hotmail.com.au | 0414 952 509 |
| Vice President: | Stewart Burke stewart.burke@me.com | 0403 481 636 |
| Membership Officer: | Clement Fernandez cmfernandez@hotmail.com | 0401 398 427 |
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| Editor: | Phil Matthews editor@clubvw.org.au | 0412 786 339 |
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| Social Events: | Kylie Rayner krkombi@gmail.com | 0401 135 381 |
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| Tool Librarian: | Bob Hickman hicko@iinet.net.au | 0418 613 394 |
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| Assistant Merch: | Oscar Daines | |
| Raffle Officer: | Christine Eaton | (02) 9520 4914 |
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| Vintage Assistant: | Wayne Fenech | 0439 133 278 |
| Motorsport Captain: | Rudi Frank bigrudivw@gmail.com | 0418 442 953 |
| VW Nationals Committee: | Lee Woods Steve Carter Zelko Jurkovic Stewart Burke Daniel French | 0414 952 509 Bob Hickman Eddie Flieta Sandy Benic Phil Matthews (trophies) |
| General Committee: | Danny Haynes Wayne Fenech | Mohammad Bamyia |

Canberra Committee.

| | | |
|-----------------------------|-----------------------------|-------------------------|
| President/Secretary: | Willie Nelson | clubveedubact@gmail.com |
| Treasurer: | Dave Cook | clubveedubact@gmail.com |
| Registrar: | Willie Nelson | clubveedubact@gmail.com |
| Events Coordinator: | Willie Nelson | clubveedubact@gmail.com |
| Council Rep: | David Cook | clubveedubact@gmail.com |
| Ordinary Members: | Eric Grimm, Aldred Gonzalez | |

Club VeeDub membership.

Membership of Club VeeDub Sydney is open to all Volkswagen owners. The normal cost is \$50 for 12 months. Membership with Historic Rego is \$60 for 12 months.

Monthly meetings.

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

Correspondence.

Club VeeDub Sydney
PO Box 324
Mortdale NSW 2223



Facebook:

www.facebook.com/ClubVeedubSydney/
www.facebook.com/groups/ClubVeeDubACTPublic/

Our magazine.

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

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

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

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

We thank our VW Nationals sponsors:

35 years.

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

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10 years and over.

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|---------------------------|--------------------|
| German Performance Garage | Mountain Mechanics |
| Just Kampers | Volkscare |

See the back page for all the 2023 VW Nationals sponsors

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

GERMAN AUTO DAY

GAD details

THE GERMANS ARE COMING BACK FOR ANOTHER YEAR. BIGGER AND BETTER THAN EVER. COME AND JOIN CLUB VEEDUB CANBERRA CHAPTER AT THE BIGGEST CANBERRA REGION GERMAN CAR SHOW.

DATE & TIME

SUNDAY, 24 SEPTEMBER 2023

9:00AM TILL 1:00PM

PUBLIC ENTRY FROM 10:00 AM

LOCATION

BRAD HADDIN OVAL (TOWN PARK)

CAMPBELL STREET QUEANBEYAN NSW 2620

REGISTRATION

REGISTER ONLINE AT OUR EVENTCREATE WEBSITE (VOLKSWAGENS ONLY):



[HTTPS://WWW.EVENTCREATE.COM/E/
GERMAN-AUTO-DAY-2023-CLUBVW](https://www.eventcreate.com/e/german-auto-day-2023-clubvw)

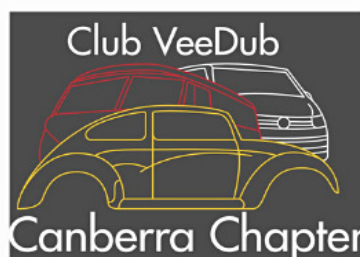
ENTRY FEES FOR EACH VEHICLE ENTERED:

- \$10 CLUB VEEDUB MEMBERS (MUST HAVE YOUR CURRENT MEMBERSHIP ON HAND TO REGISTER)
- \$15 FOR NON-MEMBERS

NOTE: THERE IS A SMALL TRANSACTION FEE ASSOCIATED TO ALL CREDIT CARD TRANSACTIONS.

24 Sept 2023

CLUBVEEDUBACT@GMAIL.COM



VW MICK MOTORS WARWICK

MAJOR SPONSOR
VW WARWICK
2023



SEPTEMBER 29TH - OCTOBER 1ST



Entries Open
September 1st

• ALL VW 1/8TH MILE DRAG RACING WEEKEND • SHOW'N'SHINE
• SATURDAY NIGHT MOTORSPORT PRESENTATION • ENTERTAINMENT

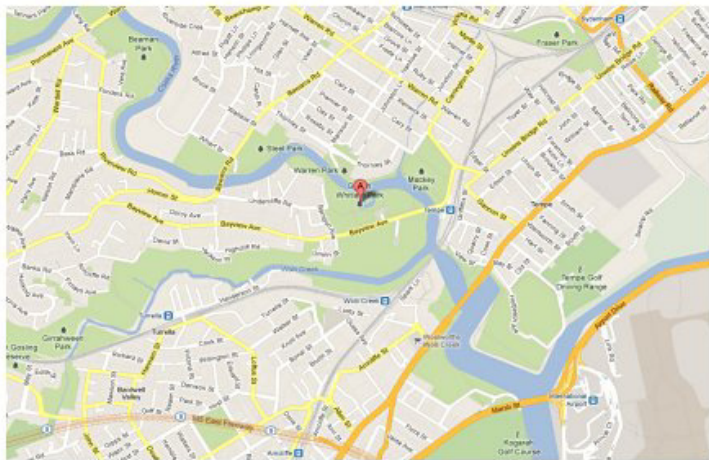


DAVE STOKER MEMORIAL TROPHY AND VW SUPERCHARGED BRACKET

www.vwma.net.au



2023 Sydney German Autofest



Sunday 29th October 2023

**Gough Whitlam Park
Bayview Ave, Earlowood
Cars in place by 9:00am**

All German vehicles welcome – Volkswagen, Audi, BMW, Porsche, Mercedes etc. Original classics and late models.

\$20 to show your car.

Organised by the Mercedes Benz Club of NSW.

Contact Mark Davie on 0400 001901 for more information.

www.sydneegermanauto-fest.com.au



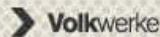


Volkswagen Australia

Day of the Volkswagen



VOLKSWAGEN 70 years in Australia!



SUNDAY 19th NOVEMBER

Yarra Glen Racecourse

Yarra Glen Racecourse Armstrong Grove Yarra Glen (Mel. Ref. 275 C1).
Public Entry 9am. Trade Display and Swap Site entry 8am. Show and Shine entries close 11am sharp.

Swap Meet
**SHOW
'N' SHINE**
Trade Displays

IN COMPLIANCE WITH YARRA GLEN RACECOURSE HEALTH AND SAFETY REGULATIONS NO DOGS OR BBQs ARE PERMITTED ON THE VENUE GROUNDS.



Von der Frau Präsidentin.

Der Frühling hat begonnen!
(Spring has sprung!)

The best thing about spring is all the events start happening again!!! Loads on and upcoming over the next few months! If you attend any events and want to share your experience and photos, please send it to editor@clubvw.org.au and keep an eye on our upcoming issues for your story!

Just some of the events coming up are:

" German Auto Day put on by our Canberra Chapter of Club VeeDub on Sunday the 24th September at Brad Haddin Oval, Queenbeyan

" Old Bar Beach Festival, October Long weekend September 30th to October 1st, Old Bar

" Sydney German Autofest 2023 at Gough Whitlam Park, Earlwood, on the 29th October 2023

" Day of the Volkswagen, Melbourne on Sunday the 19th November 2020

Keep an eye on the calendar and the flyers in this issue. Not much else to report for this month, it has been a crazy few week for me with work getting ready for a much deserved break in Borneo!!

Gute Reise,
(Bon Voyage!)

Lee Woods



Kanberra Kapitel report.

Greetings from Canberra,

For those not following us on social media, the big news from the Canberra Chapter recently is the unfortunate situation where Dot made the hard decision to stand down as the Chapter president. Due to a busy workload, upcoming surgery and the following rehabilitation requirements, she found herself in a position where she felt she couldn't give the position the time it required. As a result, I have stepped into the position in a caretaker role until the next AGM, where all committee positions will once again be voted upon.

The club's main event for August was the annual Cookies Fish and Chip Run to the coast. The Canberra BMW club and the local members of the Eurocruisers Facebook page, along with some other local car enthusiasts joined us for the event. We met at Old Parliament House before heading down the Kings Hwy to Batemans Bay. Here we were by some local South Coast car enthusiasts, including members of the Southcoast Dubbers, before heading to Corrigan's Beach at Batehaven for our informal car show and lunch from Berny's Fish and Chips. A full report from the event can be found in this edition of Zeitschrift.

On Sunday 10 September, the Camp Quality ACT Cruise for a Cure was held, with several local VeeDubbers

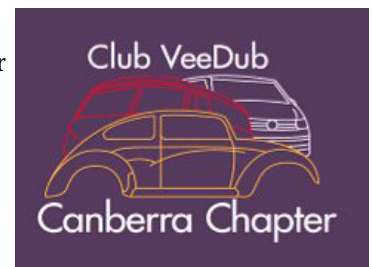
joining the Cookies Cycles team to participate in the event. A great turnout of vehicles always come along to this event, with a huge amount of money raised for the Camp Quality charity. Final numbers are yet to be announced; however if previous years are anything to go by, the Canberra car enthusiasts always dig deep for this worthwhile charity.

Our biggest event of the year - Shannon's ACT German Auto Day (GAD) on Sunday 24 Sep 17 - is almost upon us. Most of the planning is finalised and the new venue is proving to be a great choice by the organising committee - we are confident the show will be just as good as in previous years. As well as the overall show trophies, Club VeeDub (Canberra Chapter) will be presenting 13 trophies for VW entrants. Entry is \$10 for club members and \$15 for non-members. Coffee and food vendors will be in attendance at the event.

Once again, the VW part of GAD is generously sponsored by Lennox Motors, who will have a number of new model Volkswagens on display at the event. Our other sponsors for the event are Canberra VW Centre - Tuggeranong and A&R VW Repairs. The club would like to thank our sponsors for their generous and on-going support to the club.

Cheers for now,

Willie.



Klub Kalender.

***** All information correct at time of printing but subject to change - events are sometimes altered or cancelled without notice. See www.clubvw.org.au/events for the latest information and any changes.**

Canberra Chapter events are shown in dark blue. See www.facebook.com/groups/ClubVeeDubACTPublic/ for all info on these events.

September.

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

Thursday 21st:- CLUB VW MONTHLY MEETING at the Strathfield Golf Club, 52 Weeroona Rd Strathfield. Get the latest VW news and views, plus VW socialising, drinks, raffles, trivia and plenty of prizes. Enjoy the Club's bistro and sports bar too. Lots of fun, all welcome. 8:00pm start.

Saturday 23rd:- Canberra German Auto Day - Cruise event and Club Dinner - TBA

Sunday 24th:- Canberra German Auto Day Car Show at Brad Haddon Oval (Town Park), Campbell St Queanbeyan, 9am to 1pm. Entry fee \$10 for Club members (show your card), for \$15 non-members. Pre-register at www.eventcreate.com/e/german-auto-day-2023-clubvw or see the Canberra Chapter Facebook page

Can you help?

Asbestos witnesses required

Did you or someone you know work as a motor mechanic at either of the below listed businesses between 1954-1979?

Locations and time periods:

- + Lanock Motors in Camperdown from 1954-1956
- + Lennox Motors in Parramatta from 1956-1979

A wife of a former worker needs your help. We are seeking witnesses, as well as any information from anyone that worked at either of the locations or knew someone who did during the above time periods.

Please urgently contact
Hannah Murray by phone
0481 093 532 or by email
Hannah.C.Murray@slatertgordon.com.au

**Slater
Gordon**
Lawyers

www.facebook.com/groups/ClubVeeDubACTPublic/ for more information.

Saturday 30th & Sunday 1st: VW Warwick Drags 2023. Two days of all-Volkswagen 1/8-th mile drag race action! Saturday Show'n'Shine, scrutineering and practice; evening tappet cover racing and entertainment. Sunday drag racing all day. Dave Stoker Memorial Trophy and VW Supercharged bracket. Great food and drink. Air- and water-cooled VWs welcome, stock or hotted. Entries open 1st September – pre-booking is mandatory; no entries on the day. Go to www.vwma.net.au/warwick for all bookings and info.

October.

Tuesday 2nd:- Canberra General Meeting at the Spanish Australian Club, 5 Narupai St 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 Strathfield Golf Club, 52 Weeroona Rd Strathfield, from 7:30pm.

Thursday 19th:- CLUB VW MONTHLY MEETING at the Strathfield Golf Club, 52 Weeroona Rd Strathfield. Get the latest VW news and views, plus VW socialising, drinks, raffles, trivia and plenty of prizes. Enjoy the Club's bistro and sports bar too. Lots of fun, all welcome. 8:00pm start.

Sunday 29th:- Sydney German Autofest 2023 at Gough Whitlam Park, Earlwood, organised by the Mercedes-Benz Club of NSW. Come join us for the display day for all German makes - Audi, BMW, Mercedes, Porsche and

Volkswagen. Bring your VW along (old or new) and join the VW display - let's try to outnumber the others! \$20 entry per car. Food and drink stalls on site, trophies for the best cars. Cars to be in place from 8:00am (no later than 9:00am).

November.

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

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

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

Thursday 16th:- CLUB VW MONTHLY MEETING at the Strathfield Golf Club, 52 Weeroona Rd Strathfield. Get the latest VW news and views, plus VW socialising, drinks, raffles, trivia and plenty of prizes. Enjoy the

Club's bistro and sports bar too. Lots of fun, all welcome. 8:00pm start.

Sunday 19th:- Day Of The Volkswagen Melbourne, at Yarra Glen Racecourse, Armstrong Grove Yarra Glen. Trader and swapper entry 8am, show and general entry 9am. Show entries close 11am. Hosted by the Volkswagen Club of Victoria. For more info see www.vwcv.clubexpress.com

Sunday 19th:- Canberra German Cars and Coffee at the Spanish Australian Club.

Sunday 26th: Adelaide Volksfest, presented by the Volks Enthusiast Club of SA. Torrens Parade Ground, Victoria Drive Adelaide. 10am to 3pm, vehicle entry from 8:30am. VW Show n Shine, trophy presentation, traders stands, Swapmeet, BBQ, live music. For more info visit www.volksenthusiasts.org.au

December.

Tuesday 5th:- Canberra General Meeting at the Spanish Australian Club, 5 Narupai St 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 Strathfield Golf Club, 52 Weeroona Rd Strathfield, from 7:30pm.

Thursday 21st:- CLUB VW MONTHLY MEETING at the Strathfield Golf Club, 52 Weeroona Rd Strathfield. Get the latest VW news and views, plus VW socialising, drinks, raffles, trivia and plenty of prizes. Enjoy the Club's bistro and sports bar too. Lots of fun, all welcome. 8:00pm start. This meeting will also be the **Club Veedub CHRISTMAS**

PARTY! Please bring a wrapped present (~\$10 value) for your entry and drink coupons - if everyone brings a present, then everyone GETS a present. Free nibblies and fantastic hot finger food provided. Ho ho ho!

Marktplatz.

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

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

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

New ads.



For Sale:- Hi. I have a Scirocco R (MY2013) for sale. It is in good condition with only 80,000 on the clock. Your members will recognise that this is an uncommon vehicle and I wondered if any of them might be interested. The car is 'rising blue' in colour. The mileage is just 80,938 km. It is registered in the ACT until December 2023. The car is located in Isaacs, ACT. I'm asking \$27,500. For more info please contact Linda on 0419 514 578 or email mopsella@gmail.com

For Sale:- Volkswagen Scirocco. I've hardly driven Viper Green 'Mr Bean' the last 3 years. It's fully-owned, not under



finance. For genuine reasons [personal safety & security], I'm not selling via public channels such as carsales, autotrader, etc. I love it, and would prefer to retain 'Bean', but unfortunately must sell what has been the best all-round drive I've had in just a whisker under 55 years.

* 99,296 kms as of today

* serviced last by Denlo, next @ 104,000 kms

* new battery

* panoramic sunroof

* good-as-new tyres

* complete wiper blades back-up set, top grade, in packaging

* pristine body, except for a small number of chips on driver-door protection strip

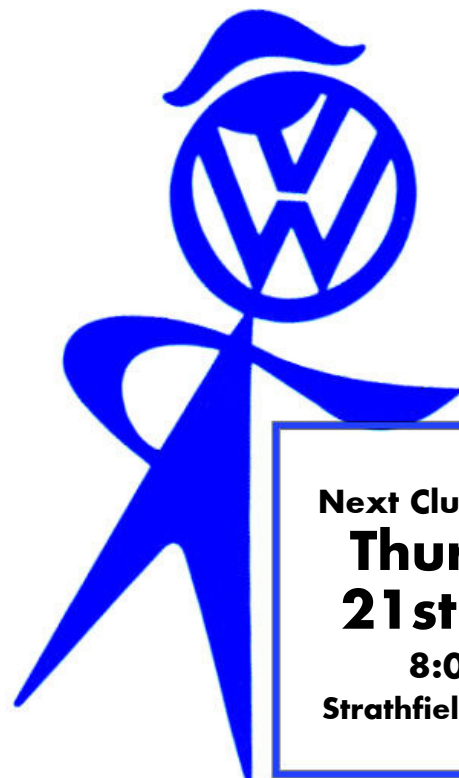
* clean-as-a-whistle, and currently simply collecting dust

* always garaged undercover

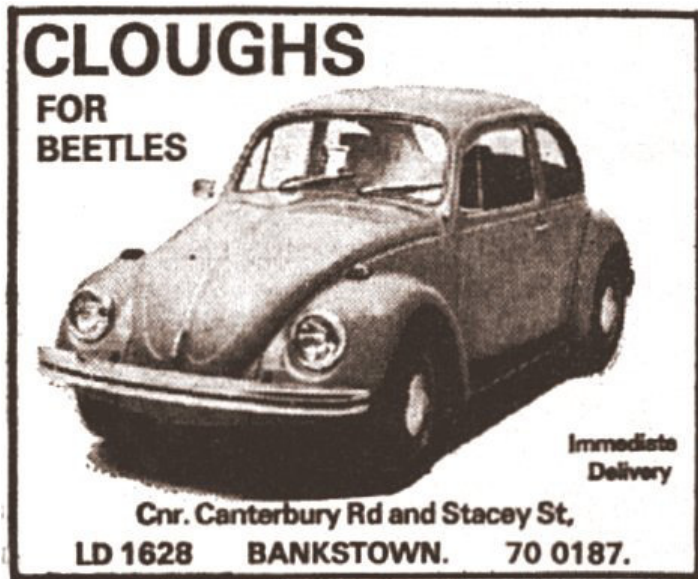
I am Inner West Sydney. 'Bean' would conservatively be about \$23,000. It is probably the most-enjoyable [even in traffic] car I've had over the years, Please contact Chris Miller on 0423 052 641 or email

theblokedownunder@gmail.com

For Sale:- 1998 VW Polo Open Air. Blue, electric roof slides back. Manual, Loose gears due to age. 111,000 km on clock. Runs well, regularly serviced with records. Always garaged,



Next Club Meeting:
Thursday
21st Sept.
8:00pm
Strathfield Golf Club.



Paint work lovely, no rust. Registration due January 2024.
Resides North Sydney. \$2700 ono Contact Alexandra
Paterson on 0410 058405 or email benauda@iinet.net.au

2nd Month ads.



For Sale:- 1965 Beetle 'Libby', appeared in 'Neighbours' many times, needs some work but change of circumstances means I have to move her on. 6 volt, 1200 basic car. Suffered a minor engine fire a few years back and still wears the scars (not fuel+exhaust fire). Had some work 2 years ago to return to the road and passed the roadworthy check – bearings, brakes, 2 new tyres, elec check etc. Engine lid still has the fire scar, bonnet replaced (rust), drivers door replaced (horse hoof). No carpet, basic interior, passenger seat and spare wheel missing (elsewhere in storage), car was driven to a dry storage location and been laid up over 12 months. Was working on the drivers window when she went to storage, don't think I finished it. Unregistered, no current shots as yet but hoping to get some soon. Car is located at Bredbo, approx. 1 hour south of Canberra. Due to storage it will take some coordination to view the car so please interested enquiries only please. Appeared at the Nationals years ago in her 'Neighbours' livery, it would be great if someone can get that look back. Made the cover of the Dec 2009 club magazine. \$8000 please message Bruce on 0400119220 or email bruce.walker1@defence.gov.au

A ChatGPT poem.

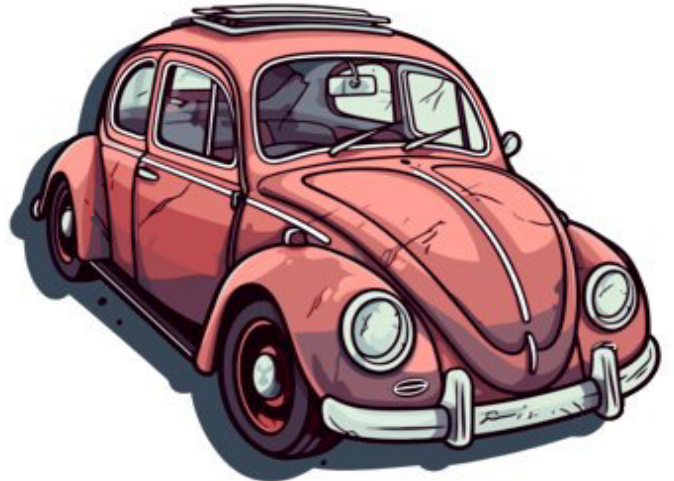
I mentioned an 'artificial intelligence' VW poem at the last Club VW meeting.

I asked ChatGPT to "write a poem on the Volkswagen Beetle car".

ChatGPT produced the attached poem.

Regards,

Danny Haynes



The Volkswagen Beetle (a poem by ChatGPT)

In a world of roads that wind and weave,
A timeless classic, you shall perceive,
With curves that dance, a silhouette sweet,
The Volkswagen Beetle, a car complete.

Born in an age of dreams anew,
A people's car, dependable and true,
Its rounded frame, a friendly face,
Whisking through time, with a gentle grace.

From streets of old to highways vast,
Through decades gone, the memories cast,
A symbol of freedom, adventure's call,
The Beetle's spirit, embracing all.

A bug that buzzed with a cheerful sound,
Carrying stories, laughter unbound,
Be it sun or rain, it journeyed on,
A companion loyal from dusk till dawn.

From flower power to days of yore,
A pop culture icon, forevermore,
It carried families, lovers, and friends,
Where the road unfurls, its spirit transcends.

Oh, Volkswagen Beetle, you'll never fade,
In hearts and minds, your mark is laid,
A car that captured the world's delight,
A charming legend, day and night.

Trades and services directory.

Trades and services directory.

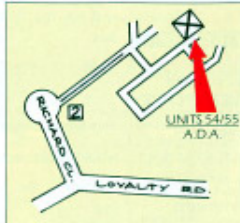
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Trades and services directory.

AUSTRALIAN V 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](http://www.vwperformance.com.au)

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

Phone: (03) 9761 4540 or (03) 9761 7917

Fax: (03) 9761-6216

Email: avwpc@vwperformance.com.au



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mick@mickmotors.com.au

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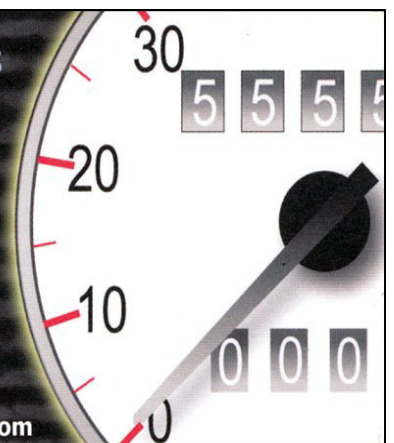
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T-Roc CityLife.

The 2023 Volkswagen T-Roc CityLife edition - a new, cheaper entry-level model - has been announced for Australia ahead of first showroom arrivals this month "in significant numbers."

Priced from \$35,990 plus on-road costs, the new CityLife is \$1110 cheaper than the current T-Roc 110TSI Style base model - which Volkswagen hit with a \$500 price rise at the start of this year.

Compared to the Style it rides on 17-inch alloy wheels instead of 18s, uses less advanced reflector-type LED headlights (instead of projector-type 'Performance' LED units), and features different cloth seat upholstery and a black grille (instead of chrome).

It also deletes chrome roof rails, a drive mode selector, black door mirrors and roof, and rear privacy glass (tinted rear-side windows).

However like the Style model above it, the T-Roc CityLife is not available with blind-spot monitoring or rear cross-traffic alert, which have been unavailable on the T-Roc Style and R-Line since late last year.

Standard safety features on the CityLife and Style include autonomous emergency braking (AEB), lane-keep assist, adaptive cruise control, lane centring assist (Travel Assist), front and rear parking sensors with low-speed AEB, automatic parking, and a rear-view camera.

Other standard features on the CityLife include a 20.3-cm infotainment touchscreen with Apple CarPlay, Android Auto and digital radio, keyless (proximity key) entry, push-button start, a 20.3-cm instrument display, and a wireless phone charging pad.

It is also equipped with dual-zone climate control,



leather-wrapped steering wheel with paddle shifters, "Comfort" cloth seat trim, front-seat lumbar adjustment, and cream headlining. The only option is \$700 metallic or pearl-effect paint.

The CityLife shares the Style's 1.4-litre turbocharged four-cylinder petrol engine with 110 kW and 250 Nm, driving the front wheels through an eight-speed automatic transmission.

The 2023 Volkswagen T-Roc CityLife is available to order now, ahead of first showroom arrivals due in September 2023.

2023 Volkswagen T-Roc Australian pricing

T-Roc CityLife - \$35,990 (new)

T-Roc Style - \$37,100

T-Roc R-Line - \$45,200

T-Roc R Grid Edition - \$54,300

T-Roc R - \$60,300

Amarok to be biggest local seller.

The new Amarok ute is forecast to be Volkswagen's best-selling vehicle in Australia this year - even with only half of the year to take up the sales charge - while the company waits for its electric line-up to arrive.



Strong demand for diesel double-cab utes - and ongoing supply restrictions of its petrol-powered hatchbacks and SUVs - will put the Amarok back on top for Volkswagen in Australia after it was the top-seller in 2021 (last year it was the Tiguan SUV).

Volkswagen Australia says pre-launch interest in the new Amarok - a mechanical twin to the Ford Ranger, but built in South Africa rather than Thailand - had exceeded any other model the company had launched in Australia.

"It's the most pre-sale interest we've had on any VW model in history," Ryan Davies, head of commercial vehicles at Volkswagen told Drive. "We've got well over 12,000 expressions of interest as of right now."

The Amarok was VW's top-selling vehicle in Australia in 2021, but sales slowed in 2022 as the model reached the end of its lifecycle.

Now the Amarok name is poised to return to the top of the Volkswagen sales charts in Australia.

"We'll probably sell around 8,000 this year, just based

on timing," Mr Davies told Drive.

"Our annual target will be 10,000-plus and in this market, that is still only five per cent (market) share. The question we will be asking ourselves is, why can't we go higher?"

If Volkswagen Australia delivers 10,000 Amarok utes - or more - in a calendar year, it will be a new record.

The previous annual high for the Volkswagen Amarok resulted in 9,290 vehicles reported as sold in 2018.

"It might be that we can do more," Mr Davies said.

"Some of our dealers think we're under-calling it, and maybe we are."

Volkswagen said initial interest is skewing in favour of more expensive, V6 diesel variants - however demand for the twin-turbo four-cylinder diesel is expected to still account for a reasonable portion of sales.

As previously reported, both diesels are Ford engines with the same outputs.

"The (popularity of the V6 diesel) will move around over the life cycle of the car," Mr Davies said. "I would say that in the longer term, we wouldn't expect the V6 to be as high a mix as it's been in the past."

The turbo-diesel V6 accounted for up to 90 per cent of sales of the previous-generation Amarok at one point in its life.

Volkswagen Australia has forecast the Style model grade - the successor to the Highline - will be the most popular variant in the new Amarok line-up, accounting up to six out of every 10 sales.

The surprise packet of the new Volkswagen Amarok line-up looks to be the new 2.3-litre four-cylinder, turbocharged petrol engine (222 kW and 452 Nm) borrowed from the Ford Mustang and Ford Focus ST. For now, it is only available in the top-line Aventura.



"The petrol Aventura, at the start, we thought sales percentages would be in the low single-digit range," said Mr Davies. "It's new for us, and we don't really know what the real potential of that engine is."

Meanwhile, waiting times depend on the model variant and colour, but Volkswagen says Australia is a high priority market for the vehicle globally.

"We're the number one market globally for Amarok," said Mr Davies. "And it definitely helps with supply out of South Africa, it's three weeks to get from South Africa to Perth, a much shorter trip, and the cadence of ships is more regular (than the previous Amarok sourced from South America)."

No Golf R power boost.

The 2023 Volkswagen Golf R 333 Limited Edition hot hatch was unveiled in Europe last month - but it is not coming to Australia, and for the time being, nor will a promised power bump for the standard Golf R.

Teased by Volkswagen on YouTube ahead of its unveiling, the Golf R 333 Limited Edition is set to offer unique yellow paint, blue and black accents, and a high-output engine tune from last year's 20 Years edition.



While the 20 Years edition has been earmarked for Australia - with arrival timing yet to be disclosed - the Golf R 333 Limited Edition is a Europe-only special, and won't make it to local showrooms.

The '333' name all but confirms the new limited edition will be powered by the highest-output version of the Golf R's 2.0-litre turbocharged four-cylinder petrol engine, developing 333 metric horsepower (245 kW) and 420 Nm and a claimed 0-100km/h time of 4.6 seconds.

This engine tune debuted in the Golf R 20 Years special edition, and was earmarked to flow onto standard Golf R models shortly after its introduction in the special edition.

Now Volkswagen Australia has advised there are "no plans" to adopt the high-output tune "as yet", and the 245 kW engine will remain exclusive to the 20 Years for the immediate future.

It comes as order books for the Golf R hatch and wagon remain on pause in Australia amid production slowdowns - and chronic stock shortages - due to component supply restrictions.

Up-to-date arrival timing for the Golf R 20 Years for Australia is yet to be announced amid ongoing logistics uncertainty that has plagued the car industry over the past two years.

The special edition was initially earmarked to arrive in Australian showrooms some time from July to September 2022, before being pushed to the first half of 2023.

Volkswagen Australia is now waiting for more certainty around arrival timing before it provides another estimate.

Order books are due to close for the 20 Years in Europe later this week.

However production will continue for a while longer to fulfil existing orders - and a batch is likely to reach Australia,

given we are among the top markets for Volkswagen R performance cars globally, and historically a key market for the Golf R.

Meanwhile, the 333 Limited Edition is set to adopt many of the visual upgrades from the 20 Years edition, including black 19-inch Estoril alloy wheels, blue R badges, black mirror caps, and an Akrapovic titanium sports exhaust.

Plus it gains exclusive Pomelo Yellow Metallic paint - available on the standard Golf in Australia, but not the R, which is only available in black, blue and white - and '333' decals on the doors.

Touareg facelift.

The facelifted 2024 Volkswagen Touareg has been revealed, four years after the third-generation model went on sale in Australia, ahead of first local showroom arrivals due early next year.

The updated Touareg - the sister model to the Audi Q7 and Porsche Cayenne, alongside which it is built in Slovakia - receives a series of exterior design upgrades as well as a reworked interior with new digital functionality across basic, Elegance and R-Line model grades.

The updated Touareg range is expected to introduce the high-performance, plug-in hybrid Touareg R variant to Australia - in addition to the standard line-up, which today comprises two turbo-diesel V6 models locally.



Among the changes to the exterior is a new-look grille. Base and Elegance versions get a chrome look, with the R-line adding a blackened finish. The air ducts in the lower section of the front bumper are also larger than before and receive an individual design depending on the model.

The facelifted model, originally previewed in camouflaged form in February, also sports reworked headlamps with the option of Volkswagen's IQ.Light HD matrix LED technology, including up to 19,216 micro LEDs per headlight.

At the rear, the 2024 Touareg receives a new light bar across the tailgate as well as new-look tail-lamp graphics. It also adopts an illuminated logo - a first on a Volkswagen model sold in Europe - in combination with the IQ.Light HD headlamps.

Additionally, there are four new wheel designs in Europe: the 19-inch 'Coventry', 20-inch 'Braga', and 21-inch 'Napoli' and 'Leeds' designs.

Inside, the facelifted Touareg adopts the Innovision

Cockpit - a \$8700 option on the base 170TDI in Australia, and standard on other models - as standard across the range in Europe, with 12-inch instrument and 15-inch infotainment displays.

Upgrades to the software and functionality bring more advanced HD map data with upgraded satellite navigation and a new voice control system based around conversational commands. There is also wireless Apple CarPlay and Android Auto.

Other changes centre around the switchgear within the centre console and the USB-C ports, which have been upgraded from a charging capacity of 15 watts to 45 watts for faster recharging times of electronic devices.

There's also a new ambient lighting effect, and the door trims have also been subtly altered.

Volkswagen has confirmed five engines for the new Touareg in Europe - all paired to a standard eight-speed torque-converter automatic gearbox and 4Motion all-wheel-drive system.

Included in Europe is a carry-over turbocharged 3.0-litre V6 petrol engine with 250 kW, as well as two turbocharged 3.0-litre V6 diesel engines with 170 kW and 210 kW respectively.

The latter two are expected to continue to form the basis for the Australian line-up, with a base 170TDI and two 210TDI models in Elegance and R-Line styling and equipment lines.

VW has also updated its existing two plug-in hybrid systems - including the high-performance R, which is set to come to Australia for the first time.

They combine the turbocharged 3.0-litre V6 petrol engine with a gearbox-mounted electric motor to provide 280 kW in the regular Touareg eHybrid and 340 kW in the Touareg R eHybrid, which offers 0-100 km/h acceleration in a claimed 5.1 seconds and an electronically-limited 250 km/h top speed.

Both plug-in hybrid models use a battery with an energy capacity of 14.1 kWh. Volkswagen is yet to confirm electric driving ranges for the facelifted Touareg plug-in hybrids.

The 2024 Volkswagen Touareg is due in Australian showrooms early next year. Further details - including prices - will be confirmed closer to launch.

Arteon to be discontinued.

The Volkswagen Arteon - the sleeker and more expensive version of the Passat - will be axed by the German car giant, as the company looks to cut its low-volume models and instead focus on its most popular nameplates.

In a media statement, Volkswagen Passenger Cars CEO Thomas Schäfer announced the company "intends to focus more on volume models", though "lower-volume models like the Arteon will be discontinued."

Introduced in March 2017 at the Geneva Motor Show, the Volkswagen Arteon is based on the same platform as VW's Passat wagon and the Skoda Superb, albeit with a more luxurious and aerodynamic body - and with a higher price tag.

In Australia, the Volkswagen Arteon sedan is priced



from \$63,990 plus on-road costs (140TSI Elegance) - and \$65,990 in wagon/'shooting brake' guise - while the Passat's most comparable grade (the 162TSI Elegance) starts from \$57,190.

The range-topping Volkswagen Arteon 206TSI R-Line is priced between \$71,590 (sedan) and \$73,590 (wagon/shooting brake), compared to the \$67,790 Passat 206TSI R-Line.

Between the Volkswagen Arteon's Australian launch in November 2017 and the end of May 2023, Volkswagen has reported 2,289 examples as sold.

Across the same period, Volkswagen has sold 5,913 Passats in Australia - excluding the high-riding Alltrack variant.

While Volkswagen AG's media statement did not detail when the Arteon will be killed off, it is understood the model will not be updated alongside the new-generation Passat and Skoda Superb - due to launch overseas this year.

The Arteon's axing comes as Volkswagen aims to double its profitability by reducing costs, not only through the discontinuation of entire models but an overall reduction in variants.

"We will focus on a small number of - though genuine - Volkswagen core models. This will reduce complexity and deliver higher profits," Mr Schäfer said in a media statement.

The Volkswagen executive claims the upcoming ID.7 electric car will have approximately "99 per cent fewer configuration options" compared to the current seventh-generation Golf.

By 2026, Volkswagen aims to increase its earnings by about 10 billion Euro (\$AU15.9 billion), which the German car giant has calculated will raise its profitability from 3 per cent now to 6.5 per cent.

No more manual Golfs.

The 2024 Volkswagen Golf will only be offered with an automatic transmission globally, as the German car giant readies the hatchback for strict emissions regulations.

According to a report from UK publication Autocar, Volkswagen will drop the manual transmission from its eighth-generation Golf update in 2024 - 50 years after the nameplate was launched.

While the decision is yet to be locked-in by Volkswagen, it's understood the minor emissions benefit that comes with having an automatic transmission will



cause the manual to be dropped from the Golf, as the European Union seeks to implement strict Euro 7 emissions laws from 2025.

In the Golf, the automatic transmission is fitted with up to eight gears - compared with six forward gears in the manual transmission - allowing the engine to rev less and remain at its most efficient power band, reducing the amount of tailpipe emissions emitted.

Australian buyers haven't been able to option a manual gearbox on the Golf since late 2021, when the option was "temporarily" removed to free up production slots for more popular automatic variants - with the promise it would return in the following year.

Electric VW Beetle.

As predicted by just about everyone, the iconic Volkswagen Beetle could be revived (again) with electric power, if the German automotive giant turns a new movie car into reality.

Volkswagen has collaborated with the makers of a new French animated film - titled *Miraculous: Ladybug and Cat Noir, The Movie* - to showcase its electric concept cars in the children's movie, due to be released overseas later this month.

In a poster for the film promoted by Volkswagen, the lead characters are standing in front of the VW's previous electric concept cars - such as the ID.Buzz, ID.Crozz and ID.Vizzion - while the protagonist (Ladybug) is next to a red Beetle-shaped concept.

A media statement from Volkswagen UK referred to the red vehicle as a "concept car electric Beetle", rather than an ID-family name from its existing concept car range.

While this is not necessarily proof that the Volkswagen Beetle will return as an electric car, the three other concepts



have been announced as production models - as the ID. Buzz, ID.4 (ID.Crozz) and ID.7 (ID.Vizzion/ID.Aero) - since they were initially unveiled.

A real-world version of the concept car has also been spotted on the streets of Paris by YouTube channel Paris Videostars.

The concept car appears to be little more than a promotional tool for the upcoming film, with painted-on front and rear lights, doors and windows.

The original Volkswagen Beetle remains as the record holder for the longest production run (65 years, 1938-2003) and the most examples produced (approximately 21.5 million) of a single model type.

While Volkswagen attempted to capitalise on the nameplate's popularity with the Golf-based 'New Beetle' (1997-2011) and the 'A5-generation' Beetle (2011-2019), neither were the 'same' car and neither came close to replicating the original model's success.

The idea of a Volkswagen Beetle with electric power is also not new.

In November 2017, then-Volkswagen CEO Herbert Diess hinted at the nameplate going electric - which he reiterated in February 2022 by saying the Beetle could be one of the brand's battery-powered models, following the revival of the Kombi bus as the ID.Buzz.

"I am very excited about the launch of the ID Buzz and, from this experience, learn how we can bring our traditional and emotional world to the electric vehicle sector, thinking of the Beetle," Mr Diess told Spanish news site HibridosyElectricos.

Volkswagen Russia sold.

Volkswagen has become the latest automotive manufacturer to exit Russia due to the war in Ukraine, selling its local subsidiaries and assets to a car dealer group for 125 million Euro - equivalent to \$204 million in Australian currency.

In a media statement, the Volkswagen Group - which also owns brands such as Audi, Skoda, SEAT/Cupra, Bentley, Bugatti, Lamborghini and Porsche - announced it had sold its shares in Volkswagen Group Russia to Russian car-dealer group Aviron.

The sale includes the Volkswagen Group's Russian showrooms, parts and servicing departments, as well as the local subsidiary of its Scania truck division.

Russian news agency Interfax reports Aviron spent 125 million Euro (\$A204 million) to buy Volkswagen's local operations and assets, which includes factories in Kaluga and Gorky.

Volkswagen Group Russia - officially trading as Volkswagen Group Rus LLC - was established as an importer in 2003, before the Kaluga factory started assembling knock-down kits of the Volkswagen Passat and Skoda Octavia twins in 2007.

A 2010 report by German publication Auto Motor und Sport said the Volkswagen Jetta and Polo were also built in Russia for Russian customers, with the latter model receiving bespoke changes to adhere to local regulations.



According to Interfax, Volkswagen's Kaluga factory could produce up to 225,000 vehicles annually at its peak, which latterly included the VW Tiguan and Skoda Rapid.

Despite the sale to Aviron, the Volkswagen Group is understood to still be engaged in a legal battle with Russian automotive conglomerate GAZ, which was responsible for "contract assembly" of local market Skoda Octavias, Karoqs and Kodiaqs at the Gorky factory.

In April 2023, news agency Reuters reported the GAZ Group was seeking to recover 44 billion Rubles (\$A83 million) from Volkswagen across two separate lawsuits, due to the German car giant terminating its contracts with the Russian company.

If Volkswagen is able to avoid a payout to GAZ, it will be one of the most financially successful departures of any automaker which has exited Russia so far.

Since March 2022, eight major automotive companies have abandoned Russia, including Ford, Mercedes-Benz, Toyota, Honda, BMW, Nissan, Mazda and Renault.

In April 2022, Renault sold its 68 per cent stake in Russian car-maker AvtoVAZ (parent company of Lada) for just 1 ruble - equivalent to \$A0.02 at the time.

Toyota - the world's biggest car-maker by annual sales volume - sold its Saint Petersburg factory in September 2022, announcing it would no longer import cars to Russia.

In October 2022, Nissan offloaded its shares in its Russian division to a state-owned institute for 1 Euro (\$A1.55), which was followed by both Mercedes-Benz and Ford announcing their exits, selling their Russian operations to a local investor and joint venture partners, respectively.

Mazda followed suit a month later, selling its 50 per cent stake in Mazda-Sollers Manufacturing Rus (MSMR) to its Russian joint-venture partner Sollers for one Euro - equivalent to \$1.54 in Australian currency.

While Russia's new-car market is overall weaker following the exit of more than half a dozen auto giants, its invasion of Ukraine has inadvertently led to sales of Chinese cars soaring in the country.

As reported in March, Chinese-made cars accounted for 38 per cent of Russia's new-car sales in January 2023 - up from just 10 per cent in January 2022 - while sales of cars imported from European countries fell from 27 to six per cent in the same 12-month period.

However, approximately 687,000 new vehicles were sold in Russia throughout 2022 - representing a 59 per cent drop on the 1.67 million sales in 2021.



Cooma Car Club Motoring Museum.

The Cooma Car Club has been around for many years, servicing the large number of car enthusiasts of the Monaro and Snowy Mountains region. They have a strong and active membership, who between them own some very nice examples of automotive history. The club was incorporated in 2002 and welcomes all makes and models of cars, trucks, motorbikes, tractors and anything else automotive.

The club's Motoring Museum is their newest attraction, funded through the NSW Governments Stronger



Country Communities Fund. The museum is located at 11 Bolaro St in Cooma and houses many of the club member's cars, as well as a few cars owned by the club itself. Most of these were donated by members or left to the club by members who have passed.

The museum is open to the public on the first Saturday of each month from 10am to 2pm and every Tuesday 10am to 1pm. Entry is \$5 and free for children under 12 years.

There is a 50s inspired diner with tea, coffee, milkshakes and snacks, as well as a fully licensed bar. The venue is available to hire for private functions, with conference rooms, kitchen, BBQ area and the licensed bar.





money.

I was telling my mate that this is a new record! It's the most I've ever seen anyone pay for an old car that doesn't even roll.

Why do people do such crazy things?

Well, with big risk comes big rewards.

Sometimes, you have to make your own luck in this world as well.

Instead of fixing multiple cars you might make the same money fixing just one.

I must say I was still jealous even though I probably would rather the Cayman these days. A seal grey one.

What would you choose given the choice?

It all depends what floats your boat.

The Krankenwagen will always be a sound investment, whilst the Porsche Cayman would be fun.

Ashley Day.



There were a few German cars on display during my visit. Including the Amphibicar that motored on Lake Burley Griffin during one of the ACT's German Auto Day events. Plenty of other makes and models were also on display, with most of them having a story board attached to understand the history of the vehicles. There is also quite a collection of memorabilia and photo boards within the museum, that can cause you to end up staying for a few hours.

If you are travelling through the region on one of the days the museum is open, it's well worth the visit to look at some beautiful cars.

Willie

Fortune favours the brave.

I went with a mate the other day to pick up a 1966 Krankenwagen (or 'sick car' - an ambulance).

It had suspension damage, after some serious kerb or medium surfing, so a few of us had to help out to get it to move.

It's a dream car for my friend and it was fairly expensive.

I'm not going to say how expensive but you could have easily brought a nice 2008 Porsche Cayman with rego for the



Shannons Sydney Classic 2023.

Sunday 20th August saw the annual CMC Sydney Classic at Eastern Creek Raceway, on a gloriously sunny winter's day. It's the largest classic car show in NSW (and probably Australia), with 144 car clubs on display.

They were spread over pit area 'A', rear apron 'B', skid pan 'C' and Amaroo pit 'E', clubs were also parked on the sloping grass opposite (area 'F'), normally the public parking area. This is where we were.

We had booked 20 tickets from the CMC and we eventually had 17 VWs on display. Beetles, Kombis, Type 3s and a Brazilian SP2. No water-coolers though.

There was great food and drink available from the ARDC café and the various food vans around the area. The pit garages had some interesting auto collectables - models, signs, toys, clothing, car care products, books and magazines for sale, but they were expensive. VW sales brochures from the '60s were \$100 and up...

Our parade lap was scheduled for 13:20, so we started up at 13:00 and headed to the pit area, along with several other nearby clubs. It was nice to cruise around the track for one and a half laps.







Braidwood for the obligatory coffee from the bakery before the decent down the mountain. Some participants tried a new venue for coffee in Braidwood at Oscar's Donuts. They felt compelled, due to Oscar's promotional vehicle out the front being a split window Kombi.

The run down the mountain was, as always, a fun drive. The roads are in pretty good shape and there is good signage to indicate the corners with plenty of notice. Normally populated with trucks and caravans, we were lucky to have a clean run and let the cars stretch their legs.

We gathered at the Steampacket Hotel in Nelligen where we met up with the Southcoast Dubbers and some members from the Eurobodalla Classic Car Club. After

Cookies Fish & Chip Run 2023.

Sunday 20th of August saw the annual Cookies Fish & Chip Run from Canberra to Batehaven conducted as a collaboration between Club VeeDub (Canberra Chapter) and Cookies Cycles.

Dave Cook, also the treasurer for our chapter, conducts this event each year. For the past couple of years, he uses it to bring attention to his team that enters the Superheros Cruise for Camp Quality and to assist in the fund raising for this event. He has T-shirts made each year that he sells to participants, or anyone else who wants one. At \$40 each, the profit from the sales of the shirts go to Camp Quality in his bid to be the highest fund raiser for the event.

As in previous years, other local clubs and car enthusiasts were invited to join the event, with the Canberra BMW club bringing along several their members this year. Some local members of Eurocruisers also joined us, looking forward to the run down the Clyde Mtn.

The Run started at Old Parliament House, running through Queanbeyan and on to the Kings Hwy. We stopped in

the formalities and rekindling acquaintances, we drove the last part of the run into Batehaven where we parked at Corrigans Beach reserve. Once again, a few more local car enthusiasts joined us here and we ended up with approximately 40 cars lined up in the carpark.

Lunch was available from a few shops across the road, with the majority of us grabbing our Fish & Chips from Bernie's. Although Bernie's have changed ownership in the





is only so much an old standard air-cooled 1600 can deliver climbing a mountain such as the Clyde. However, once past Braidwood, the old girl can keep up with the traffic at the posted speed limit, as long as you build a bit of momentum before climbing a few of the rises.

Another great day had by all those that came along. While these longer distance events put a few members off, those that come along not only enjoy the experience, but are confident in the fact that if anything were to happen, there would be many people eager to offer assistance and get you back on the road again.

Willie Nelson



recent past, their food was still just as good and its always great sitting by the water eating fresh fish and taking in the view.

Once all the cars had been drooled over and many stories shared, people started departing at their own discretion and either making their way home, or a few that visited friends before heading back up the hill.

For me, the trip home was a bit more leisurely as there





Split Window Kombi Winter Cruise 2023.

Hi guys and girls, thanks again to everyone who attended and brought along their classic Volkswagens to this year's VW Winter European Cruise to Mt Wilson.

What a great day out, we were certainly spoiled with a fantastic sunny day for the run from Windsor, Richmond, Bilpin, Mt Tomah and Mt Wilson.

Well done to this year's following deserved sponsor award winners:

'Best Split Kombi' presented by Andrew Dodd Automotive was awarded to Matty Kaye's 1957 Palm Green / Sand Green VW Microbus.

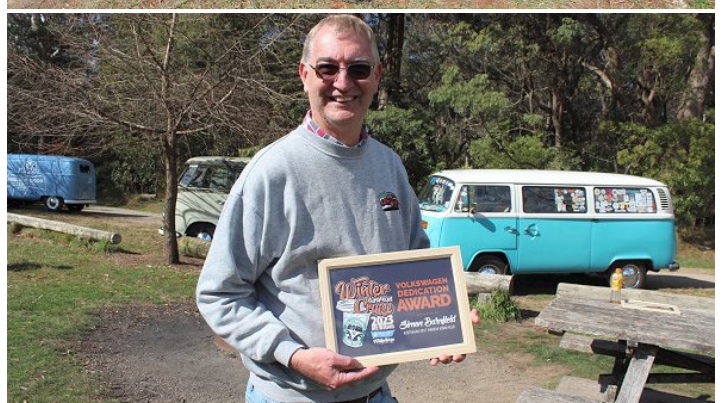
'Best Other Attending Volkswagen' presented by Forty Horse was awarded to Mark Humphries 1953 Black VW Oval Beetle.

'Volkswagen Dedication Award' presented by Simon Barnfield was awarded to Phil Matthews for his dedication of over 40 years to the Volkswagen cause and being a founding member and long-time editor of Club VeeDub Sydney.

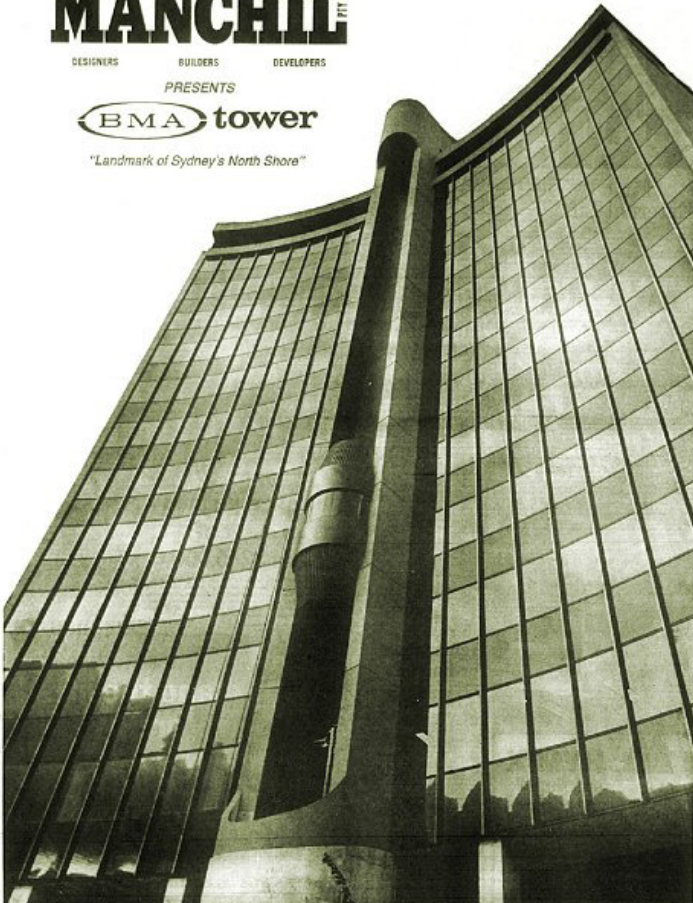
Thank you again & I look forward to seeing you again on next year's cruise to be held on Sunday 25th August 2024.

Simon Barnfield





MANCHIL PTY LTD
DESIGNERS BUILDERS DEVELOPERS
PRESENTS
BMA tower
"Landmark of Sydney's North Shore"



The BMA tower, Chatswood.

This distinctive early-1970s office building, with its curving front face and unique external lift, still exists on the Pacific Highway at Chatswood. While today it is mostly occupied by financial and legal firms, it was once the head office of Volkswagen Australia's parent company, LNC Industries.

The wholesale vehicle distributor LNC Industries had been awarded the Volkswagen franchise for NSW back in March 1954, when VWs first went on sale in Australia. LNC created Lanock Motors Pty Ltd to administer, distribute, sell and service Volkswagen vehicles in NSW at the retail level. Lanock Motors was named by combining the surnames of two LNC board members, Eric Lane and William Locke. Lanock Motors' head office was at the main LNC Group offices at 'Grenville House' in 177-185 William St Sydney. It had been built by LNC in 1926 and was initially occupied by Larke Hoskins, and later Grenville Motors. That building is still there, now an art gallery.

In the late 1950s Lanock Motors set up further VW sales and service agencies at Camperdown, Five Dock, St Leonards and Hornsby. The NSW VW training centre was at the Five Dock branch, the VW parts storage warehouse at St Leonards, and a VW storage and wholesale distribution yard at Lidcombe. Lanock Motors also set up a sales and service branch in Wollongong, and along with LNC's Rover franchise Grenville Motors, shared sales and service facilities in Cooma and Wagga Wagga. VW sales peaked in 1964, then decreased as local and Japanese competition increased.

In 1968 the Melbourne-based Volkswagen Australasia Ltd ended full local manufacture of VWs, after several years of hefty financial losses. A new company called Motor Producers Ltd, 100% owned by VW Germany, was created to own and run the Melbourne factory. As for distribution, sales and service, Volkswagen Australasia Ltd was dissolved and the VW distribution rights for all of Australia was awarded to LNC Industries in Sydney.

LNC set up a new division, called Volkswagen Australia Ltd, to run the VW business at a national level. Lanock Motors would continue to distribute, sell and service VWs in NSW, as well as support the 100 or so other VW dealers in the state. LNC soon bought up the independent VW wholesalers in the other states - VW (Distribution) Ltd for Victoria; Western Motors Pty Ltd for WA; Light Motors for SA and NT, and Annand and Thompson Pty Ltd for QLD, as well as also buying up E. Sopru Pty Ltd, the Adelaide-based makers of the VW Campmobile conversion. LNC created another new franchise called Motor Caravans Ltd to run the VW Campmobile business, with new production facilities in Clayton and in Silverwater.

In September 1969 LNC opened a new national headquarters, distribution yard and parts store for Volkswagen Australia at Waterloo Rd., North Ryde. It was opened by the then NSW Premier, Sir Robert Askin.



Volkswagen Australia Pty. Limited is LNC's largest subsidiary and administers VW's Australia-wide

dealer network from an ultra-modern complex at North Ryde, New South Wales.

Apart from running their Volkswagen and Rover/Land Rover distribution and support businesses, LNC was increasing their portfolio. They also handled VW Industrial Engines (Ruslit Motors), Rambler (through Grenville Motors), Chrysler sales (City Chrysler), Chrysler Commercial (Rootes, Commer, Dodge), Deutz and Seddon trucks, Fiat and Colt-Bellett cars, and Yamaha motorcycles.

For several years LNC Industries continued to run their group headquarters from Grenville House in William St, which doubled as Lanock Motors' main showrooms.

The LNC Industries' Annual Director's Report, for the year ending 20 June 1972, reported:

GROUP ADMINISTRATION

Due to the growth of the LNC Group in both its inter-State organisation and its numerous operating divisions in Sydney suburbs, the William Street premises, which the Company has owned and used since 1926, are no longer suitable in size or locality. Consequently, in October, Head

Office will be located in the new B.M.A. Tower, Pacific Highway, Chatswood, where it will be central to its many autonomous operating companies and its own centralised computer services at North Ryde. The New South Wales divisional offices are already located at:

| | |
|-------------------------------|--------------|
| Volkswagen Group | North Ryde |
| Lanock Motors Limited | Waitara |
| Grenville Motors Pty. Limited | Darlinghurst |
| Ruslit Motors Limited | Auburn |
| City Chrysler | Banksia |
| Lanock Motors (South Coast) | Wollongong |

The completion of these moves will result in greater efficiency and savings in Group operations.



Spectacular building at Chatswood.

The Sydney Morning Herald, Thursday 19 October 1972

The creation of a new landmark for Sydney is not an everyday event in this growing metropolis, particularly when it happens in a suburb with a future as a self-contained Town Centre.

B.M.A. Tower at Chatswood will be accepted as an important focal point for many years to come.

This \$5 million structure, located at the corner of Pacific Highway and Help Street, is visible from most points on the North Shore and Western Suburbs.

As a commercial centre it will serve an important function, housing executive offices and administration for some well-known companies including the Manchil Group, developers and builders of the project, and Business Men's Assurance Company of Australia Ltd, property owners for whom the building is named.

The building is situated on an elevated site, and while it is only 150 feet (46 m) high, its top is just a few feet short of the restaurant level of Australia Square.

The structure consists of sixteen levels with two below ground for car parking, a ground floor extending into an annexe, twelve office floors and a restaurant on top.

The restaurant will be serviced by the external elevator, as well as one of the three internal lifts which travel

to all other levels of the building.

The ground floor includes the main entrance lobby, shops, and a large annexe featuring a mezzanine level.

Each office floor offers 5,850 square feet (545 m²) of lettable area.

Highlighting the importance of the project to the area is its choice as a location for a Lands Department survey target fixed on the roof of the building.

One of few in the metropolitan area, this marker will be used as a control for major triangulation exercises in land survey. It is positioned for visual or laser work from Bowral in the south, Dural in the north and Kurrajong Heights in the west.

Design

From the beginning, this irregular, curved site on a corner position was far from easy to work with.

It was obvious that a standard square or rectangular structure could not be built to advantage.

Following discussion with a number of architects, the Manchil group finally selected a firm of world renown, H. Stossel and Partners, to design the building.

Hugo Stossel's organisation, with associates in Los Angeles, London and Vienna, was able to complete a curved design after experimenting with more than twenty different shapes.

These shapes varied from the round to the oblong, V-shaped and boomerang ideas.

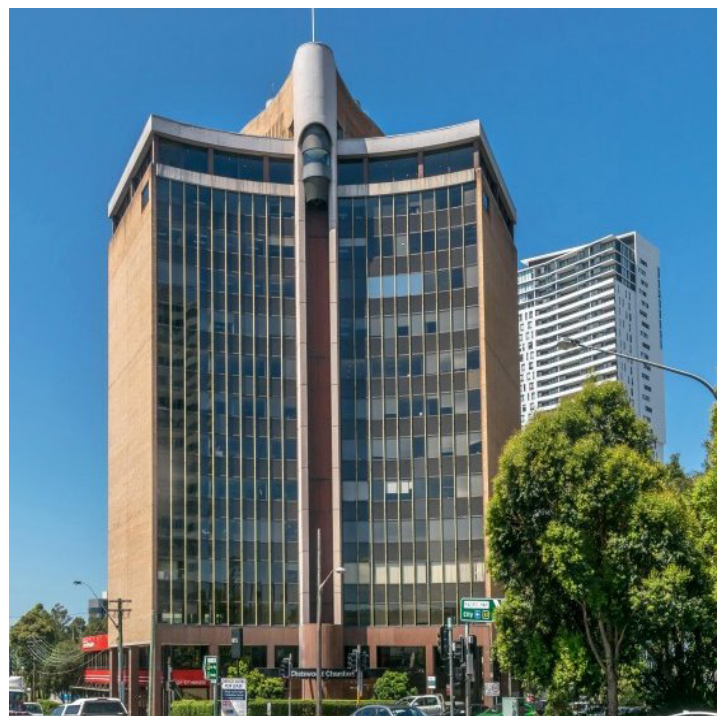
Then, particularly with the external lift in mind, the present curved design was selected.

The building was positioned on the site facing a southerly direction to gain a most prominent advantage for the wide views.

Mr. Stossel recalls the firm's work in adding visual interest to the project.

"The finish to the top of the tower played an important part in the overall design," he said.

"Historically, plant rooms are 'tacked on' like square boxes on the top of buildings. On the Manchil project we designed a curved addition to complement the overall theme



rather than embarrass it," he added.

Structural engineer for the project was Mateffy Perl and Nagy; and the mechanical engineer was Thomas Anderson and Partners.

Achievement for builders

The new B.M.A. tower at Chatswood was completed well ahead of its scheduled building program.

Constructed in 14 months from start to finish, the project was undertaken by K.F. Chilman Pty Ltd., the building arm of the Manchil group.

In any builder's terms this must be considered an outstanding achievement, especially when one stops to reflect on the construction industry over the past year.

The industry has been beset with stoppages, strikes and regular increasing demands from the union forces. Every building site in Australia has been affected.

And yet, schedules have largely been maintained.

Completion of the Manchil project in 14 months has required close co-operation from consultants and a loyalty and determination from all levels within the company.

Initially the site itself posed problems in that rock required for the foundations was very deep. Tons of shale had to be removed as it is believed the site was once a location for a brick pit.

Later on, special attention had to be given to unusual requirements such as the external lift shaft and the curved structure for the plant room on top of the building.

But with these factors in mind the project was still completed ahead of time. A goal attained which K.F. Chilman Pty Ltd. will undoubtedly seek on its other current projects and future works.

First external lift

Diners at the roof-top restaurant of the new B.M.A. Tower will enjoy an added pleasure, that of experiencing the most spectacular elevator ride in Australia.

Otis Elevator Company Pty Ltd's space capsule-like observation elevator, which rides in a recess on the south-west facade of the building, and serves the ground (street level) and the 13th (restaurant) floors, will give diners a panoramic and literally 'moving' view the harbour, city and surrounding countryside.

The observation elevator, which will carry up to 20 passengers, and is capable of being operated at speeds of either 125 fpm or 250 fpm (0.64 m or 1.27 m per sec), is the focal feature of the building's complete vertical transportation system, which includes three other internal passenger elevators, all installed by Otis.

Rising at the slow speed, patrons will have ample opportunity to take in the spectacular views during a 75-second journey.

To cope with peak periods of trading in the restaurant, the lift may run at the higher speed and complete the journey in 45 seconds.

For night time service, lighting in the car will automatically dim after the lift leaves the ground level, and brighten again when the top floor is reached.

There were a number of challenges

faced for the first time by the Australian elevator industry, in the translation of the aesthetic or artistic concept of the original design into a practical reality capable not only of manufacture, installation and withstanding the elements but also complying with the stringent conditions set down by the State Planning Authority and the Department of Labour and Industry.

In this regard Otis was fortunate in being able to call upon the considerable innovative resources of its Australian engineering and manufacturing department, together with the experience of the U.S. parent company, which has pioneered such installations overseas.

Approval for the Chatswood installation followed five months of negotiation between the developer, Manchil Pty Ltd and the lifts department of the D.L.I.

Representatives from Manchil, the architects H. Stossel, Consulting engineer Thomas Anderson, and the lifts department inspected American installations in San Francisco, Texas and Honolulu to obtain first hand studies of the 'wall climbers' in operation.

The lifts department required emergency service exits to be placed every thirty-six feet (10.9 m) in the shaft of the Chatswood installation; a feature notably absent from overseas models.

Semicircular in shape, with conical sections at top and bottom, the futuristic car has an outer shell of aluminium anodized to a bronze Kalcolour finish and features t 35 square foot (3.3 m²) observation window of curved, laminated safety glass, 1/4" (6.3 mm) thick, and tinted to reduce glare and reflected light.

Air Conditioning

The exterior positioning of the car renders the overall building air conditioning incapable of effectively regulating the temperature within the elevator, thus necessitating the fitting of an independent air conditioning unit. This has resulted in Australia's first air conditioned elevator.

The conical, fluted sections above and below the car, as well as adding to the appearance of the car, serve the practical function of concealing the cross-head, car hitch, door



N.S.W. Premier Sir Robert Askin at the official-opening on Mon-

day with Kevin Chilman (left), Man. Dir. Manchil, and "Chillie" the robot's

space age friends.

operator and related equipment above, and the air conditioning condenser and safety devices below.

There are also search lights located behind these sections, which throw light into the well as the car travels, thus adding to the visual effect but increasing the need to screen the operating equipment.

Recessed guide rails, counterweight concealed behind flushing panels at the side of the shaft and camouflaged hoisting cables provide the illusion of the elevator being a space vehicle functioning without visible means of support.

All operating equipment is weatherproofed, either fabricated of a material such as aluminium, stainless steel or steel sections protectively coated with polyurethane and effectively sealed against moisture.

It can be seen that the observation elevator has been an installation which has created many precedents in elevating in Australia, precedents which were achieved by the resourcefulness of the personnel of the Otis Elevator Company Pty. Ltd., working in close coordination with the architect, consulting engineer and K. F. Chilman Pty. Ltd. to convert a vertical transport n lion idea into a reality.

'Chatties' - a name from the romantic past.

The new restaurant, located on the top floor of the building, is to open in November this year. It will be called 'Chatties', a name significant to the history of the area.

In the 1850s, what is now the business centre of Chatswood formed a part of 'Chatsworth', a property owned by Richard Hayes Hartnett.

His home was close to the site of the BMA tower.

Charlotte 'Chattie' Hartnett, so nick-named by her husband, figured prominently in her husband's business life. She was popular, charming and pretty, loved to entertain and assist Richard greatly in his business and political ambition.

Hartnett became Mayor of the Council in 1871.

'Chattie,' however, enjoyed quiet moments and took long walks through a section of the property that became known to the local people as 'Chattie's Wood.' This name proved to be so popular that from the turn of the century the area was officially known as Chatswood.

Chilie the space visitor at the opening.

"Want to move - whirr - forward please," he said.

And the operator pressed the required lever on a remote ten channel digital proportional electronic master control unit.

Servo-drives within his body responded instantly as the banks of memory relay units drove the mechanism forward.

The giant visitor moved a few paces.

His eerie metallic voice echoed across the floor once more. "Good morning, Sir Robert. My name is 'Chilie,'" he said.

The Premier, Sir Robert Askin, stared at the 6' 7" (200 cm) robot - naturally apprehensive.

As rows of coloured iridium lighting flashed on the robot's chest, his right hand slowly extended in friendship. Sir Robert and the guests breathed a sigh of relief: 'Chilie' would do no harm.

Three hundred pounds (136 kg) of tubular steel, electronic circuitry and computer 'magic,' precision engineered to represent the man of the future - visiting outer space.

Sydney had hardly seen a more exciting visitor.

As he spoke, continuous 'Jupiter' music transmitted from his air wave vocal reticulators. He even winked at the girls present.

The Manchil robot has involved more than 1,600 man hours in its design and construction.

As the company's symbol since 1966, the robot has featured prominently on all of Manchil's stationery, advertising and hoardings.

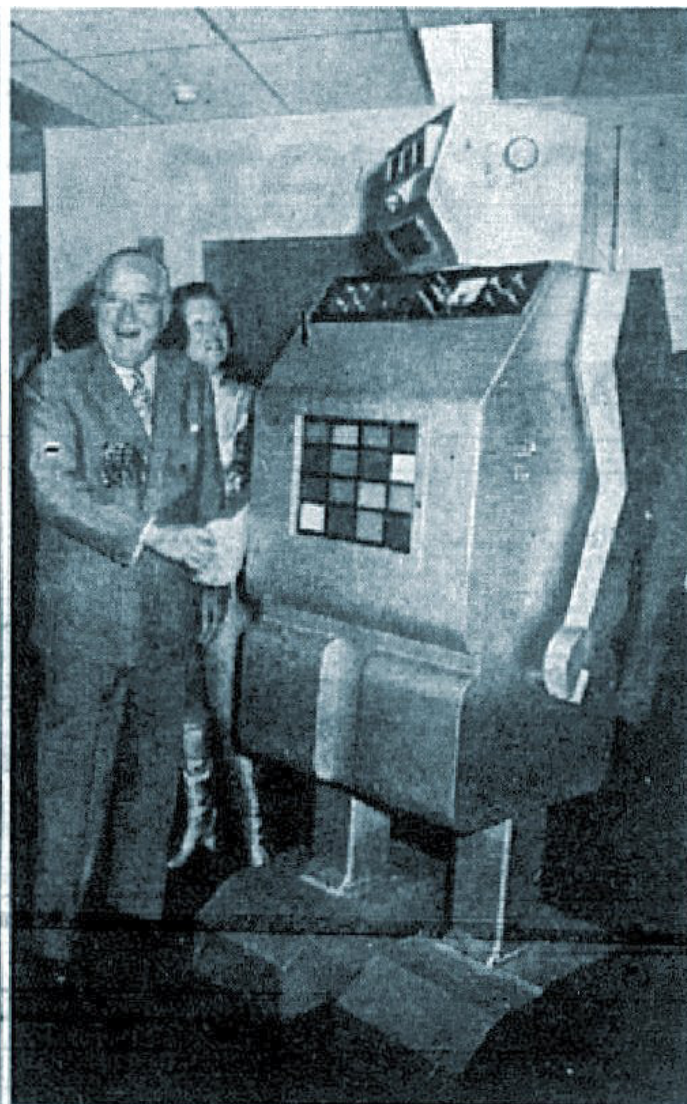
The original device of a mechanical man was created by Kevin Chilman, the founder of the Manchil Group to represent the forward thinking of the man of tomorrow surrounded by a computerised space age.

Expansion forces LNC move.

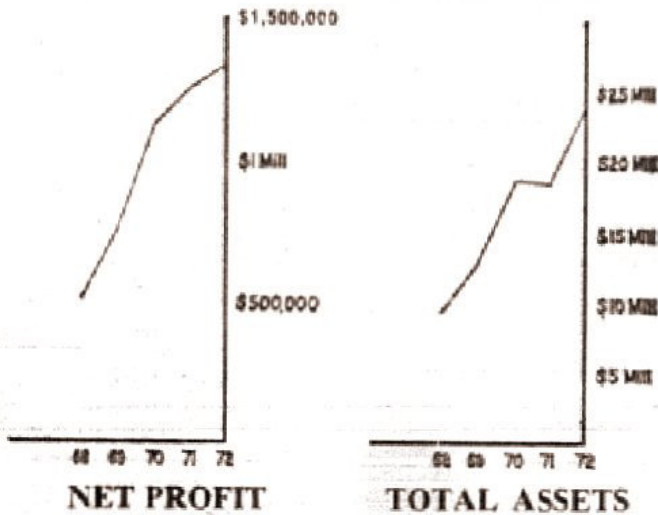
LNC Industries Limited's National Headquarters have moved to the 9th and 10th floors of BMA Tower, Pacific Highway, Chatswood.

Rapid growth over the last 5 years has rendered the Company's 26-year-old William Street premises, Grenville House, unsuitable in size and location.

The North Shore location of BMA Tower enables LNC to be centrally located to its many autonomous operating companies and its own centralised computer services at North Ryde.



Sir Robert Askin meets "Chilie" the robot at official opening.



LNC Industries Limited and its subsidiary companies have undergone substantial growth over the last four years. Total assets have jumped from \$9.5 million to \$23.8 million, whilst net profit has more than doubled from \$517,346.00 in 1968 to \$1,313,192.00 in 1972.

\$100m LNC Corporation built from a bicycle shop.

A business which began as a two-man partnership in a small bicycle shop in Kent Street, Sydney, less than 60 years ago has grown today to be Australia's largest non-manufacturing marketer and distributor of motor vehicles and automotive products.

Such is the success story of LNC Industries Limited.

From such a modest beginning the group has grown into a corporation comprising 30 interlocking companies or trading entities employing over 1,800 people and with an annual turnover, this year, of over \$100 million.

The biggest expansion in the Group's activities (\$4.3 million) took place 4 years ago with the acquisition of the coveted Australian Volkswagen franchise, and the formation of Volkswagen Australia Pty Ltd. for National Marketing and Distribution of all Volkswagen products.

In the years that followed, LNC formed or acquired another 17 subsidiary companies. The most important of these was a \$2.5 million share capital acquisition of Annand & Thompson Holdings Ltd. on 1st November, 1971. A & T has a successful record of automobile distribution and retailing. It has Queensland State distribution responsibilities for Volkswagen, Fiat, Rambler, Rover, Land Rover, Yamaha motor cycles, Yamaha outboard motors, McCulloch chain saws and Deutz and Seddon heavy duty trucks. A & T also operate five retail dealerships throughout Queensland.

During the last 4 years the Group's turnover, total assets and net profit have more than doubled.

Mr. W.B. Larke and his brother could hardly have imagined such growth when they started their little bicycle shop in Kent Street, Sydney, in 1914. Progress of the business since then has paralleled the progress of the Australian automotive industry.

In 1922 the company Larke Hoskins & Company Limited was formed to market various makes of cars - some now still well known, others only memories to older drivers, such as Austin, Roe, Star, Bean and Maxwell and Republic and Ally

Borford trucks. When Maxwell was taken over by the Chrysler Corporation of America, the company from which LNC derives its initials, Larke, Neave and Carter, was formed to merchandise Chrysler products. Larke, Neave & Carter became the springboard for the formation of the group as it stands today.

Other companies were formed progressively as LNC gained valuable franchises to distribute leading makes of cars, trucks and commercials. Today the Group operates in all states except Tasmania, comprises 30 different companies or trading entities and holds franchises for such well known makes of cars, trucks and commercials as Fiat, Chrysler, Rover, Land Rover, Rambler, Bellett, Volkswagen, Commer, Dodge, Galant, Hillman, Deutz, Seddons and Perkins. The Group has over 40 locations of its own throughout Australia in addition to a dealer network numbering more than 500 to service its many customers.

The LNC Group has maintained a steady dividend of 20% over the last 3 years and in the last financial year announced a 41% increase in pre-tax profit with its asset backing per 50c share increased from \$1.94 to \$2.21.

LNC wins government contract.

Grenville Motors Pty Ltd, NSW and ACT distributor for Rambler, have announced they had again been awarded the State Government Contract to supply large sedan cars (Matador V8) to Government, semi-Government and Police Departments for the next twelve months.

The Australian-built Rambler has now held this contract for the past eight years.

Grenville Motors Pty. limited, a member of the LNC Industries Limited Group, has in the past eight years supplied nearly 500 units under the terms of this contract.

Grenville's Land Rover Division has also been successful in winning the 4-wheel-drive contract for the eighteenth successive year.

Mr Davidson heads new LNC Company.

LNC Industries Limited has appointed Mr H.J. Davidson General Manager of its newest subsidiary, Engine Powered Equipment Pty. Limited.

The new company has grown from a division of LNC's Volkswagen agency, Lanock Motors Pty Ltd, which dealt with Volkswagen engines for industrial applications.

The new company will specialise in industrial engine power sources and will commence national marketing of Ruggerint, IHI, Lloyd and Volkswagen engines early October.



Today.

The BMA Tower is still there and looks the much the same as it did in 1972. Nowadays the building is called the Chatswood Chambers. It was refurbished in 1988 and again in 1992, and was sold to new owners (Chatswood Chamber of Commerce) in 2013 for \$54.5 million. Chatswood Cityscape describes the building as 'a 14-storey office building plus two basement levels of parking for 104 cars with a net lettable area of 7,116 sq m.'

While a legal firm occupies LNC's former 10th floor, LNC's former 9th floor was vacant and up for lease when I visited, although according to a commercial real estate agent a deposit has been taken for another legal firm to move in. The office floors look nothing like they did in the 1970s, having been completely refurbished and modernised.

The 'Chatties' restaurant at the top only operated for four years. It was purchased by restaurateur Oliver Shaul (who also owned the famous Summit restaurant at the top of Australia Square, and the floating 'Flanagan's Afloat' moored at Rose Bay). In 1976 he relaunched the restaurant at the top of the BMA Tower as 'Flanagan's Aloft.' But like his other restaurants, this too eventually closed. There's no restaurant there now, which is why you never see the lift working at night. Today the top floor has been completely renovated and remodelled into two exclusive penthouse office suites for legal firms - which only operate during business hours.



The lift on the outside is still there and still works, accessed from the sparkling marble foyer, and during week-day work hours can be entered for a spectacular ride up to the 13th floor. The view is superb and you get a strong feeling of vertigo if you stand close to the glass as you go up. Just stay in the lift at the top, and smile at the receptionist when the doors open.

LNC Industries gained the Subaru franchise in 1973 and merged them with their Volkswagen dealer body. In the late 1970s LNC took on franchises for Fiat, Renault and Lancia, and continued to expand their business into other diverse areas such as building materials, air conditioning, structural steel and aluminium, chain and ladders, marine technology, electronics and communication. However their rapid expansion in the booming



1980s accrued huge debts which could not be met, and their stock was raided by the Melbourne-based Libermann Investment Group. Their many franchises were spun off and sold.

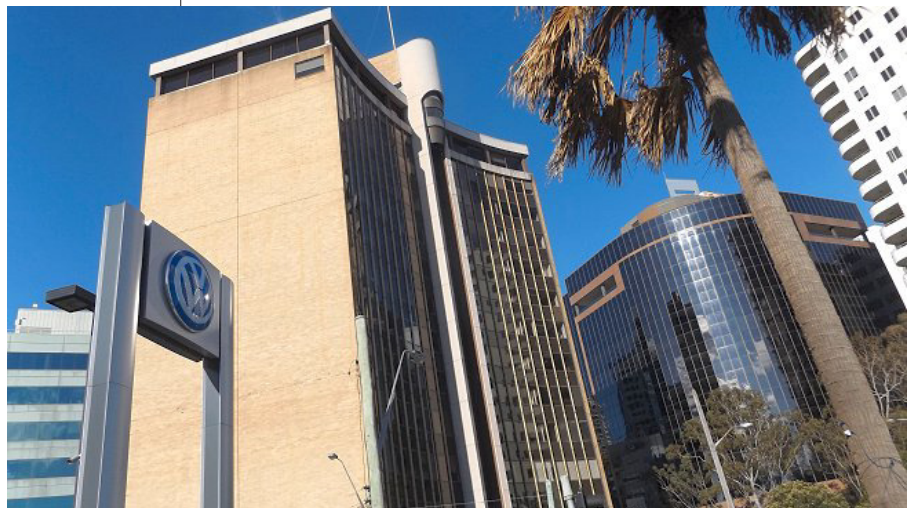
LNC ended VW car imports in 1981 and closed down 'VW Australia' in 1985, but by then VW/Audi was an insignificant part of their business. LNC lost the VW/Audi franchise to new importers Ateco in 1987, and by 1990 the last of the other LNC businesses were sold off and the LNC Industries company was closed down. There's been no VW-based business in the BMA Tower since the mid-1980s.

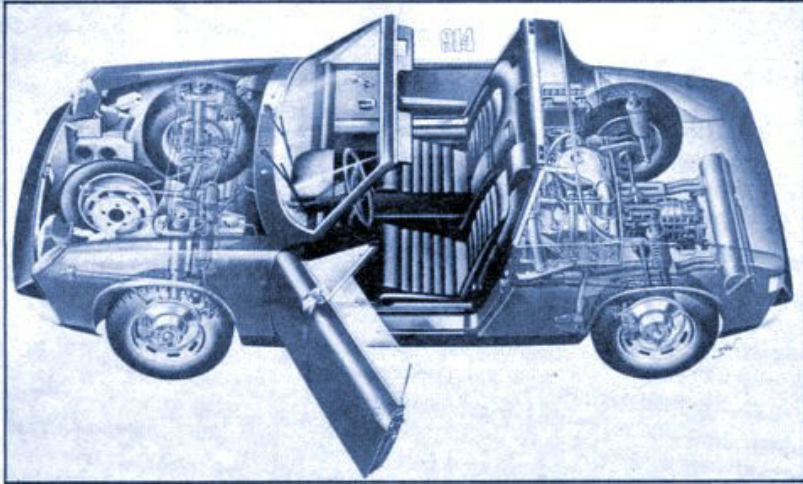
Chatswood Chambers was sold again in 2021 for \$56 million. It is currently 94% fully leased. In 2015 the 1657 square metre site was the subject of an unsuccessful redevelopment planning application for a 35-storey commercial complex with top floor restaurant.

Alto

Volkswagen dealership is located directly across the Pacific Highway. The site used to be Sundells Holden, then later redeveloped as Northside Holden.

Business Men's Assurance Company of Australia Limited was bought by Tower Australia in the 1980s, and in the 2000s became TAL Services Limited, part of the Japanese Dai-ichi Life Group.





The VW-Porsche 914/4 - a sports car with a mid-engine.

Gute Fahrt magazine, Germany (1990)

At the end of August 1969, Volkswagen and Porsche presented a newly developed two-seater sports car with a Targa roof and central engine for the first time: the VW-Porsche 914.

The Volks-Porsche, as it was soon called in the vernacular, bore the VW internal type designation VW 47, but was a pure Porsche development and therefore also received the Porsche development number 914. This sequence of digits was then retained as a uniform type designation.

The VW-Porsche 914 was available with a choice of four or six-cylinder engine, depending on taste and budget. The 914/4 initially had the solid air-cooled four-cylinder injection unit of the VW 411 E at the time, with a displacement of 1.7 litres and 80 hp at 4900 rpm.

The 914/6, on the other hand, as a 'pure-bred' Porsche, was equipped with the air-cooled 110 hp 2-litre six-cylinder engine of the Porsche 911 T and was correspondingly faster than the four-cylinder.

VW-Porsche-Vertriebs GmbH, which was founded specifically for this purpose in Ludwigsburg near Stuttgart, was responsible for selling the VW-Porsche 914.

Externally, the two models 914/4 and 914/6 could hardly be distinguished, at most by the different wheel rims.

Since neither Volkswagen at Wolfsburg nor Porsche in Stuttgart had sufficient production capacity, the manufacture of the 914 was assigned to the Karmann body and vehicle

factory in Osnabrück. The press tools and construction equipment had already been created at Karmann. Complete vehicles now rolled off the production lines. However, Karmann only produced the four-cylinder models. For the six-cylinder version, one was content with the manufacture of the body. The final assembly took place at Porsche in Stuttgart-Zuffenhausen.

At the Frankfurt IAA in September 1969, the new Volks-Porsche was one of the most admired attractions, similar to the VW Corrado today, which is also manufactured by Karmann.

The two-seater mid-engine sports car had a relatively smooth, self-supporting all-steel body with compact dimensions and short overhangs. With an overall length of just under 4 metres (wheelbase: 2.45 metres), the 914 was easy to manoeuvre, even in tight parking spaces. The engine was installed as a mid-engine between the rear axle and the passenger compartment and was accessible from above via a flap. The 5-speed gearbox was behind it and drove the two rear wheels via double CV joint shafts. From 1970, a Sportomatic gearbox was also available for a corresponding surcharge.

Thanks to the mid-engine arrangement, a theoretically ideal weight distribution was achieved: 53 percent on the rear axle, the remaining 47 percent on the front axle. The mid-engine configuration was usually only found on racing cars and some exclusive sports cars. As a result, the driving characteristics of the VW-Porsche 914 were extremely sporty. Nevertheless, the 914 took some getting used to and was certainly not for everyone.

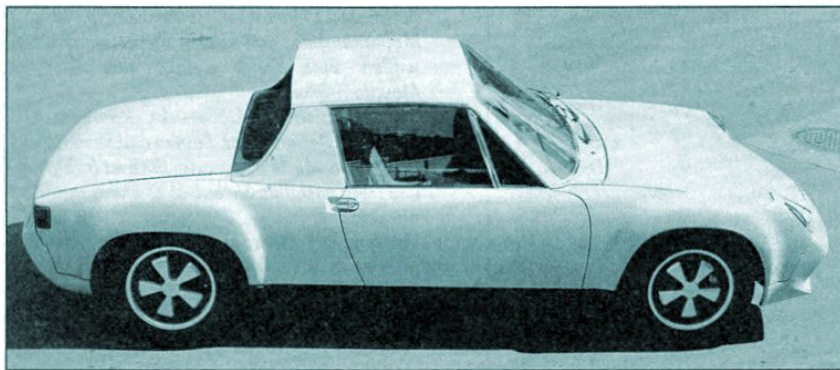
The roof construction of the VW-Porsche 914 was borrowed from the Porsche 911 Targa. The front windscreen frame - the windscreen was already glued in at the time! - and the typical Targa bar integrated into the rear roof pillar ensured maximum torsional rigidity. The roof, made of glass-fibre reinforced plastic, was attached to four suspension points and could be easily removed in a few simple steps and stowed away in the rear luggage compartment to save space. Together with the front trunk (160 litres), the 914 had a total loading volume of 370 litres despite its low overall height of only 1.24 metres. The petrol tank held 62 litres and was housed in the front, just in front of the bulkhead, the spare wheel lay flat in front of it in the usual trough.

The rest of the equipment on the VW-Porsche 914/4 largely corresponded to that of the Volkswagen series: four disc brakes, torsion bar suspension and shock absorber struts at the front, ZF rack and pinion steering, the tried-and-tested semi-trailing arm rear axle and coil springs at the rear. Optional stabilizers were available for both the front and rear axles. Ready to drive, the VW-Porsche 914/4 weighed around 950 kilograms.

The top speed was, depending on the engine, between 170 and almost 200 km/h. First, the 80 hp injection engine of the VW 411 E was installed. In August 1973, a 1.8 litre carburettor engine replaced the 1.7 litre version. A year earlier, a two-litre injection engine with 100 hp had been added.

A total of 115,646 VW-Porsche 914/4s were built by Karmann before production ceased at the end of 1975.

Hans-Joachim Klerys



Six and eight cylinders.

Gute Fahrt magazine, Gerny (1990)

20 years ago, at the 1969 Frankfurt Motor Show, Volkswagen and Porsche jointly presented a new sports car - the VW-Porsche 914. It was available with a Volkswagen engine as the 914/4 and with a Porsche engine as the 914/6. And in addition, Porsche built a few particularly strong individual pieces.

While the four-cylinder model of the 'Volks-Porsche' rolled off the assembly line at Karmann in Osnabrück, the more powerful six-cylinder version was assembled at Porsche in Stuttgart-Zuffenhausen. The body shells came from Karmann and were transported to Stuttgart by train.

The four-cylinder series 914/4 was equipped with the air-cooled four-cylinder boxer engine of the VW Type 4 (VW 411/412). The VW-Porsche 914/6, on the other hand, was supplied with the likewise air-cooled six-cylinder boxer engine of the Porsche 911 T.

This six-cylinder engine, borrowed from the entry-level model of the 911 series at the time, was a 2-litre engine with two triple carburetors and delivered 110 hp at 5800 rpm. Motorized in this way, the Porsche 914/6 achieved respectable driving performance that was hardly inferior to that of the 911T. The 914/6 accelerated from 0 to 100 km/h in just under ten seconds and had a top speed of 196 km/h.

Like the 914/4, the 914/6 was equipped with a 5-speed manual transmission, but was also available with an automatic transmission (Sportomatic) on request.

Because of the relatively high price at the time - at 19,000 marks the 914/6 was only around 970 marks cheaper than the 911 T and at least 6,440 marks more expensive than the four-cylinder model - the 914/6 was difficult to sell from the start, despite the great interest of the customers. Even successful racing events with competition cars specially prepared for this purpose could do little to change this. The 914/4 was much more successful there, with a price of 12,560 marks when it was introduced in 1969.

Finally, in 1973, after just under four years of production, production of the VW-Porsche 914/6 came to an end. Up to this point, a total of 3332 examples had been built.

Today, the 'Volks-Porsche' with a six-cylinder engine are sought-after rarities.

As a replacement for the discontinued 914/6, the model range was expanded to include the VW-Porsche 914/4 with a 2-litre, four-cylinder engine and 100 hp. A good solution, as we know today; because it gave the 914 a new boost.

In addition to the Porsche 914/6, however, there were two other special developments; the Porsche 916 and the Porsche 914/8.

The Porsche 916 - the sequence of digits indicates the respective development number - was a further development of the 914/6. However, the Porsche 916 did not get beyond the prototype stage - it would have been too expensive. Nevertheless, the 11 prototypes of the Porsche 916 immediately found buyers.

The main difference between the 916 and the 914/6 was the steel roof that was firmly attached to the body. The floor assembly and chassis were reinforced, and there were also anti-roll bars at the front and rear and four internally ventilated disc brakes. Special fender flares not



only provided a beefier appearance, but also made room for the 7-inch rims with 185/70-15 tyres. The power unit was the six-cylinder engine from the Porsche 911 S, the most powerful Porsche production engine in 1972 with a displacement of 2.4 litres and 190 hp. That was enough for at least 230 km/h and acceleration from 0 to 100 km/h in just under 7 seconds.

For Ferry Porsche's 60th birthday, his employees came up with something special: they equipped two cars with the eight-cylinder, four-camshaft engine from the Porsche 908 racing prototype. The technical data: 3 litres displacement and 300 hp at 8200 rpm.



Two 914s with an eight-cylinder engine were built, a racing version and a road version with a 'civilian' 260 hp - just that birthday present for Ferry Porsche. The top speed was around 250 km/h. Both vehicles are still preserved and are now in the Porsche Museum in Admire Stuttgart-Zuffenhausen.

Hans-Joachim Klersy

Camper and carry-all



Motorised vans like the VW Campmobile, with its folding raised roof and sleeping accommodation for four, or the Freeway camper (below) make caravanning easy and enable you to take a boat along, too for some holiday fishing.

Volkswagen's mobile motel.

The Sydney Morning Herald, Monday 7 June 1971

Considerable thought went into the planning of the Australian-built Volkswagen Campmobile Cruiser.

The vehicle, a variant of the popular Kombi, is attractively furnished and operates as a five-seater van when not used for camping.

The test model had an optional pop-up roof which allows 7ft (213 cm) of standing room inside. This model has two decks of beds which accommodate four (two adults and two children).

One of the most important features is that the beds fold away when travelling, with the lower deck converting into a two-seater lounge.

The equipment includes a small gas-electric refrigerator, a two-burner gas stove, a wash basin and mirror, a transistorised reading lamp, a dining table and a tent annex.

Most fold away or are contained in polished wood cabinets and drawers which also provide ample hanging space for clothing, and storage for blankets and eating and cooking utensils.

My wife and I took it to a friend's farm at Picton last weekend and camped out.

This allowed me to assess the camping facilities as well as the driving characteristics of the Campmobile.

Because of the light steering, tight turning circle of 40ft (12.2 m) and excellent all-round vision, the Campmobile is no more difficult to drive than a car.

This is handy for those who holiday off the beaten track but want to use the unit for town transport at other times.

The vehicle is powered by Volkswagen's popular rear-mounted and air-cooled 1584cc four-cylinder engine. It develops 60 bhp (38 kW) at 4400 rpm and 81.7 lb/ft (111 Nm) of torque at 3000 rpm, and is noisy only when too much

throttle is applied in the lower gears.

A four-speed, floor-change gearbox transmits the power to the rear wheels. While the change action is light, the gates are rather sloppy due to the long linkage to the rear and not clearly defined.

Fuel consumption during city driving would also be much higher than on country trips because the engine labours when fourth is engaged at speeds below 30 mph (48 km/h).

The driving cabin is spacious and equipped with two comfortable bucket seats which slip fore and aft. The driver's seat can be adjusted for lumbar support, while two gas bottles for the refrigerator and stove are tucked behind the passenger seat squab.

The big steering wheel, which requires only 2.1 turns from lock to lock, is almost horizontal above the dashboard.

Because of the high cabin and the flat nose, the driver is able to see over the tops of other cars when edging along in traffic.

The ride is delightfully smooth at cruising speeds and the wheels glide over potholes and bumps.

Only slight steering corrections were needed to counteract the buffeting by a strong cross-wind during a fast run from Picton to The Oaks over a winding mountain road. However, the wind has a drumming effect inside the vehicle and drowned out conversation when the windows were down.

I seldom had to drop below third gear in the country, even when ascending Razorback.

Gradual corners can be tackled quite quickly, but tight bends at speed introduce considerable body roll and understeer.

Overtaking can be a fairly lengthy affair, as the following acceleration times in gears indicate:

Third:

20 to 40 mph, 9.8 sec

30 to 50 mph, 13.7 sec

Top:

20 to 40 mph, 14.9 sec

30 to 50 mph, 18.6 sec

40 to 60 mph, 21.1 sec

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During the test, which involved considerable city driving as well as the tour to Picton and its surrounds, the Campmobile averaged an excellent 24 mpg (11.8 L/100 km).

It would easily allow 28 mpg (10.1 L) if used solely for country driving, permitting a touring range of about 364 miles (585 km) with the 13-gallon (60-litre) tank topped up.

The all-drum brake system has divided hydraulic circuits for the front and rear wheels, but is not power assisted. Consequently, fairly heavy pedal pressure is needed.

Even so, in an emergency a concerted prod on pedal produces plenty of response. In this case it pulled up the vehicle in 36ft (11.0 m) from 30 mph (48 km/h) and 158ft (48.1 m) from 60 mph (97 km/h).



Getting ready for bed is pretty simple in VW's home-on-wheels. Sleeping accommodation for four adults and one or two children can be set in less than two minutes.

The brakes are quite tenacious and 10 successive stops made in rapid succession from 60 mph only caused the pedal pressure to rise from 50lb (22.7 kg) to 85lb (38.6 kg).

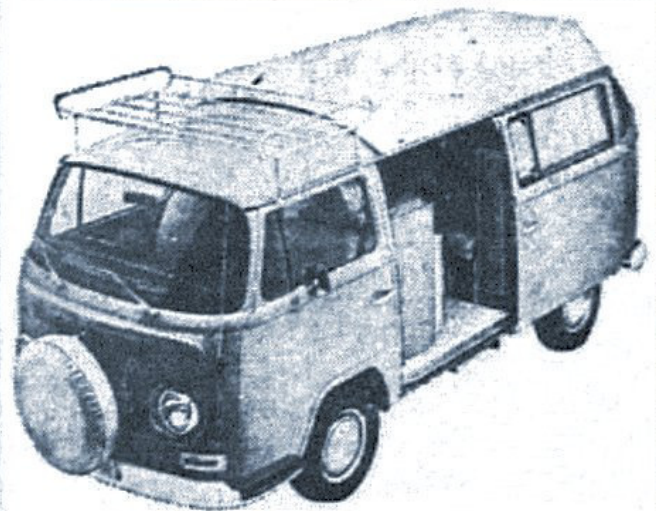
The driving controls and instruments are typically Volkswagen-style. Three circular dials house the speedometer and odometer, the fuel gauge and warning lights for oil pressure, generator, headlamps, high beam and trafficators, and an electric clock.

Soft buttons operate the headlamps, wipers and washers, hazard warning lights and interior lights. Sliding switches control the heater-demister and flow-through ventilation.

Apart from the two cabin doors, there is a large sliding door for access into the rear section, and a lift-up half door at the back.

Fade-free curtains on runners, which clip back when not in use, cover all windows. The refrigerator, which operates on the vehicle's 12-volt electrics when moving and on gas when camping, converts to 240V power when the vehicle is plugged into a power supply, is contained in a wooden cabinet. A lid above the cabinet covers the gas stove and wash basin (which has a tap and five-gallon (23-litre) water container).

There is a rear-facing seat alongside which provides three separate storage compartments when various lids are raised.



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The main bed, which converts into a settee when not in use, is 6ft (1.8 m) long and wide enough for two adults. Another bed folds out from the fibreglass and canvas roof (spring-loaded) when it is pushed up.

There are sliding doors to storage compartments beneath the main bed and in a wardrobe which has hanging space for coats and suits. There are also additional shelves for clothing and blankets.

With our electric blanket plugged into the interior power point, my wife and I had a warm and comfortable night's sleep.

In fact we were quite surprised in the morning to find the van covered in frost and an outside ground temperature of less than 30 degrees (-1°C).

The vehicle was made available by Volkswagen Australia Pty Ltd., the manufacturer.

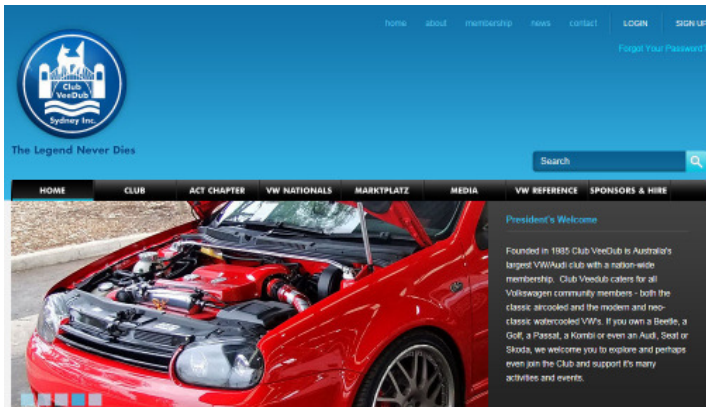
Phil Grose

From our website 35.

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

Anyone can post messages on our website, at our Contact Us page: www.clubvw.org.au/club/contact-us/

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



15/4/21 I have attempted to contact Bosch Australia and others, in relation to my questions below. You have a fine lot of information on Australian VW's any ideas on my questions. Thanks, Quinn Elliott Dear Bosch, VW Club Did Bosch Australia export Volkswagen generators (9 100 063/101) to Germany for installing on 1968 Beetles imported back to Australia? - - or did the Beetle come from Germany to Australia with the Bosch German generator (0 101 302 067)?? Additionally, when Bosch re-manufactured a Bosch generator how did they append the generator to indicate it had been re-manufactured-a date code, a 101, or perhaps 068 or something similar. Example Volkswagen Part Number 211 903 031 and 211 903 031 A and a Host of other generators when re-manufactured by Bosch and sold as Exchange generators from Volkswagen were then assigned Part Number 113 903 931 PX and were still Marked as 211 903 031 or 211 903 031 A.Sincerely, Quinn

20/4/21 Hi, Away a bit, email best for replies. I,ve owned VW,s since 66 and have built up a stock of parts as well as owning an 1971 Type 3 wagon in very good condition (apart from carburetion issues I,m trying to solve). I,m happy to give away the parts and sell the car. I,m up at Narara near Gosford and was wondering if you know someone local from your Club who could have a look, if interested come back with a trailer and take the lot and if anyone is interested in car, great. As mentioned an email would be good for a reply. If interested I can give more details then. Cheers John

24/4/21 Hi there,I'm looking to have my 1971 convertible super beetle joined with a club, I'm based in Sydney and would like to get it on the classic vehicle scheme, if anyone could guide and assist me with direction and process that

would be great, look forward to being part of this proud vw club. Kind Regards Daniel

29/4/21 Hi, I'm not sure if you do advice. I am the proud (?) owner of a 2010 petrol Golf that I don't drive anymore because it has, I believe, well-known mechanical issues. I really don't want to try to sell it to someone who thinks its problems are minor, but I also don't feel that it is just scrap. Do you have any enthusiasts who might like it for parts, or to dismantle the engine to get it going properly again? Thanks, Ben

6/5/21 Caravelle 2.5i wont start when hot Wessel

9/5/21 Recently purchased T3 vanagon would appreciate to join the club thanks Eric

13/5/21 Looking for a fuel tank sender unit with 6 bolts Lisa

15/5/21 Hi,I am about to take possession of a 1972 VW Superbug. Even though I'm based on the Sunshine Coast in Qld was wondering if you could perhaps point me in the direction of a good club. Part of my reason for asking is because apparently cars over a certain age are eligible in QLD for a registration concession. Thanks, David

* New Webpage Host (Silverstripe replaces Siteflex)

7/7/21 Just been trying to find out a bit more about a 1959 Type 1 I have recently bought. The chaps on the aussievwdubbers pointed me to the chassis number section of your site and then I found the history section, but it seem to be missing the links to click on. I've after a bit more information about a Alabaster 1959 VIN No 2993458, the other forum members were saying that German did not keep records on Aussie CDK cars, so a 'birth certificate' would not be much use.... is there any other Australian resource I could use, would you know? Many thanks. Lewis

9/7/21 Good morning my wife and I are looking at purchasing a 1967 VW from Tasmania of all places. The purpose would be for occasional use and club events. How do we join your club and is it just a matter of filling out the form. Best Regards, Tim

25/7/21 Greeting I am just inquiring about the LNC Industries Limited. I have some memorabilia of the company in the old days from a former well known leader of the company that be a gold Omega watch with the LNC Industries limited and Doug Donaldson 25 years of service 1979 and a Volkswagen pocket knife family members have asked me to looking into see if these items could be in a museum or somewhere for display showing the history of the person who help bring Volkswagen into Australia if you could pint me into the right direction your time would be most kindly taken Thank you kindly Michael Challis

2/8/21 Hello, Just wondering if you can help me. I have a 1959 microbus which I'm restoring however it is missing the rear engine hatch. I was given as a spare one but it has a rear centre tail light. Are you able to confirm if my bus has a rear centre tail light as late as 1959 vin 434 824. I've seen so many

different versions come buses with rear centre tail light but with bullet indicators etc but mine has semaphores.. thanks for your help Kind regards Joe

4/8/21 Hi. I want to join a VW club. I have just purchased a kombi van 1976 and I also want to do club rego with it. Mark

8/8/21 I would like to advertise a VW Beetle for sale on your website or facebook page. Can you please email a link as I cannot find one on web. Thank you Kelley

18/8/21 Hi, I'm doing due diligence on buying a 1967 split kombi. The VIN number is 237137719. On the Samba website it states that the model "237" is for "cargo doors left, sunroof and LHD", which doesn't make sense as LHD kombis have the cargo doors on the right. Anyway, cargo doors left and RHD is model number 238. Can i ask where the model type number is stamped on a RHD '67 kombi? I'll ask the seller to get me a photo of that. Can the stamped model number be different from the first 3 numbers in the VIN? I hope all this makes sense and thank you in anticipation, Cheers Richard

22/8/21 Hi I have a 62 VW beetle and am wanting to find out about club/historic registration. It's standard except for the wheels and it is my second car and I literally only drive it a few times a year. I've read the information on your website but was wanting to know the cost involved? Don't have time to join Thanks Alecia

29/8/21 Hello from the UK. I have an Australian built 1963 bug, can you help with a question I have. What colour running boards should my car have? The bug is white. All images of Australian bugs appear to have black. Was this the only option? Any help much appreciated, regards Lucas

30/8/21 Hello guys, I would like to ask if you have any members who import classic VW from overseas? I would like to get my 1964 beetle shipped to Australia from the Philippines. Would appreciate it if you can refer some to me. Thanks, Jay

6/9/21 Hello, I have been the proud owner of many VWs both in Australia and overseas and currently have a T5 camper. In the 1990s I drove a VW Westfalia amper van 160,000 miles around 48 American states on my own over about 6 years, breaking down all over the place and having a lot of extraordinary adventures. I have just published a book which I thought might be of interest to your members. It's called "Chasing Music - My Crazy Campervan Adventures in America." I self-published (through a professional publisher) and now face the task of letting people know about it, especially other VW owners. Below is a flyer with some more details including a photo of the front cover. Looking forward to hearing from you. Kind regards, Jan

9/9/21 Good Morning Vee Dub Club, I approaching you in regards to sourcing some engine parts. I am currently using a aircooled engine for a stationary engine project and i after a good set of 1200 barrels and pistons. the engine i only require used parts as i need to provide the concept. any help would be appreciated. Ben

15/9/21 Want to get cheap rego, can you help me Very urgent Dennis

20/9/21 Hello I have a 1972 vw beetle that I wish to sell. I have no idea what it is worth so would really appreciate some help. Many thanks Donna

5/10/21 Hi, I don't expect you to remember, but you were kind enough to help me out in 2014 (!) with some advice about paint colours for my 1971 microbus. (Moral of this story: never help someone out, or they might ask for more advice!) My current project (yet to commence) is a 1963 Type 3 Notchback which has that unusual upholstery pattern of vinyl and checked cloth used on the very early Type 3s – cloth on the top of the seats and half way up the backrests – see attached photo. That pattern really appeals to me and I would like to retain it in the restoration. (The checked door cards are in reasonable shape and I plan to retain them). As far as I can see TMI do not offer replica seat upholstery of this kind so I am guessing I would need to get a set of vinyl TMI covers and have an upholsterer graft the cloth sections on to these (??) My question is whether you are know what this upholstery was originally called and if you are aware of any motor trimmer who has replicated it? Clearly no hurry to get back to me on this and I perfectly understand if you are unable to help, but just thought I'd check, in case it is an issue you have come across before. Thanks very much, Ian

10/10/21 Came across this Type 3 on Ebay and thought it might be of interest to your club members? Evan

15/10/21 I have a 1974 VW 1600L Superbug that I have owned and driven since 1982. I've just taken it in for a rego check to be told that there is rust in the frame head member that needs to be repaired before it can pass for rego. The workshop I'm currently using doesn't do this kind of repair. I would prefer to use a VW Specialist that does restoration or similar type repairs. I was hoping that a member or someone could point me to an VW panel beating specialist that could do this kind of repairs in Sydney. I'm in Maroubra but willing to travel to find an honest and good repairer/Panel beater. Any assistance would be greatly appreciated. Kind regards Paul

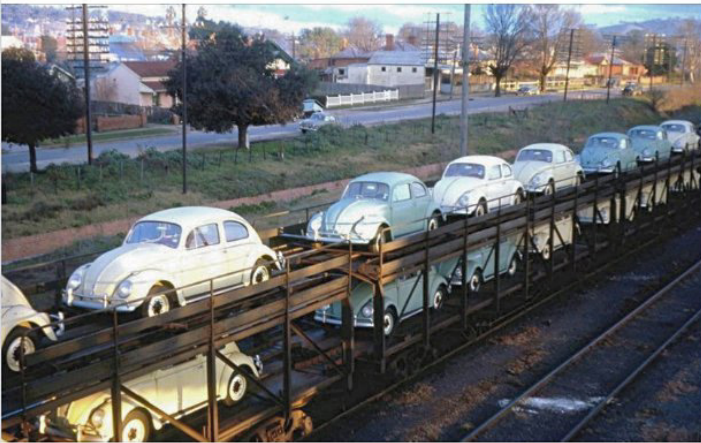
25/10/21 I'd like to fit 15in smothies to my new beetle, any idea where I could purchase them. Cheers Michael

25/10/21 Hi, I sent a message on messenger through your Facebook page and I was given this email to put an article in your club magazine/newsletter and then advised I could also put an ad on your community page. I live in Wilsons Plains Queensland about 10minutes from Willowbank Raceway. I am regretfully having to sell my gorgeous 1962 Volkswagen Beetle. It was my first car and I have had it since I was 15. I thought I would send a message around with some photos to beetle clubs around Australia to see if any members are interested? It has a current roadworthy certificate and has a years club rego. The odometer has 65200Miles. Just been fully serviced, fixed and buffed and polished. Please let me know if you would like any other information. I thought I would see if I get offers or interest before putting a price down. Thanks, Jill

Oscar's Scrapbook.

Lynden C Maxfield
February 9 · 🌐

Three car carriers loaded with VW Beetles. Albury, NSW, June 1962.
Source: Lindsay Bridge collection (flickr)



64 2 comments 15 shares

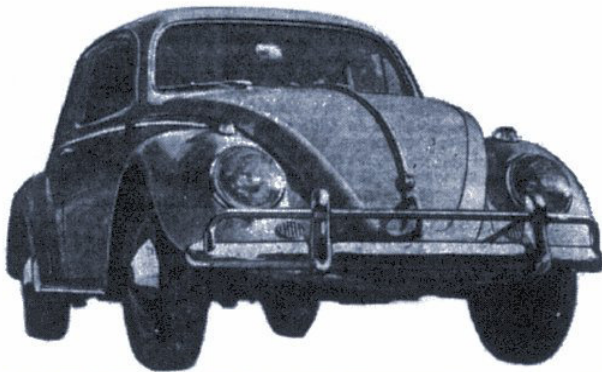
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Nigel Taylor
Parkinson St. above the VWs, was demolished to facilitate the construction of the Hume Freeway.

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Ziem's Great Western Garage was established at 182 Bathurst Rd Katoomba in the 1930s. They became a Volkswagen agency in 1958 and continued until 1973 when the business was sold. Thereafter it was called Coverdale Motors at the same address. They stopped selling Volkswagens in 1976 and continued on as a Subaru dealer.

In recent years the site has been a Kmart Tyre and Auto outlet, now branded as MyCar Tyre and Auto. The building is original. I wonder if there are any VW parts, signs or other VW goodies still hidden away inside?



**old motor garages, Car
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Ziems Great Western Garage
Volkswagen, Katoomba, NSW, circa
1966 ...



Lynden C Maxfield
3 d · 🌐
Hobart, Tasmania, 1973
Source: Marcus on flickr



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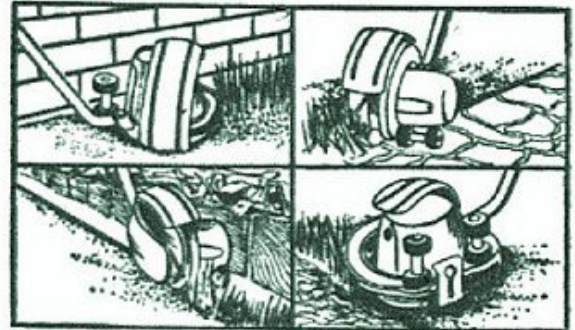
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Motor Holding's Otahuhu factory when it produced VW Beetles in 1962



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The late news.

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

An international conference in Geneva on Family Planning has been organised by the leaders of all the world's religions. Unfortunately, the Catholic representative had to pull out at the last moment.

A dwarf was expelled from the nudist colony today. Apparently he had been poking his nose into everyone's business.

The Australian Atheist Society have opened a 24-hour dial-a-prayer service. When you phone up, no one answers.

The Road Safety Bureau have released new information to clarify alcohol consumption. Excessive drinking is irresponsible moderation taken to extremes; while responsible consumption is self-restrained abstaining. Abstinance is moderation practised to excess, while tee-totalling is okay provided it is done in moderation.

The Department of Health continues to express concern over the high rates of teenage pregnancy. However they said the good news was that teen pregnancy drops off significantly after the age of 20.

A man was arrested by Sydney today and charged with disturbing the peace. He played with dolls in Dolls Point; harpooned a whale at Whale Beach, shot an Emu at Emu Plains, got into trouble at Pleasure Point and made some grey stains in Greystanes. He was arrested in Rooty Hill.

It's a little-known fact that Velcro was invented by a New Zealander. He saw the need because the sheep started to recognise the sound of a zipper.

Elderly spinster Moira Tompkins celebrated her 90th birthday at the Sunset retirement village today. Reporters were curious as to why she never married. She explained: I have one dog that growls and another that farts; a parrot that swears; a goldfish that drinks, a fireplace that smokes and a cat that stays out all night. Why should I want a husband?

Police located a missing stolen prosthetic arm today. They found it in a second-hand shop.

The Australian Association of Insomniacs have just released some new information on helping troubled sleepers. The latest advice is to lie right on the very edge of your bed. You'll soon drop off.

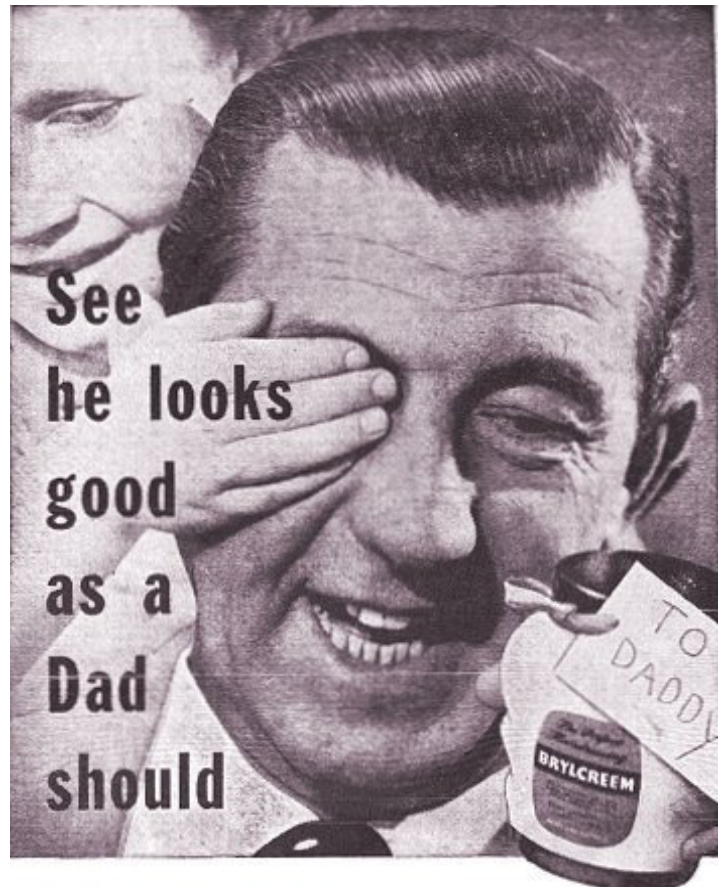
Russian astronomers have suffered great setbacks in recent months, but have still managed to improvise instructions so that no one misses observing planetary conjunctions. Their instructions are - lean forward at the waist, bend the knees 45° and hold a small mirror at arm's length in line with the azimuth. If your angles are correct, you should be able to see Uranus.

There was drama at the Primo Smallgoods factory yesterday when a worker accidentally backed into the bacon slicer. He got a little behind in his work.

In the Divorce Court today, a man claimed that his mother-in-law kept shouting at him for driving too fast along the M4 motorway. And to make matters worse, she swore at him as he was untying her from the roof rack.

Here is the weather forecast. It will only rain twice this week - first for three days, then for four.

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



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"The magnificent rhythm of the Flinders, the colours of the rough hewn escarpments, the red river gums which follow the courses of the generally dry creeks, the dark native pines and the vivid colours of spring wild flowers are all waiting for you . . ."



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| Nymeyer Automotive | (02) 4945 4811 |
| Permanent Painted Coatings | (02) 9999 0122 |
| Rod Penrose Racing | (02) 4272 9920 |
| Shannons Classic Car Insurance | 13 46 46 |
| Stan Pobjoy Race Engineering | (02) 6654 3694 |
| VanEssa Mobilcamping | 1300 221 000 |
| Vicsbahn | 0466 887 466 |
| Vintage Vee Dub Supplies | (02) 9789 1777 |
| Volksbahn Autos | (02) 9688 2933 |
| Volkscare | VIC (03) 9729 9281 |
| Volkshome Automotive | VIC (03) 9464 0366 |
| Volkwerke | VIC (03) 9840 6449 |
| VW Magazine Australia | QLD (07) 3806 1240 |
| Warby's VW Stickers | 0423 113 654 |
| Wayne Penrose VW | 0419 481 461 |
| Wolfsburg Motors Sydney | (02) 9519 4524 |
| Zax All Kars | (02) 9545 1965 |



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