

Zeitschrift



1969 NSU Ro 80 - built by Volkswagen.

April 2023

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**Boris' Picnic Day
Berry Blast from the Past
ACT Historic Rego rules
More Ash articles**

**Flat 4 Show n Shine
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NSU Ro-80
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 2022-23.

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VW Motorsport Committee:	Rudi Frank Eddie Fleita	Steve Carter
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Canberra Committee.

President:	Dot Bryan	clubveedubact@gmail.com
Secretary:	Willie Nelson	clubveedubact@gmail.com
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Council/Events:	David Cook & Lachy Patton	
Social Media:	Dorothy Bryan	clubveedubact@gmail.com

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

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*.

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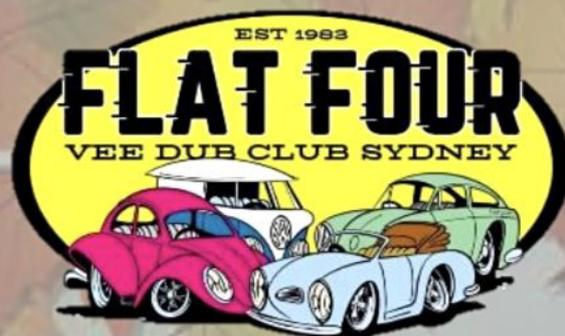
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10 years and over.

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AUTUMN CRUISE

Weathers Cooling, Leaves are Falling, Dubs are Cruising!

Come Join Flat Four VeeDub Club

and

Other VW Lovers for a Relaxing AUTUMN Cruise

Saturday 6th May 2023

9am Meet at Indian Automotive (Unit 2, 143 Coreen Ave Penrith)

For a Chat and Shop Tour with an Expert

10.30am Depart – The Cruise will take around 1 1/2Hours

12.00pm Arrive at Paradise Café (766 River Road Lower Portland)

Enjoy Lunch by the Hawkesbury River

Please make sure you have a FULL TANK

For more Information Contact

Kevin 0417480905 or Rob 0418258879

Or www.flatfour.org / Flat Fours Facebook

We're Celebrating 40 Years



PRE - NATIONALS

Cruise

May 27th 2023 8 am for 8:30 am departure
19 Stoddart Rd, Prospect (Home Maker Center)

- 9am - Vineyard Hotel - Vineyard
- 10am - The Australian Hotel - McGraths Hill
- 11am - Wisemans Ferry Bowling Club

There is no cost to join the run, we will be supporting local cafe's on route and a booking has been made for the Wisemans Ferry Bowling Club for Lunch.



Organiser: Paul Stewert 0449 238 234



The Legend Never Dies



Club VeeDub Sydney VW Nationals

2023



Saturday 27th May 2023 **Sunday 28th May 2023**
Cruise Day (to be confirmed) Show Day, Fairfield City Showgrounds

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



KELSO OVAL PANANIA

EAST HILLS CHARITY

CAR SHOW

SUNDAY JUNE 18



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



**RESEARCH
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CURE**

This year the East hills Charity Car Show is extremely proud to be supporting MS Australia

<https://www.msaustralia.org.au/>



www.easthillscarshow.com.au

Von der Frau Präsidentin.

Frohe Ostern! (Happy Easter)

We hope all our members had a wonderful Easter with their friends and family!

We had a few great events during March. Boris' Picnic Day 2022 at Warragamba had a great turnout. See all the photos in this month's issue!

Flat Four held their annual show 'n' shine on Sunday 19th March 2023 to celebrate 40 years of Flat Four VW Club, unfortunately I didn't get there but received fantastic feedback about the event, definitely something to add to the calendar for next year!

Berry Blast from The Past VW show was on the 2nd of April. The weather did a good job at trying to wash it out, but it went ahead nevertheless with a great showing of Club VeeDub members.

April and May are busy months full of events with Melbourne Dubfest on the 16th of April 2023 at the Manhattan Hotel, Heatherdale Rd Ringwood (VIC).

Then Flat Four's Autumn Cruise. is happening on the 6th May. Join our VW friends for a relaxing Autumn cruise! Meet at Indian Automotive in Penrith from 9:00am for a shop tour and expert VW advice. Depart at 10:30am for a 90-min cruise to the Paradise Cafe, 766 River Rd Lower Portland. For those fancying a coffee first, meet at the McDonalds, M4 westbound service area, from 8:00 am for an 8:45 am departure.

Then of course Club VeeDub Sydney will kick off our Nationals weekend with a cruise to Wisemans Ferry on the 27th May and the Show and shine on the 28th May! This year our event will hopefully be its biggest ever!

It was sad to hear of the death last month of QLD-based VW journalist Lex Cowley. He put together the magazine 'Australian VW Scene' in the mid-1990s, as we described in our Feb 2022 issue. Unfortunately only 8 issues were produced. Our sympathies to Lex's family.

Unfortunately our April Zoom meeting will not be occurring as I will be on holidays! However now the club has all the right equipment, this will hopefully be up and running again in May 2023.

If you missed our last general meeting, some discussions of interest that were held were:

- * The historic registration page on the website has been updated, if you have historic rego please go and check it out.
- * Club Annual Membership increased on the 1st of January 2023, renewals after this date will be at the new cost.
- * We are looking for new stall holders to form a larger market at the 2023 Nationals, if you have friends or family that would be interested, please tell them to get in touch!
- * We are looking for volunteers to help in the organisation of club run events.

Bis nächsten Monat
(see you next month),

Lee Woods



Kanberra Kapitel report.

Greetings from Canberra.

Well, it seems we have seen the last of summer, not that we really had anything like a summer here, and we are now heading in to another typical Canberra winter. I heard on the news tonight that we are expecting an overnight low of 1 on Easter Monday. I don't know about anyone else, but I'm so not ready for winter. I haven't defrosted from last year yet. I know, I know the engines prefer the cold weather.

The new CRS Historic Registration kicked off here in the ACT this week. Willie has published all the details in this issue. If you need any further information, please reach out to us at the club and we'll give you the details.

Sings badly:

"If I only had a brain." If I did have a brain this week, I'd be a millionaire for sure. So far, I have forgotten to attend the monthly club meeting; this is



after I got sent a reminder text, put a reminder up on our Facebook pages, received emails from Willie regarding the new CRS scheme and told my family numerous times throughout the day that it was meeting night. Yet I still somehow managed to completely miss it. At 9:05pm I gave myself a heart attack by realising where I was supposed to be. On top of that I also almost forgot to do this report – thanks Phil!! You'd think someone who wasn't working at the moment would have no issues remembering these things. Clearly, that's not the case. What else have I forgotten? The possibilities are endless.

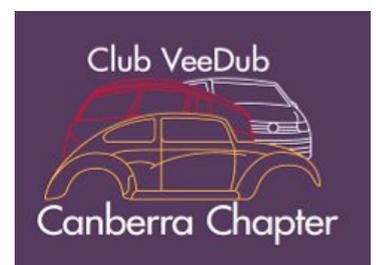
So, with the above in mind, I can't really let you know what club events are coming up... I'm so helpful - Not!! This is setting a prime example of what not to do this month. I do know that we're plotting and scheming for the run to the Nationals in May. There will be a couple of convoys heading up, keep an eye on our Facebook pages and emails for more information on these. I may in fact still have a VW at this rate. There might also be some impromptu coffee runs organised coming up.

While I have been off work, I did manage to create the German Auto Day (GAD) 2023 Registration website for all Volkswagens. Once again, the event will be held at Queanbeyan Town Park (Brad Hadden Oval) on Sunday, 24 September 2023. Vehicle entry - club members \$10 & non-club members \$15. The site is looking a little sparse on details currently and will be updated as they become available - <https://www.eventcreate.com/e/german-auto-day-2023-club>

Well, I think that's about all from me this month. I hope everyone has a safe and wonderful Easter and you get to enjoy a well deserved long weekend.

Take care. Stay Safe.
Cheers

Dot



Klub Kalender.

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

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

April.

Thursday 13th:- Committee Meeting and magazine pack at the Strathfield Golf Club, 52 Weeroona Rd Strathfield, from 7:30pm.

Sunday 16th: Melbourne Dubfest 2023 at the Manhattan Hotel, Heatherdale Rd Ringwood (VIC). Gates open 9am, bar opens 10am. \$10 entry per car, spectators free. VW Show n Shine and Swapmeet.

Thursday 20th:- 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.

May.

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

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

Saturday 6th:- Flat Four's Autumn Cruise. Join our VW friends for a relaxing Autumn cruise! Meet at Indian Automotive, 2/143 Coreen Ave Penrith, from 9:00am for a shop tour and expert VW advice. Depart at 10:30am for a 90-min cruise to the Paradise Cafe, 766 River Rd Lower Portland, and lunch beside the Hawkesbury River. Make sure you have a full tank of fuel! **For those fancying a coffee first, meet at the McDonalds, M4 westbound service area, from 8:00 am for an 8:45 am departure.**

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

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

Saturday 20th:- Shannons Auto Caffeine and auction preview at Shannons Auctions, 22 Lambs Rd Artarmon, 8am to 12 midday. Coffee and food van on site, check out the coming auction vehicles and chat all things insurance with Shannons, our VW Nationals sponsor.

Saturday 27th:- VW Pre-Nationals Cruise, organised by

Euro Cruisers Australia. Begins at Prospect Homemaker Centre, 19 Stoddart Rd, at 8am for an 8:30 departure. 9am - Vineyard Hotel. 10am - the Australian Hotel McGraths Hill. 11am - Wisemans Ferry Bowling Club for the finish and lunch. Contact Paul Stewart on 0449 238234 for more info.

Sunday 28th:- VW NATIONALS 2023 at Fairfield Showgrounds, Smithfield Rd Prarieewood. Our biggest VW show of the year is on again! 44-peer-judged categories, plus special judged Concours and perpetual trophy categories. VW trader and market stands, new car display, swap meet, kids' rides, music and entertainment, great food and drink, VW fun all day. Gates open 7:30am.

June.

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

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

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

Thursday 15th:- CLUB VW MONTHLY MEETING at the Strathfield Golf Club, 52 Weeroona Rd Strathfield. Get the latest VW news and views, plus VW socialising, drinks, raffles, trivia and plenty of prizes. Enjoy the Club's bistro and sports bar too. Lots of fun, all welcome. 8:00pm start.

Sunday 18th:- East Hills Charity Car Show at Kelso Oval, Panania. This family charity event attracts car lovers from all over NSW, this year supporting the fight against multiple sclerosis. All classic makes and models welcome. Trophies to be won in numerous categories. Show cars enter through the gates on Marco Ave, off Childs St. A great family day out, food and drink stands, music and entertainment, motor accessory traders. Phone Glen on 0434 360791 for more info. **Join the Club VW convoy at McDonalds Moorebank (Newbridge Rd) at 8:00am for an 8:30 departure.**
www.easthillscarshow.com.au

July.

Tuesday 4th:- Canberra General Meeting at the Spanish Australian Club, 5 Narupai St Narrabundah, from 7:30pm.

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

Thursday 13th:- Committee Meeting and magazine pack at the Strathfield Golf Club, 52 Weeroona Rd Strathfield, from 7:30pm.

Thursday 20th:- 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 2023 AGM.** All committee positions will be vacated and new nominations will be called for. Members are invited to stand for a 2023-24 position.

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.

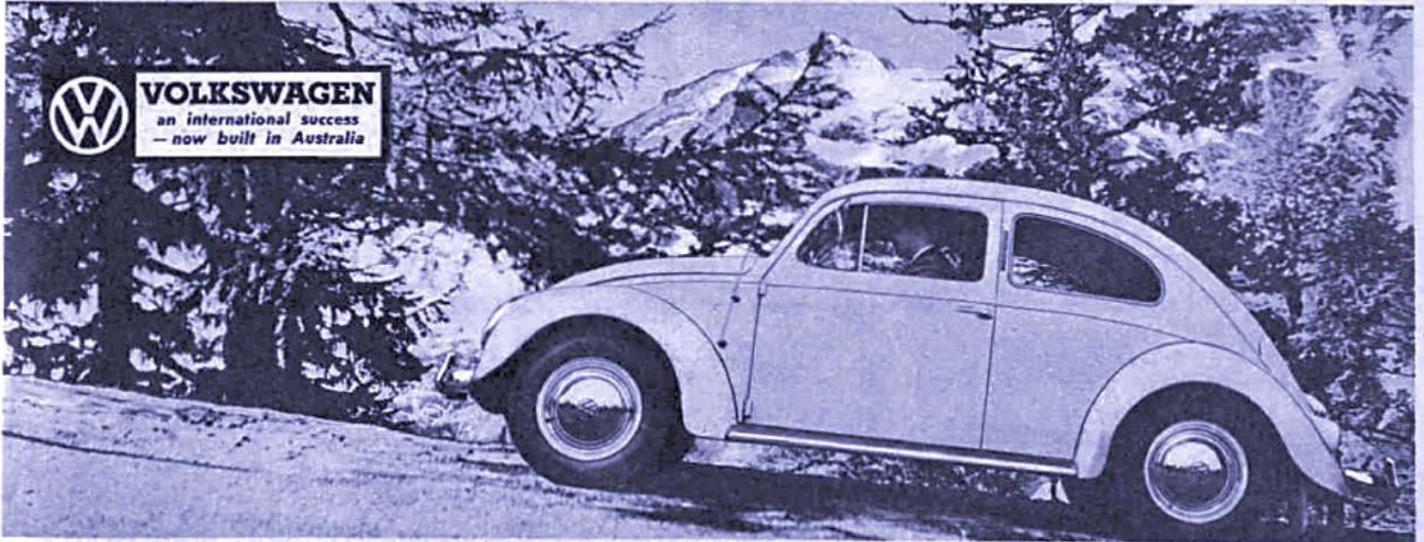
For Sale:- Hazet VW toolkit made in Germany c.1960. Circular metal clamshell toolbox to fit inside VW Beetle spare wheel. Spring tab lid. Semi-circular flange spot welded to back of toolbox allows it to be housed inside the diameter

of the spare wheel. The toolbox once contained 12 tools; 8 tools are in the kit now and 7 are originals from 1960. 2 of the 3 blue wooden handle screwdrivers and pliers are missing. Other major tools still there. Tools made of chrome vanadium steel. Toolbox and tools in very good condition. \$50 as a donation to Vinnies. Check what people are asking for Hazet toolkits and individual original Hazet tools on Ebay. Contact John Davenport on 0429 519971.



For Sale:- 1972 15 millionth Super Bug S finished in Ruby Red with custom red/ grey interior trim. Vehicle is fitted with a 2 litre Type 4 VW engine with upright engine conversion and custom header system with working heaters, Porsche alloy wheels with a space saver spare wheel & tyre, front brake discs were new blanks and have been drilled and fitted with studs, Macpherson strut brace bar, Inertia reel seat belts fitted to front, 2 child seat restraints fitted to rear. Brandt alarm system, some LED lights, alloy running boards and many other unique features. Vehicle is a pleasure to drive with plenty of power and also stops well. Vehicle is unregistered and is sold as is. Inspection is available by





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For Sale:- 1976 dual-cab ute Kombi. Life's too short not to breathe... time for your own Kombi! This fully restored Kombi dual cab ute is ready for you to hit the highway and breathe in the fresh salt air. Light pale blue and white paintwork, new biscuit interior. New seat belts (3 in back seat 2 in front seat). CD and radio combo (great sound). 1.8 litre motor, new disc brakes front and new drum rear. Numerous new steering components. Good tyres. Ute tray conveniently folds down for larger surf boards or water toys. Original steering wheel. Original gauges. All in excellent condition,

ready to go! You're away for \$73,500. Contact Lee Hudson (Tasmania) on 0415 056635 or email lorraine.hudson@bigpond.com

For Sale:- Hi we have beetle parts for sale is any one is interested. We are doing a house reno and the parts are on the premises, not quite sure what some of them are. We do have a full front windows intact. Guards, bumper etc. Located in western Sydney. Please give me a call! Contact Annie Martin on 0432 147377 or email adcreteservicesacc@gmail.com

Wanted:- I have a 1990 VW T3 Caravelle 2.1 manual and the motor is damaged so looking to upgrade. I would like to convert it to a Subaru 2.5 litre fuel injection engine. I am looking for someone to **supply and fit the conversion**. Any help would be appreciated. Please call me, Dexter on 0405 308 757 or email me on malau1940@gmail.com



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Trades and services directory.

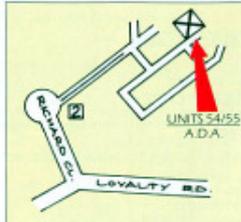
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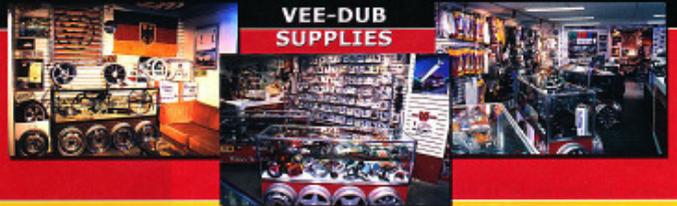


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Australian VW Performance Centre is located in Croydon South, about 30 minutes east from the Melbourne CBD, close to Ringwood end of Eastlink. If you find yourself unable to contact us during business hours, please do not hesitate to email us with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

www.vwperformance.com.au

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Fax: (03) 9761-6216

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Email:

Phone: (BH)
 (AH)
 (Mob)

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

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

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not affected by the supply shortage - only the German-built hatchback body style.

Once normal supplies of Golf hatch resume, Volkswagen Australia is expecting the percentage of sales to continue to move to the sporty models as family buyers favour SUVs.

"Traditionally, 25 per cent of Golf sales are R and GTI, with the R also out-selling the GTI," Mr Pottinger said.

"When the natural order is resumed, it's not unfeasible to expect performance models to take up a more significant proportion of overall Golf sales in Australia."

Golf deliveries delayed.

Volkswagen Golf deliveries have dropped dramatically in the early part of 2023 as factory problems in Germany impact the long-time hatchback favourite.

A shortage of reversing cameras for the hatchback model, now considered essential by Volkswagen Australia, means the number of Golf deliveries have slowed to a trickle for at least the first three months of the year.

Volkswagen Australia insists it has not put a stop on dealer orders, or limited the ability to order a Golf, but is warning customers about the likely delay.

"It's not about a stoppage. We just want to make people aware of the dire shortage of Golf," the spokesman for Volkswagen Australia, Paul Pottinger, said.

"It will not stop altogether. It's just not available in the form we will accept.

"In this day and age, we're not going to take a car without a reversing camera."

He said Volkswagen Australia had been advised about the camera shortage from the Golf factory in Germany but had yet to hear when the situation might improve.

But he said Volkswagen Australia was advising customers and had recently upgraded and updated its vehicle tracking system so buyers could follow their car "from the time it leaves the factory until it gets to the dealership here".

The Golf was once the bedrock for Volkswagen in Australia, but has been overtaken by the company's new SUV models and only rated fifth on last year's sales total.

To the end of November, there had been 2,865 Golf deliveries reported in Australia, well behind the 8,853 for the Tiguan and Tiguan Allspace and also beaten by the T-Cross (4,897), Amarok (3,948) and T-Roc (2,350).

"This is not nearly the issue it would have been 18 months, or even 12 months, ago. We have ample supply of Tiguan and T-Cross," Mr Pottinger said.

"Buyers were already beginning to gravitate towards those, anyway. We say we're an SUV brand now.

"It's long been the ambition not to rely on a tripod with Amarok, Tiguan and Golf. We want more brand pillars than the traditional three models."

The slower-selling Golf Wagon (made in Mexico) is

Touareg hybrid delayed.

The launch of the Volkswagen Touareg R plug-in hybrid in Australia has been delayed by up to 12 months - aligning it with a planned mid-life upgrade expected early in 2024.

The Touareg R - The first Volkswagen plug-in hybrid (PHEV) in Australia - was initially earmarked for a local launch in late 2022, before it was delayed to the middle of 2023.

However, the local launch has now been pushed back to coincide with the Touareg range's mid-life facelift, due in the next 12 to 18 months - suggesting early 2024.

Details on the planned updates to the Volkswagen Touareg for now remain under wraps, however spy photos point to mild cosmetic changes.

Volkswagen Australia has indicated the R model could receive mechanical upgrades, with improved electric driving range beyond the current European model's 47 km estimate (derived from a 14.3 kWh battery).

In its current form, the Volkswagen Touareg R is powered by a 250 kW 3.0-litre turbocharged petrol V6 and 100 kW electric motor - which together produce 340 kW and 700 Nm and a claimed 0-100 km/h time of 5.1 seconds.

Sales of plug-in hybrid vehicles in Australia sit in the shadow of those of solely electric cars.

Electric vehicles have outsold PHEVs in Australia by five-to-one since the start of 2022 - and by 10-to-one last month alone.

Due to the slow take-up of plug-in hybrid cars in Australia, brands such as Kia, Mercedes-Benz and Volvo are moving away from PHEVs locally, in favour of battery-only electric vehicles.

Volkswagen says its PHEVs offer another option for buyers not quite ready for an electric car. In addition, it says the VW Touareg R will sell on performance rather than plug-in credentials.

"It's just another option for our customers, so those that aren't ready to go full EV [electric]," Volkswagen Australia head of product for passenger vehicles, Michelle Rowney, said.

"The other thing that I quite like about our Volkswagen PHEV offering is the performance of the engines is really



great. We see that it would work for us.

"Not all brands are moving away from [plug-in hybrid technology], we see a lot of other [car makers] sticking with the PHEV approach. I think we haven't seen that strong uptake simply because a lot of other brands in Australia haven't been able to bring in the production."

When asked why the VW Touareg R was delayed, Ms Rowney said: "Getting the battery production has been the hard thing. It's been homologated, it's all technically approved. But negotiating production for batteries has been quite tricky."

Volkswagen Australia spokesman Paul Pottinger said: "We [don't] want to introduce the car so close to its facelift. It made a lot more sense to wait for the mid-life upgrade."

Volkswagen Australia passenger vehicles marketing boss Ralph Beckmann said: "It also made sense to add the improved PHEV technology with the greater than current pure electric range as well. We're a big country, and it answers some concerns that Australians might have."

Pricing is yet to be confirmed, however it's presumed that it would be similar to the discontinued VW Touareg V8 diesel, which vacated local showrooms in 2021 priced from \$136,490 plus on-road costs.

Since then, the 210TDI R-Line diesel variant below the flagship model has been slugged with \$7300 in price rises, with only mild increases in standard features - suggesting the R may be positioned closer to \$150,000 once the facelift is taken into account.

The VW Touareg R may arrive in showrooms at a similar time to plug-in hybrid versions of the Golf and Tiguan, if given the green light for Australia.

A VW Ford Everest?

Volkswagen is reportedly considering a four-wheel drive wagon twin of the Ford Everest, expanding the recent joint venture with the Ford Ranger and VW Amarok utes. However it will depend on what type of engine is under the bonnet.

Petr Sulc and Waldemar Bauf, global product managers for Volkswagen Commercial Vehicles, said at the preview of the new Volkswagen Amarok in South Africa that their

preference for a Ford Everest-based model would be electric rather than diesel.

"I think in the next 12 months, we will have more of a decision about this topic," Mr Bauf said.

"If you ask me, if I bring (an electric Amarok), then I will bring both (Amarok ute and wagon)," Mr Sulc added.

If an electric Volkswagen Amarok ute (and Ford Ranger) gets the green light in the future, it is expected to continue to use Ford's updated T6 platform that underpins the latest versions of the Ranger, Ranger Raptor, Everest and Amarok.

While the new Ford Ranger went on sale locally in the second half of 2022, the 2023 Volkswagen Amarok is due to arrive in Australian showrooms in the next month or two.

Although jointly developed, Australia-bound Ford Rangers are made in Thailand whereas the new-generation Volkswagen Amarok is made in the Ford Ranger factory in South Africa.



The Ford Everest first appeared in 2003, designed for the Asia-Pacific market and based on the Mazda B-series pickup (and its Ford Ranger offspring). It was facelifted four times before being discontinued in 2015. The second-generation Everest was based on the T6 Ranger and was developed by Ford Australia. It was facelifted in 2018 along with the Ranger, and lasted until 2022 when the third-generation model appeared, based on the latest Ranger (the model the upcoming Amarok is also based on).

Gen 9 Passat in doubt for Australia.

The future of the Volkswagen Passat in Australia beyond the current generation is in doubt, amid declining sales of sedans and wagons and the need to prioritise production slots for popular VW SUVs.

Spy photos show development of the next Passat is well underway, ahead of an overseas launch due later this year. After the sedan version was dropped from the local line-up last year (except for special orders for the police and other agencies), it's expected any new version would also be offered solely in the more popular wagon form.

But doubt has been cast on whether it comes to

Australia at all, as sales of the Passat - as well as the entire mid-size passenger car segment it competes in - have declined by 80 per cent over the last decade as buyers move to SUVs.

"I think we've got plans to provide more information about that ... next year," said Volkswagen Australia head of product for passenger vehicles, Michelle Rowney.

"I think publicly we've said that we're exploring Passat PHEV. We've obviously ... seen that popularity in that segment, and with the Fringe Benefit Tax changes, we can see it could be quite a good vehicle for us, but we don't have that car confirmed."

When asked if there is a chance the new Passat might not come to Australia, Ms Rowney said: "Yeah, there is a chance."

When asked if the new Volkswagen Passat might be offered only as a plug-in hybrid in Australia, the executive said: "It could be. It depends on whether we can get it approved. We're still working on the business case, but we're still working with the factory on whether we can actually bring it in, whether we can get into the project. There are a lot of different milestones that we still need to work through."

Apart from the fall in sales of traditional sedans and wagons, another complication facing the future of the Passat in Australia is the popularity and long wait lists for Volkswagen's SUV models.

The Passat's expected launch in 2023 or 2024 would also coincide with the arrival of Volkswagen's first electric cars in Australia, the ID.3, ID.4 and ID.5 - of which VW Australia plans to sell 6500 in 2024, placing it among Australia's top electric-vehicle brands.

When asked if Volkswagen would prioritise production-line slots for high-volume SUVs or electric vehicles (EVs) - rather than a niche model such as the Passat - Ms Rowney said: "We know we're late to (electric vehicles) but ... we're a volume brand, we want to sell volume. So our big focus has been ID.4 and ID.5, followed by ID.3. They're SUVs, they're the cars that people want to drive."

If Australia misses out on the next Volkswagen Passat it would come as a blow to police forces around the country, as Passat sedans and wagons are used by authorities in NSW, Victoria and Western Australia for general duties and, in some cases, highway patrol work.

One option may be the related Skoda Superb, which in 2.0-litre all-wheel-drive form is now in use as a highway patrol car in Western Australia.

Due in European showrooms this year, the new Volkswagen Passat - now entering its ninth generation, known to VW fans as the 'B9' - is expected to be an evolution of its predecessor, rather than an all-new car.

But for the first time, a four-door sedan body style is not expected to be offered. Instead, spy photos have only shown a five-door wagon in development as it was the more popular option among buyers of the outgoing car in Europe.

The death of the Passat sedan will leave Volkswagen Australia without a four-door sedan in its line-up. It would leave only five-door cars - as the Arteon 'sedan' is technically a five-door liftback, with a hatchback rear end, as are the Polo and Golf.

In addition, the next Passat will be the first not



produced in Germany - and its long-time home factory of Emden - instead moving to a factory in Bratislava, Slovakia, at least for European-market models.

It is slated to be twinned with the next-generation Skoda Superb, which is expected to be available in 'liftback' (hatchback) and wagon body styles.

Spy photos show the new Volkswagen's exterior styling will be evolutionary - mixing a familiar body shape with smoother surfaces and design cues seen on newer VW models - while the interior is set to adopt a super-sized, circa-38-cm touchscreen mounted high on the dashboard, EV-style.

A range of petrol engines are expected to be available in Europe - likely to include an evolution of the 2.0-litre turbo motor in today's model - plus a plug-in hybrid, with a small four-cylinder engine and electric motor.

Compact ID.2 wanted for Australia.

Volkswagen's upcoming city-sized electric car - to be known as the Volkswagen ID.2 - is on the wish list for Australian showrooms, but the Passat-sized flagship ID. Aero electric sedan is for now unlikely for local showrooms.

Due in Europe in 2025, the ID.2 - as it is expected to be known - will be sized similarly to a Volkswagen Polo and is being developed alongside equivalent Skoda and Cupra electric cars and a Volkswagen city SUV, all priced from about 25,000 Euro (\$AU38,800).

Volkswagen Australia executives told media last week they are "working with head office" to bring the Polo-sized electric car to local showrooms, however it has not yet been





confirmed for Australia - and showroom arrival timing even for European markets is unclear, following a recent round of delays.

Electric VWs to outsell ICE in Australia by 2028.

Volkswagen has become the first car-maker in Australia to announce when its electric vehicles will overtake sales of petrol and diesel models.

The German auto giant has forecast sales of electric cars will outpace petrol and diesel vehicles within five years, by 2028.

Other brands such as Volvo have announced a switch to electric power in Australia mid-decade - and the rest of the local automotive industry has forecast a seismic shift some time in the 2030s given the current take-up of electric cars is only 2.8 per cent of total sales.

However, Volkswagen is the first car company in Australia to nominate a deadline of when electric vehicles could outsell its range of petrol and diesel models locally.

"Our ambitions are very clear, we're not here to dip our toe in the water," Volkswagen Australia executive Ralph Beckmann, the general manager of product and marketing, told an end-of-year media briefing.

"The volume aspiration for 2024 we are looking at is 6500 (electric vehicles) as part of the sales mix. And from 2025 to 2030 we plan to sell 150,000 (electric vehicles) throughout this period. That means by 2028, based on current planning, (electric vehicles) will be overtaking (petrol and diesel) models in our portfolio in Australia.

Of course the ongoing slump in VW's local sales of petrols and diesels will be a major factor. In 2015 VW sold a record 60,225 vehicles in Australia, but this had dropped to just 30,946 in 2022. This is an average drop of almost 9.1 per cent annually over those seven years. If this continues until 2028, the maths says VW will be selling just 17,490 petrol and diesel vehicles.

As previously reported, Volkswagen Australia plans to introduce the ID.4 and ID.5 electric SUVs at the end of this year, ahead of the ID.3 hatch and ID. Buzz van range in 2024, pending any delays.

locked in for our market.

"We're part of the project, so we're working with the factory and planning. Do we have confirmation and [start of production dates] and all of that? Not yet," Volkswagen Australia head of product for passenger vehicles, Michelle Rowney, said.

If Volkswagen's electric city hatchback gets the green light for Australia, it is expected to follow the launch of VW Australia's first electric vehicles, the ID.4 and ID.5 mid-size SUVs, due at the end of 2023, followed by the ID.3 small car in 2024.

The ID.2's twin, the Cupra UrbanRebel - or Raval, as it may be known in production form - has been confirmed for an Australian launch in 2025. The Skoda version, to be known as the Elroq, has not yet been confirmed.

The joint Volkswagen-Skoda-Cupra city-car is also expected to spawn a second Volkswagen electric model in the form of a city SUV - in the same way the Polo's underpinnings are used for the T-Cross. However, this too is yet to be confirmed for Australia.

As Volkswagen Australia considers expanding its electric-car range for buyers on a budget, it has largely ruled out the Passat-sized ID. Aero (or ID.7) sleek mid-size sedan for local showrooms.

"The Aero is actually really nice, but we don't have [it] confirmed. Currently, it's not in our portfolio planning," Ms Rowney said.

When asked if it the car was available to VW Australia, Ms Rowney said: "If we wanted to push it then maybe it could be, but right now it's not available to us, and we want to focus more on ID.4, ID.5 and ID.3, where we see our volume potential."

The Volkswagen ID. Aero is expected to be manufactured in right-hand drive for the UK - however outside of the top-selling Tesla Model 3, sales of sedans and wagons are in sharp decline in Australia.

Beyond the ID. Aero, Volkswagen is developing a flagship electric sedan codenamed Project Trinity, which is due in 2028 and is claimed to offer the latest autonomous driving technology - and travel further, and charge faster, than any electric-car before it.

However, this model is also yet to be



There are also plans for a cut-price city hatchback ID.2- similar in size to the Volkswagen Polo - some time in 2025 or beyond, along with a range of new and as-yet unnamed up-market battery-powered models.

Overseas, Volkswagen says its European factories - where most of Australia's VW models are produced - will switch to only producing electric vehicles by the end of 2033.

"By 2026 the Volkswagen Group will have invested 52 billion Euro in (electric) mobility, and by 2030 a total of six giga-factories will be in operation globally, ensuring the pace of (electric vehicle) development can be met with the supply of battery technology," said Mr Beckmann.

"Each of these individual giga-factories will have the annual capacity of producing batteries to power half-a-million (electric vehicles)."

The Volkswagen Australia executive said rural and regional dealers - not only metropolitan showrooms - will be equipped for the electric vehicle age.

"Our dealer network will be ready for sales and service of (electric vehicles) from day one. We didn't mandate our dealers to become an (electric) dealer, we let them opt in, and the good news is the entire network has opted in. They say not a day passes where they don't get an enquiry on (electric vehicles) already," said Mr Beckmann.

"Our requirements are not favouring just the bigger dealers, but are scaled in a way so rural and provincial dealers can participate."

In the meantime, Volkswagen says it is ramping up its online information portal, to help customers get up to speed on electric cars.

"In the first half of 2023, we'll be adding a cost-of-ownership simulator (for electric cars) and a system for customers to register their interest in 2024 and 2025 (electric) models."

In the meantime, however, Volkswagen plans to sell a record number of diesel utes and petrol-powered passenger cars to help fund the development and roll-out of future electric vehicles.

The next-generation Volkswagen Amarok ute - based on its twin under the skin, the Ford Ranger - is expected to become the top-selling model in the Volkswagen Australia line-up from next year, as supply of the Golf hatch and Tiguan SUV remains restricted.

VW Scout SUVs unlikely for Australia.

The Volkswagen Group's revived Scout electric four-wheel-drive brand - with ute and SUV models rivalling Rivian and Hummer in the US - is unlikely to be manufactured in right-hand drive for UK, South African, Japanese and Australian markets.

Due to go into production in 2026, the revived Scout brand - dormant since 1980 when it was owned by International Harvester - plans to launch with an off-road electric ute and 4WD SUV designed and built in the US.

Despite the potential popularity of such vehicles in Australia - where utes represent three of the Top 10 vehicles sold so far this year - right-hand-drive versions of the Scout vehicles are not currently planned.



"The Scout is American focused, it's left-hand drive at this point only," Volkswagen Australia commercial vehicles director Ryan Davies told local media at recent briefing.

"If [Scout] determine that they want to build a right-hand-drive variant, I guarantee you I'll be on a plane straight over there to spruik the case for Australia, because that's a pretty exciting product."

When asked if the Scout models would appeal to customers in Australia, Mr Davies said: "I do, don't you? I think there's plenty of scope."

"They've got a rugged SUV and a pick-up that they're looking at. I know as much as what you do, because that's what I read in the press. I have no other inside information on that."



"But from what we can see [the Scout vehicles] would have good application here in Australia, and should they decide to go to right-hand drive, I think Volkswagen Group Australia [the local importer for VW, Skoda, Cupra and Audi] would be incredibly interested in it."

The Scout vehicles are "totally independent" to an eventual electric version of the new VW Amarok, said Mr Davies, which is expected later this decade.

Competing against everything from Jeep Wrangler and Ford Bronco petrol 4WDs to electric off-roaders from Rivian and GMC's Hummer, the Scout ute and SUV will be among the largest vehicles sold by Volkswagen in the US.

The first prototypes are due to be unveiled next year, ahead of a start to mass production of customer vehicles in 2026 - underpinned by a unique Scout-specific platform designed by the company in the 'States.



Boris' Picnic Day.

On Sunday 12th March Boris held his long-running annual Picnic Day. Just like last time, it was held in the attractive surrounds of the lower carpark at the picnic grounds at Warragamba Dam.

Boris was there early with the food and drink, while Bob brought along the BBQ and the rest of the gear in the club trailer. With help from Zelko, Sandy and Rudy, the sausages and onions were soon sizzling.

It was a great turnout, with the carpark almost filled up. There were a lot more Beetles than any other VW model, with only a few Ghias, Kombis and Type 3s joining in. There were also a few VW water-coolers.

The weather was clear and warm and it was great to stand in the sunshine, admire the VWs and chat with friends.

Thank you to everyone who brought their VWs out for a nice drive on a sunny Sunday and supported the event, and especially those who volunteered their services on the BBQ and the club tent.

Boris mentioned that he thinking about a different venue for the next one . If you have any suggestions, please contact Boris at VVDS or come along to a meeting.





In the hard times.

I've written before about being three years (at least), ahead of most Volkswagen enthusiasts.

I'm not being up myself, it just comes when you play around with Volkswagens for a long time.

Staying one or two steps ahead of the pack is nearly too easy for me these days.

Remember it's all just an educated gamble and a little bit of fun.

I enjoy passing any information on to other interested enthusiasts because my shed is full and I can't save every classic Volkswagen I find.

Most other Volkswagen and Porsche collectors' garages are also full because they keep making new cars every year, millions and millions of them in fact.

So this is my warning to everyone at the present time.

Unfortunately, we are looking at some hard times over the next few years and then some.

Inflation, rising prices, global instability, interest rates, energy prices, companies on the brink of collapse, war in Europe, plus many other things for example China, recession or stock market collapse.

Sorry to be a downer and to rain on your parade but I'm bunkering down and preparing myself for years and years of 'no sales.'



You thought Covid was bad? Luckily for me it's just a hobby and not my day job.

It won't slow me down though because I have plenty of projects to keep me busy until things pick up again, as they usually do.

I'm not actually looking at buying anything at all at the moment, choosing to simply save the cash instead. A lot of people are the same, and who can blame them?

Cash flow will be king over the next few years.

If you want to sell a Volkswagen, right now is the time to do it, but unfortunately by the time you read this story it will probably be too late.

Don't worry though because this might work out better for you in the long run anyway.

Short term pain for long term gain - or prepare for the worst and hope for the best.

Keep tinkering in the garage with the cars, or car you already have and you can't go wrong.

Also, I wouldn't recommend buying anything major at the moment. Just wait, maybe a year or two.

In a recession, people unload things like classic cars

amongst other things and that could be the perfect time to pounce on your dream Volkswagen, Audi or Porsche.

I hope you have done your homework to prepare yourself for the near future and I hope this helps you with it.

I know I have done mine - mostly.

Fingers crossed, anyway.

Ashley Day

VW Nationals Car Show Entry Forms.

Opposite are the entry forms for this year's VW Nationals Show and Shine on Sunday 28th May. These are the forms that all the show entry cars will be required to fill out and hand in as they enter the show area.

You might find it easier and faster to cut out this one, fill it in and bring along on the day, rather than waiting until you're actually in the queue at the gate.

The forms are colour-coded – brown for Air-cooled and blue for Water-cooled. The categories available for each type are listed on the sheet. Choose carefully – you can only enter ONE CLASS. Make sure you know the correct model and year of your VW, so you're in the right category. Also make sure you know whether your VW is Standard or Modified, if that applies to your class.

Not sure? Standard means that your VW is essentially the same as it was when it left the factory. It looks stock standard and it has mostly stock-standard VW mechanical components. Adding period accessories still makes it Standard. Whether restored or original, if it looks and runs like it did when it was on the VW dealer showroom, it's Standard.

Modified means you've customised the way it looks or runs. Different wheels, guards, suspension changes, bigger or faster motor, new interior, different paint, later model or non-VW parts, etc etc. It now looks, runs and sounds different – it's your own customised, personalised VW and it's no longer as VW once made it. It's modified.

If you are still uncertain, use the common sense rule. If it looks modified, then it is. If in doubt, ask a Club official.

The Concours Class is for immaculate stock-standard VWs only, 10 years old or more. This is the only category that is judged by a panel of VW experts. The other categories are all peer-judged. All car entries receive a judging sheet to allow you to choose up to 20 VWs of any sort that you think should win a trophy. Spectators also vote with their People's Choice tickets. All votes are tabulated by computer to determine the winners. All categories will have a First Place trophy, while the most popular categories will have a Second prize as well.

If you can bring this sheet already filled out on the day, and use the Tap-And-Go payment, it should be a very quick trip through the entry gate!

If you'd rather not cut up your Zeitschrift, you can also download the forms from the Club website:

www.clubvw.org.au/vw-nationals/vwnationals2023/



VW Nationals 2023

Air-cooled Show Entry Form



Name:

Entrant No:

Official use only.

Contact Number (on the day):

E-mail:

Rego No:

Model:

Year:

Vehicle Description:

Category Entered:
(please choose from listing below)

\$30 Show and Shine entry (includes one occupant)

* Vehicles may only be entered in ONE category *

All car show entries are automatically entered into People's Choice, Ray Pleydon Award and Pam Withers Award.

The *Concours* category is judged by a panel of VW experts, and is open to immaculate **stock** VWs over 10 years old only. All other categories are peer-judged. A ballot sheet will be provided to each entrant upon entry. Entries to all categories close at **10:30am** sharp. Peer judging forms must be returned to the Club VW stand no later than **12:30pm**.

Air-cooled Car Show Categories:

#: Categories

- 1 Beetle - up to 1957 - Standard
- 2 Beetle - up to 1957 - Modified
- 3 Beetle - 1958 to 1967 - Standard
- 4 Beetle - 1958 to 1967 - Modified
- 5 Beetle - 1968 onwards - Standard
- 6 Beetle - 1968 onwards - Modified
- 7 Kombi T1 - up to 1967 - Standard
- 8 Kombi T1 - up to 1967 - Modified
- 9 Kombi T2 - 1968 to 1979 - Standard
- 10 Kombi T2 - 1968 to 1979 - Modified
- 11 Transporter T3 - 1981 to 1992 - All
- 12 Type 3 and Type 4 - Standard
- 13 Type 3 and Type 4 - Modified

#: Categories

- 14 Karmann Ghia - All Years - Standard
- 15 Karmann Ghia - All Years - Modified
- 16 Factory Karmann Cabriolet - All Years
- 17 Factory Air-cooled Off-road and Exotics - All
- 18 Non-factory Off-road, Buggies, Trikes - All
- 19 Aussie Kit Cars and Convertibles - All
- 20 Rat class - All Years

38 *Concours d'Elegance*

Automatic Entry (do not choose)

- 39 People's Choice - Air-cooled
- 41 Ray Pleydon Award
- 42 Pam Withers Award



VW Nationals 2023

Water-cooled Show Entry



Name:

Entrant No:

Official use only.

Contact Number (on the day):

E-mail:

Rego No:

Model:

Year:

Vehicle Description:

Category Entered:
 (please choose from listing below)

\$30 Show and Shine entry (includes one occupant)

* Vehicles may only be entered in ONE category *

All car show entries are automatically entered into People's Choice, Rey Pleydon Award and Pam Withers Award.

The *Concours* category is judged by a panel of VW experts, and is open to immaculate **stock** VWs over 10 years old only. All other categories are peer-judged. A ballot sheet will be provided to each entrant upon entry. Entries to all categories close at **10:30am** sharp. Peer judging forms must be returned to the Club VW stand no later than **12:30pm**.

Water-cooled Car Show Categories:

#: Categories

- 11 Transporter T3 - 1981 to 1992 - All
- 21 Polo, Up! - All Years
- 22 Golf 1 - 1976 to 1983
- 23 Golf 2 - 1984 to 1992
- 24 Golf 3 - 1993 to 1997
- 25 Golf 4 - 1998 to 2003
- 26 Golf 5 - 2004 to 2008
- 27 Golf 6 - 2009 to 2012
- 28 Golf 7 - 2013 to 2020
- 29 Golf 8 - 2021 onwards
- 30 VW Convertible - (Golf Cabriolet, Eos) - All
- 31 VW Sports (Scirocco, Corrado, New Beetle)
- 32 VW Sedan (Vento, Bora, Jetta, Passat, CC, Arteon) - All

#: Categories

- 33 VW SUV (T-Cross, T-Roc, Tiguan, Touareg)
- 34 VW Commercial (T4-T5-T6 Transporter, Caddy, Crafter, Amarok) - All Years
- 35 Audi - All Years
- 36 Porsche - All Years
- 37 Skoda / SEAT/ Cupra - All Years
- 38 *Concours d'Elegance*

Automatic Entry (do not choose):

- 40 People's Choice - Water-cooled
- 41 Rey Pleydon Award
- 42 Pam Withers Award



Car enthusiasts and Sydney-based 'old blokes' Mario Nearchou, Harry Moustakas, Nick Harris, Michael Skyllas, John Assarapin and Bob Hickman.

Classic car enthusiasts drive for a good cause.

The Mudgee Guardian, Friday February 24, 2023

In late April Mudgee will welcome a convoy of classic cars to town that are on route for a good cause.

Car enthusiasts and Sydney-based 'old blokes' Mario Nearchou, Harry Moustakas, Nick Harris, Michael Skyllas, John Assarapin and Bob Hickman have teamed up for a five day road trip across the Central West to raise money for the Australian Cancer Research Foundation (ACRF).

ACRF gives scientists the technology and equipment they need to find new and improved ways to prevent, detect and treat all types of cancer.

Group convener Mario Nearchou said cancer had affected each of the members in one way or another and he wanted to "do his bit" and help raise funds to find a cure.

"Cancer is one of those things that's always been something I think about," he said.

"I lost my father and father-in-law, as well as work colleagues and friends to this disease. I hope that one day we will see a world free of it.

"I don't think there's a person on the earth that hasn't been affected by it one way or another. My father-in-law passed away with prostate cancer about 32 years ago; if he'd been diagnosed with that now he would have no trouble," he said.

Dubbing themselves as 'Old Blokes Driving for a Cancer Cure,' the

group will embark on their road trip on April 20 with plans to spend one night in Orange, two nights in Mudgee and one night in Lake Macquarie.

"I've got a really good group of friends and we're all car enthusiasts so I thought what better way to raise awareness and funds for a good cause," Mr Nearchou said.

From classic Mercedes, Porsches and Mr Nearchou's 1966 cream-coloured Volkswagen Beetle, it will certainly be a sight down the street.

"I love driving through country towns but I've never been to Mudgee, I'm chomping at the bit to get there," Mr Nearchou said.

He said the group also plan to stop in at many places during their road trip, including a drive

around Bathurst's famous Mount Panorama.

The convoy have a fund-raising target goal of \$20,000 and are hoping people come and see their cars when in town.

"I think we'll probably get more than that [\$20,000] but it doesn't really matter, any little group out there that would make two thousand or a hundred thousand - it all goes in that direction and every little bit counts," Mr Nearchou said.

"I'm just trying to do my bit. My motto is if I can do it and have fun doing it no matter what it is then I'm in the right direction."

You can donate at www.mycause.com.au/p/303623/old-blokes-driving-for-a-cancer-cure

Alanna Tomazin



Old Blokes Driving For A Cancer Cure



OLD BLOKES DRIVING FOR A CANCER CURE



Flat Four Show n Shine.

On Sunday 19th March our friends at Flat Four hosted a VW Show n Shine at a new venue, the Milperra Softball Complex carpark at Kelso Park, just off Henry Lawson Drive.

Kevin had parked his Kombi at the entrance, and it couldn't be missed. It was just \$5 a car to enter. Flat Four also had their club tent and BBQ set up.

The VWs were parked in three rows up and down the carpark. It was a great selection of VWs, mostly Beetles but a few Kombis, Type Threes and Ghias as well. There were only a few modern VWs in attendance.

Everyone enjoyed the new venue and wandering up and down the rows of VWs. Many of them we knew well, but some we hadn't before or not for a while.

Thank you to Flat Four for another enjoyable day out with our friends and our VWs.







Berry Blast From The Past.

On Sunday 2nd April our friends at the Shoalhaven Volkswagen Club hosted their annual Blast From The Past VW show. It was held again in the grassy surrounds of Berry Bowling Club.

Normally this show is held in May, on the weekend before Mothers Day, but over the last few years has been disrupted by the covid lockdowns and lots of wet weather. This time it was moved a month earlier in the hope of getting some sunny weather.

Unfortunately - no. The day dawned wet and drizzly and there were periods of heavier rain on the drive down from Sydney. Once in Berry though, the rain stayed away even though the skies were grey and the ground wet and sodden.

It was \$20 to enter in the show, or gold coin donation for spectators. Despite the wet weather, it was still a very good turnout. The cars were very well organised, with Beetles in one section, T1 Kombis in another and T2 Kombis also separate. A section at the back was reserved for T3 Kombis and modern VWs, although just one Mk1 Golf was there.

Thank you to the Shoalhaven VW Club for an enjoyable show. Hoping for sunnier weather next year.







New ACT Historic Registration rules.

Please find attached an information sheet I have put together on the new Concessional Registration Scheme (CRS) coming into effect for the ACT from 03 April 2023. Further information is available on the Council of ACT Motor Club's (CACTMC) website www.cactmc.org.au/ There are links in there to the MOU between the ACT Govt and CACTMC for the CRS and also the presentation delivered to all club registrars recently.

Please note, if you already have a vehicle on historic rego, you do not need to transfer to the new scheme straight away. The current scheme will remain in place for at least another 12 months giving owners the opportunity to transfer over at their current registration renewal anniversary date. This will mean however, you would be bound by the current CRS rules and not the new rules until your transfer is facilitated.

The CACTMC have asked all registrars to be diligent when signing up members to the new scheme and to 'weed out' those who are just looking for cheap registration on their 30yo + daily driver. Some clubs have in place rules like: you must be a member for at least 6 months before being eligible to join the CRS, and you must attend at least X number of club events etc. We do not impose such restrictions; however be assured the committee will be diligent in their application reviews before allowing members to join the CRS.

I also wish to make you well aware that any one member who is infringing under the CRS rules can cause ramifications for the club and all of its members. The CACTMC and Access Canberra can remove a clubs affiliation with the council, resulting in all members who have vehicles registered through the CRS having their rego cancelled and the club no longer able to provide access to the CRS for its members. Please DO NOT BE THAT PERSON!

Please have a read of the attached document and cross reference with the CACTMC website. If you have any further queries on the scheme, please contact the club via clubveedubact@gmail.com or via our Facebook page - or come along to a meeting.

Kind regards,

Willie.

ACT Concessional Registration Scheme (CRS)

From 03 April 2023

From 03 April 2023, the ACT government will introduce the new CRS for vehicles over 30 years of age. The new scheme will bring ACT CRS rules in line with other states of Australia and closely aligns with the NSW scheme.

The MOU between the ACT government and the Council of ACT Motor Clubs (CACTMC) for the new scheme is available for all to read on the CACTMC website.

Provided below are some dot points on the new scheme to assist with determining if the scheme is suitable for you. Please read this thoroughly prior to requesting entry to the CRS.

For cars currently registered on the existing CRS:

- Access Canberra will be writing to all owners of current CRS registered vehicles shortly and this correspondence will be sent out in order of anniversary date of the vehicle's registration.
- The current rules for CRS registered vehicles still apply until you collect your logbook from Access Canberra and transfer to the new scheme:
 - o This means until you transfer to the new scheme you are still only permitted to use the vehicle for sanctioned club events and maintenance runs. No commuting, shopping, dropping kids to school etc.
- You may attend Access Canberra Shopfront from 03 April to transfer to the new scheme; however they request that you consider the extra workload if all owners of CRS registered vehicles attended on this date. If your rego is not due straight away and you can still operate under the current CRS registration rules, then please consider transferring to the new scheme at a later date.
- To transfer to the new scheme, you will require:
 - o \$12.00 fee for logbook;
 - o Proof of club membership (membership card);
 - o Application for CRS form with club registrar's signature and club stamp (must be original – no copies or faxes accepted); and
 - o Drivers licence.

For standard cars transferring to CRS registration from full registration:

- If the vehicle is currently registered in your name, you will not be required to obtain a roadworthy certificate.



- If the vehicle has been unregistered for more than 12 months, previously registered in another owner's name, transferring from interstate (regardless of who's name it is registered in), then a roadworthy certificate must be obtained.
- You can elect to keep your current number plates under the new scheme or obtain the unique CRS numberplates (same as current CRS number plates).
- To transfer to the new scheme, you will require:
 - o \$12.00 fee for logbook;
 - o Proof of club membership (membership card);
 - o Application for CRS form with club registrar's signature and club stamp (must be original – no copies or faxes accepted); and
 - o Drivers licence.

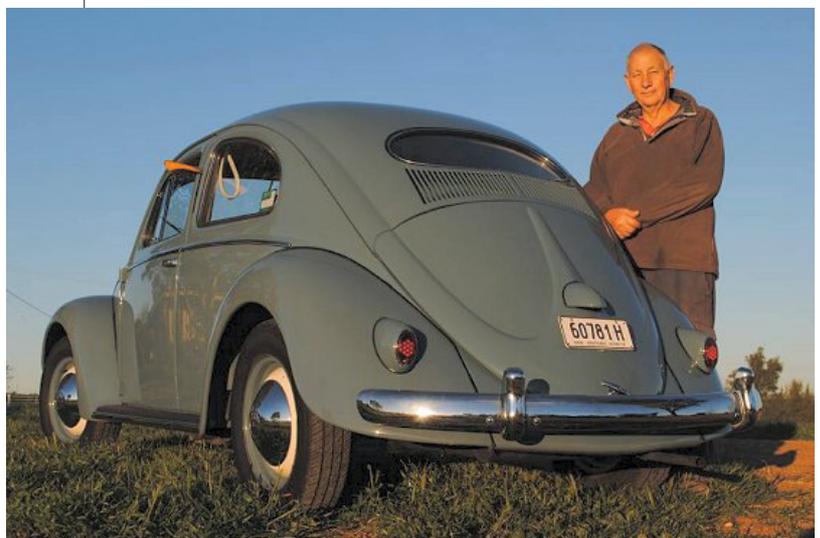
For modified cars transferring to CRS registration from full registration:

- Modified vehicles will need to have a full roadworthy inspection completed at the Hume inspection station and receive a certificate from them.
- If the vehicle has modifications that require an engineer's certificate, this must be produced at both the Hume inspection station and Access Canberra when you submit the CRS paperwork. If you already possess an engineer's certificate, that will be accepted. If your vehicle does not have a current engineer's certificate but requires one, this will have to be obtained prior to entering the CRS. If you are not sure, you should read the Vehicle Standards Bulletin VSB14 and/or contact the Hume inspection station to ascertain requirement. Examples of modifications that will require an engineer's certificate include:
 - o Aftermarket or different model/make of seats; and
 - o Engine swaps (eg Subaru engine swap), etc.
- **NOTE:** narrowed beams cannot be engineered in Australia at this time. If anyone has any information contrary to this, please inform the club ASAP.
- Once the above has been satisfied, to transfer to the new scheme, you will require:

- o \$12.00 fee for logbook;
- o Proof of club membership (membership card);
- o Application for CRS form with club registrar's signature and club stamp (must be original – no copies or faxes accepted);
- o Roadworthy certificate;
- o Engineer's certificate (if applicable); and
- o Drivers licence.

Use of your vehicle when registered under the new CRS:

- Upon receiving your logbook, it must be endorsed by the club registrar and all parts in the front of the book must be completed before you can drive the vehicle under the scheme.
- The logbook has two sections – one for logging personal use trips and the other for logging club sanctioned events.
- The logbook must be carried in the vehicle at all times and you must offer it to any police, Access Canberra employee or CACTMC official upon request. (There will be random inspections in the first year of the scheme to ensure it is not being abused).
- You will have 60 days per year for personal use – this **MUST** be logged in your logbook and it must be filled out before commencing your trip. Failure to have the trip logged prior to departing will incur a **\$900** fine if discovered.
- Every day must be logged independently. This means if you go to on a trip and stay overnight (or longer) and return on another day, they must be logged as separate trips.
- There are no "maintenance runs" under the new scheme. If you need to take the vehicle out for a drive to charge the battery – it's a logged event and comes off your 60 days. Additionally, if you take your vehicle to a mechanic or other repairer, the trip there is to be logged and comes off your 60 days. If you bring the car home on the same day, that is only



one logged event. If the vehicle stays at the repairer overnight or longer, then the return trip home is to be logged as another day. If the mechanic needs to test drive the car as part of their business practices, this does not need to be logged as their business insurance will cover the third party liability and any damages incurred should there be an incident whilst they are test driving the vehicle.

- Sanctioned club runs/events **do not** come off your 60 day allowance. These must still be logged in the Club Event section of the logbook and must be logged **PRIOR** to commencing any trip.
- You can join in with other clubs on their sanctioned events and log these in the Club Event section of the logbook; however you must notify your club official that you will be joining the event **PRIOR** to commencing.
- CRS registration is **NOT** transferable. The club, and in turn the CACTMC, must be informed when a vehicle is sold. CACTMC will require the make, model, year, colour and registration number when a vehicle is sold. The logbook also needs to be handed back on sale of vehicle.
- No commercial return can be undertaken in a vehicle on the CRS. This means you cannot accept payment for using your car in weddings, school formals, as hire cars etc. You can use your car for these events as a favour to a family member or friend; however it must be logged as personal use in the logbook. If caught using a vehicle on the CRS for commercial gain, a **\$900** fine will apply, the registration of the vehicle cancelled and the owner will not be permitted to use the CRS again.
- Breaches of the scheme will not only affect the individual and incur a fine, it will also effect the club. Where a club member has been infringed, the CACTMC has the authority to remove that club's affiliation with the council and thereby losing its ability to provide its members access to the CRS. All vehicles registered on the CRS through the club could have their registration cancelled. **Don't be that person!**

Secret matters - Porsche's prototypes.

Gute Fahrt magazine, Germany (1990)

In the 1950s, Porsche developed a number of prototypes for Volkswagen. The cars, which were considered possible successors to the Beetle, were kept secret and scrapped on Nordhoff's orders.

Especially in the early 1950s and 1960s, a whole series of prototypes were built at Porsche in Stuttgart-Zuffenhausen on behalf of the Volkswagen factory. They served as objects of interest, but also as potential Beetle successors.

In 1952 and 1953, Porsche developed the Type 534 on behalf of the then General Director of the Volkswagen factory, Heinrich Nordhoff. The process is still common at Porsche today and has also proven itself over decades. The Volkswagen Beetle, for example, is simply called Type 60 in Porsche's own terminology.

The Type 534 was a completely new development and was closely related to the Beetle in terms of the overall concept. It was a four-seater 'closed car' with a shortened wheelbase, at least that's what the Porsche specifications say, part of a detailed building specification that contains all the important technical data.



The body was designed as a two-door, self-supporting all-steel body and followed the trend of the early 1950s with borrowings from the then current pontoon shape. The external resemblance of the Type 534 to the Porsche 356, which was mass-produced in Zuffenhausen at the time, is astounding, but certainly by no means accidental.

In contrast to the Beetle, the Type 534 had a slightly shorter wheelbase. Unfortunately, there is no precise information on this.

Thanks to the modern, self-supporting body - the Beetle body was a kind of precursor to self-supporting construction and still needed the central tubular platform frame as a solid substructure - the Type 534 was almost as spacious inside as the Beetle, despite its compact dimensions. Most of the parts used to build the prototype came from the Beetle or the Porsche 356. It was handcrafted by the specialists working in the Porsche test facility.

An air-cooled one-litre boxer engine served as the drive unit. The engine had a displacement of 992 cubic centimetres and, with a compression ratio of 6.5:1, produced around 26.5 hp at 4000 rpm. Nothing is known about any measurement or test drives with the Volkswagen prototype. As already indicated, the Porsche study probably only served as a visual object.

According to motoring journalist Dr. Hans-Rüdiger Etzold, a well-founded expert on the history of the Beetle, Type 534 was purely a study object and possibly not roadworthy anyway. Documentary evidence for this is missing.

On October 13, 1953, the General Director of



you're in business.

I'm thinking maybe a black or maybe even a white Volkswagen Transporter?

It would be great if a funeral business in Sydney had one, I'm sure it would get plenty of use.

Maybe it's a business idea or maybe it's something we could do as a club together, let's face it, none of us are getting any younger and it would probably get used, (if not for carrying the club BBQ and tent).

Volkswagen, Heinrich Nordhoff, examined the Type 534 together with Ferry Porsche and a number of selected employees from the Volkswagen and Porsche companies. The Porsche development earned great praise.

A second prototype was also shown on this occasion: the Type 556. It is similar to the Type 534, but had the "normal" Beetle chassis and learned essential styles from the Porsche 356. The Type 555 came in two different versions: as a stepped rear and hatchback model.

Not even the type 555 made it past the prototype stage, and unfortunately the Volkswagen prototypes were later scrapped on the instructions of Heinrich Nordhoff.

Hans Joachim Klersy

Leaving this mortal coil.

It seems probably a little unusual to think about but none of us are going to live forever and unfortunately we all die.

Time flies, so you really have to have a little bit of fun and appreciate every day, I know I do.

Being a huge Volkswagen enthusiast, when I die, I'll be dammed if I want to go my final resting place in a Holden or a Ford.

Many people around the world think the same and quite a few Volkswagen hearses have been made over the years.

The most famous being the one built in 1968 for the funeral of Heinz Nordhoff, the late Volkswagen boss.

Volkswagen hearses are pretty rare though, especially in Australia.

Some Volkswagens are long enough already, come painted black from new, come with plenty of chrome and have roof racks, so it wouldn't really take a lot of work to make one.

A little bit of stainless steel and some rollers inside and



At this stage, if you don't want to have your last ride in a Holden, Ford or a Mercedes, you might have to build your own Volkswagen hearse.

I don't think it's that crazy an idea.

Ashley Day.



didn't normally have. Most importantly though, the 50 was built to Audi's usual high standard.

Unfortunately UK buyers did not get to sample it because it was never made in RHD form and not imported there. When the Audi 50 was unveiled in Germany, VAG's UK importer knew that there was a Volkswagen version on the way, and the focus should be solely on that, with Audi dealers kept busy selling the bigger, more profitable models such as the 100.

Tipping the scales at just 685 kg (a current Mini Cooper hatch and an Audi A1 Sportback each weigh half a ton more), Audi focused heavily on reducing weight without any sacrificing safety. The four-speed

The Audi 50.

When is a Volkswagen Polo not a Volkswagen Polo? When it's an Audi 50.

The Audi brand was resurrected by Volkswagen in 1965 after they bought the Auto Union company from Mercedes - 'Audi' had been one of the original four companies that made up the four Auto Union rings, along with DKW, Horch and Wanderer. Only DKW had survived the war, but Volkswagen elected to restart the 'Audi' name for a new series of up-market modern saloons.

The Audi brand was carefully nurtured throughout the second half of the sixties, with models such as the Super 90 of 1966, and the 60, 75 and 100 saloons that came in 1968. These all featured relatively large engines and body shells, so as a result they were costly. Ludwig Kraus, Audi board member and head of technical development, could see that there was a big demand for cars that were smaller, lighter, cheaper and more frugal, and this demand was only going to increase. His solution in 1971 was to start developing a compact front-wheel drive hatchback, with a small-displacement four-cylinder engine that put the focus on economy rather than performance.

When it was unveiled in autumn 1974, the Audi 50 represented something of a revolution for its maker, if not for the automotive landscape more generally. The Golf and Scirocco had just been launched, marking an even more momentous turning point for Volkswagen, as the company moved to front-engined, water-cooled, front-wheel drive cars.

The 50 looked a bit like a shrunken Golf, but whereas that car had been designed by Giorgetto Giugiaro, Audi styled its new supermini in-house. The Volkswagenwerk board could have seen the Audi 80 as threat to Golf, but instead embraced the new Audi 50 design and agreed to its production. Perhaps it was an 'each way' bet, in case the Golf had failed? Who knows.

Available only in three-door hatchback form, the Audi 50 was a full 10 cm shorter than a Fiat 127, and it was even 8 cm shorter than the diminutive Peugeot 104, but the fold-down rear seat improved versatility. While this wasn't an especially luxurious car, it did feature full carpeting, a clock and a wood strip across the dashboard, which cars in this class

gearbox casing was made of magnesium alloy to save precious kilos, while the plastic and aluminium radiator weighed half as much as normal. Steering was by rack and pinion, there were split-circuit disc brakes up front and drums at the rear, while the front suspension was courtesy of MacPherson struts, with trailing arms and a transverse link at the back.

The 50 came with a 1093cc four-cylinder engine with either 50 bhp (LS) or 60 bhp (GL), which gave top speeds of 142 km/h and 153 km/h respectively; very respectable for such a small runabout. Even more impressive was the 50's crash credentials; great attention had been paid to the bodyshell's structural integrity, and in a 50 km/h frontal





impact test the steering wheel was deflected by just a couple of inches, which was less than half what was allowed.

Even though the 50 was never going to be sold in the UK, it was driven by British magazines and attracted rave reviews about its superb ride quality, precise handling, sprightly performance and excellent build quality. Despite the Audi's compact proportions, the cabin was also decently roomy.

The Audi 50's biggest problem was that it always lived in the shadow of the Polo, which launched as a VW-badged version in September 1974, just six weeks after the Audi's launch. The VW Polo version was available with a larger choice of engine and trim options, was available in RHD for export models and sold in much larger numbers. The Audi 50 and VW Polo sold alongside each other for three years, until 1978 when the Audi 50 was discontinued. Just 180,000 examples had been produced; the Audi management decided that Audi should concentrate on larger saloons and leave the compact market to Volkswagen. The Polo would continue until late 1981 when the Mk2 Polo appeared; over 500,000 were made.

Neither the Audi 50, nor the equivalent VW Polo, were sold in Australia.

But the Audi 50 was still a case of the right car at the right time for Audi, because it arrived just as the Fuel Crisis was in full flow, and cars that focused on economy were the easiest ones to sell at the time.

Audi 50s enjoy something of a classic appreciation among enthusiasts in Europe today, as they are much rarer than Polos of the same age. It is common to see restored and customised Audi 50s at German VW shows today.

Unfortunately for Ludwig Kraus, this was the last car that he oversaw for Audi, because he was seriously injured in a car crash just before the 50 was launched, and as a result he was forced into early retirement. Had he continued in his previous role, you can't help but wonder what Audi might have done differently in the second half of the seventies.

In the event, the Audi 50 had no replacement in the supermini class until the launch of the significantly larger Audi A2 in November 1999, which was also discontinued in August 2005.

The Audi 50 was spiritually succeeded in August 2010 by the Audi A1.



Audi 50: Die neue Sicherheit.
Für besseres Fahrverhalten und mehr Insassen-Schutz in dieser Klasse.

Sicherer Fahren durch den Audi-Frontantrieb und die neue Fahrwerk-Technik. Mehr Schutz für die Insassen durch die Fahrgast-Sicherheitskabine und die umfangreiche Sicherheits-Technik.

Informieren Sie sich über den technischen Vorsprung des Audi 50.

Besseres Fahrverhalten: Sicheres Fahren in Kurven, bei Seitenwind und Regen. Sichere Bremsen auch auf einseitig glatter Fahrbahn. Ein besonders fortschrittlich konstruiertes Fahrwerk macht den Audi 50 zu einem überlegenen Auto in seiner Klasse. Der querliegende Motor liegt mit seinem Gewicht über dem angereicherten Vorderachsendrehmoment. Dadurch befindet sich der Schwerpunkt des Wagens im vorderen Drittel. Zusammen mit der neuen Koppelkett-Rahmenkonstruktion bewirkt das eine hervorragende Kurvenstabilität und eine sehr gute Strahlentiefligkeit, auch bei Seitenwind und Regen. Für sicheren Bremsen hat der Audi 50 das Leistikohl-Bremsensystem. Es verhindert weitgehend Schiefziehen, Schleudern und Ausbrechen beim Bremsen, sogar auf einseitig glatter Fahrbahn.



Das Hochleistungs-Fahrwerk des Audi 50.

Mehr Insassen-Schutz: Computerberechnete Knautschzonen und viel Sicherheit auch im Detail. Der komfortable Innenraum des Audi 50 ist als extrem stabile Fahrgast-Sicherheitskabine konstruiert. Mit computerberechneten Knautschzonen für einen wirksamen Schutz der Insassen. Die Schürze und Hebel im Wageninnern sind aus verformbarem Material. Die Sicherheitslenksäule kann bei einem Aufprall sich in den Innenraum einklappen.



Der komfortable Audi 50-Innenraum ist eine extrem stabile Fahrgast-Sicherheitskabine.

AUDI NSU
Vorsprung durch Technik.



Der Audi 50 im Bremsenst.

Audi 50 (van 0 bis 100)	Spitze (Verbrauch (DIN))
LS/50PS 15,4 sec 142 km	7,3 l/100 km
GL/60PS 13,5 sec 152 km	7,1 l/100 km

Information: Komfort, Technik, Sicherheit. Schicken Sie dieses Informations-Schek an AUDI NSU, Abt. W.K., Postfach 100, Sie erhalten von uns eine ausführliche Information über den Audi 50. (Vergessen Sie bitte nicht Ihre Anschrift.)



The Wankel-engineered N.S.U. Ro80

N.S.U. Ro80 - in silent service.

The Sydney Morning Herald, Monday 17 November 1969

The Volkswagen concern in Germany has recently purchased the N.S.U. company. Previously famous as a maker of motorcycles, N.S.U. began making small cars in 1957 with the Prinz, and produced the world's first Wankel-engine car, the Spider, in 1964. This year they have unveiled a modern conventional piston-engined car called the K70, which will apparently not be sold in Australia. However, N.S.U. have also released a revolutionary new Wankel-engine car, the Ro80. This has just been released in Australia.

This car is distinctive not only by reason of its motor, for it incorporates clever chassis design features which put it on the top line in handling, road-holding and comfort. It is unusually pleasant and safe to drive, and is among the quietest cars at speed.

From time to time the industry produces a car so advanced in its design as to constitute a pointer to the future. Such a car is the N.S.U. Ro80, a medium saloon powered by the new Wankel rotary-piston engine.

The Wankel engine, frequently discussed in my technical articles, consists essentially of a triangular piston rotating on an eccentric in an epitrochoidal (kidney-shaped) casing and performing the normal four-stroke cycle.

Merits

Its merits are small size, low weight, and an ability to rev well beyond the limits of the reciprocating engine. Its disadvantages are a relatively dirty exhaust and a fuel consumption heavier than normal, as shown by this test.

The high rate of wear of the rotor seals has been a problem, now claimed by N.S.U. To have been overcome by using cast iron apex seals in a molybdenum-coated casing, and by limiting revs to 7,500, still some 2,000 rpm faster than the average conventional engine.

The company backs its statements by a lengthy warranty.

Strongest impression I bring from this test is the exceptional smoothness of the engine at speed, and the silence of the whole car when driven hard and fast.

The less-likeable aspects were a tendency of the

transmission to slip out of gear on certain severe bumps, the unexpected necessity (in an ultra-modern car) of greasing nine chassis points, and the lockability of the rear wheels on really heavy braking without a rear seat load.

Handling

The Ro80 is a front-drive car on a long wheelbase and wide track, and on the touring highway reminded me very much of the DS Citroen.

It has that very safe feeling coming from wide-apart wheels, front wheel traction, and positive rack steering which in this case is power assisted to just the right degree.

The car corners perfectly flat, has very high road-holding ability and, of course, steers lightly and accurately.

Even on downhill curves without throttle there was no tendency for the Michelin XAS tyres to let go, in spite of a modicum of squeal.

The steering requires 3.7 turns from lock to lock, for a turning circle of 34 feet (10.4 m), so that it is quick enough to exploit the agility of the car.

The ride is excellent over any surface and one is not conscious of bounce or tremble. The wheels never seem to leave the ground.

**This is a see-through view
of the new Wankel powered**

NSU Ro80

**you will never see yours like this,
but you can see and obtain
every individual part
of which the Ro80 is made,
at the
Spare Parts Stores
of NSU Agents**

New South Wales: Eurocars Pty. Ltd., 131 William Street, Sydney, 2000. Ph: 31 9001; Victoria: Regan Motors (Sales) Pty. Ltd., 594 Elizabeth Street, Melbourne, 3000. Ph: 34 6205. Queensland: Williamson & Gray Pty. Ltd., 438 Wickham Street, Valley, Brisbane, 4006 Ph: 5 4501. South Australia: Exhibition Motors, 12 Pulteney Street, Adelaide, 5000 Ph: 23-1179. Western Australia: New Travel Pty. Ltd., 984 Hay Street, Perth, 6000. Ph: 22 1295.

AUSTRALIAN DISTRIBUTORS FOR NSU PARTS—CONTINENTAL CONCESSIONAIRES 33 HOTHAM PARADE, ARTARMON, N.S.W.

The all-disc braking system, with front ones inboard to reduce the unsprung weight, stopped the car promptly and in a straight line, even without a steadying hand on the wheel. There is negligible engine braking and the handbrake was reasonably effective.

Twelve successive stops downhill from 60 mph (97 km/h) produced just a suspicion of brake fade, but recuperation was complete within three-quarters of a mile (1.2 km).

Performance

The compact Wankel engine will drive this car to 112 mph (180 km/h) - the aerodynamic shape of the body assists.

General performance of the car is determined by its three-speed gearbox, fitted with an automatic clutch and driving through a torque converter.

For best results, one operates the gearshift in the normal manner but, if so desired, second gear can be held for town driving with the torque converter slipping to prevent stalling at low speeds.

Similarly, on hills, the slip in the converter may be used to retain top if one is in no hurry. This technique, though convenient for the novice, will not normally be used, particularly as the gear change is so simple and quick.

The performance figures, set out in the tabulation, show the remarkable range of second gear, from 0 to 93 mph (150 km/h). Similarly, the acceleration times in that ratio are good, while in top they are fair.

Thanks to the torque multiplication (2.2 to 1) in the converter, the Ro80 climbs tenaciously in top at quite low speeds, as shown by the recorded ascents.

In comparison with conventional engines giving equivalent performances, fuel consumption is heavy, in some measure due to the use of a converter.

To offset this, the 18-gallon (82-litre) fuel tank gives a fast touring range of 405 miles (650 km).

Gearing in top gives a road speed of 18.6 mph (29.9 km/h) at 1000 rpm (neglecting converter slip). Maximum

ABOUT THIS CAR

INCLUSIVE PRICE: Fully imported, \$6,400.

BODY: Four door, four/five seater, good boot. Individual front seats, bench rear seat. Ample leg and headroom. Insulated cabin, through ventilation and heating system to both compartments. Electrically heated rear window.

SIZE: Wheelbase 9ft 4.6in. Tracks 58.3 and 56.5in. Length 15ft 8in. Clearance 61in. Tyres 175 x 14in. Fuel tank 18 gals. Touring weight 23cwt, test load 3cwt.

ENGINEERING: Twin rotor Wankel engine, arbitrary capacity 995 cc, producing 128 gross horsepower and 116.5lb-ft torque. Three-speed transmission incorporating torque converter and automatic clutch. Integral construction on fully independent coil-spring suspension. All-disc powered braking system. Rack steering power assisted.

PERFORMANCE

MAXIMUM SPEEDS:	
Top Gear	112 m.p.h.
Second Gear	93 m.p.h.
First Gear	56 m.p.h.

FUEL FACTS:	
Touring fuel consumption at 48 m.p.h. over test route	22.5 m.p.g.
Ton-miles per gall.	29.3
Fuel efficiency rating	1408

ACCELERATION:	
0-50 m.p.h. through gears	8.3 secs
Second 20-40 m.p.h.	5.9 secs
Second 30-50 m.p.h.	6.2 secs
Second 40-60 m.p.h.	6.5 secs
Top 20-40 m.p.h.	7.3 sec.
Top 30-50 m.p.h.	8.8 secs
Top 40-60 m.p.h.	9.8 secs
Top 40-60 m.p.h.	11.3 secs

HILL-CLIMBING:	
Left River (I in 12): top at	30-40-46 m.p.h.
Fitzgerald Mt. (I in 11): top at	50-45-40 m.p.h.

torque is developed at 4500 rpm, which is 84 mph (135 km/h) in top gear.

Owing to its high revs and general design, the maximum power output figure of 128 bhp (95 kW) exceeds the torque figure of 116.5 lb-ft (158 Nm) in numeric terms, an unusual feature.

The interior of the car is cleverly designed, with more emphasis on comfort than is usual from Germany.

The driver is ensconced in a well-shaped and soft seat (rather low), with a smallish wheel correctly placed before him.

Vision is excellent through a heavily raked panoramic screen and rear window - with reasonably narrow pillars swept well back.

Driving aids include a dipping mirror (too narrow); an external mirror; two-speed wipers cum washers; reversing lights. All controls can readily be reached with safety harness in use. The clutch-operating switch (in the gear-shift knob) is ultra-sensitive and the brake pedal is unnecessarily high.

Instruments comprise tachometer, speedometer, clock, and gauges for

engine temperature and fuel. Warning lights are provided for brake-on and circuit failed; fuel, oil, choke, rear-window demister, alternator, and hazard warning lights on.

The lamps, washers, wipers, flashers and turn indicators are operated by two stalk switches in the usual Continental pattern, while aerofoils are fitted to keep the wipers on the screen at speed.

The cabin is finished to high quality in grained leather-cloth, heavy fittings and carpet. The ventilating and heating system is elaborate and serves both compartments most effectively.

There are many secondary safety features designed into the body and chassis.

The boot has a two-level floor with the spare to one side. Its maximum dimensions are: width 46 in, depth 47 in and height 21 in (117 x 119 x 53 cm).

The rear squab can be lowered (with some difficulty) to give a long load space from the boot to the back of the front seats, which can also be lowered.

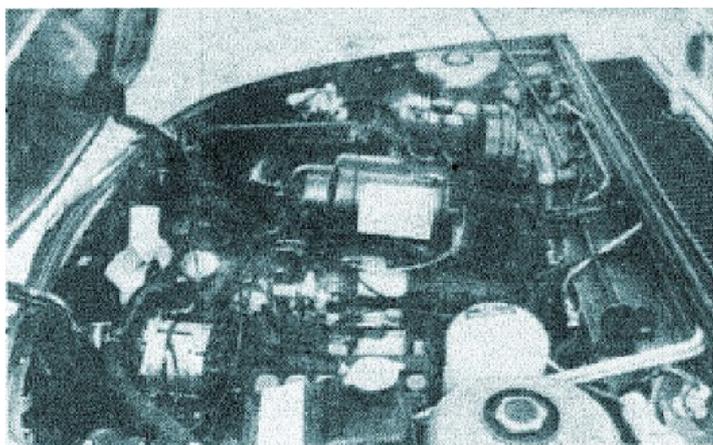
Engineering

The Wankel engine sits low in its compartment, and access is good to points requiring service. Twin coils and twin breaker points are employed. Dual belts are fitted to speed-slip fan which is the noisiest part of the engine.

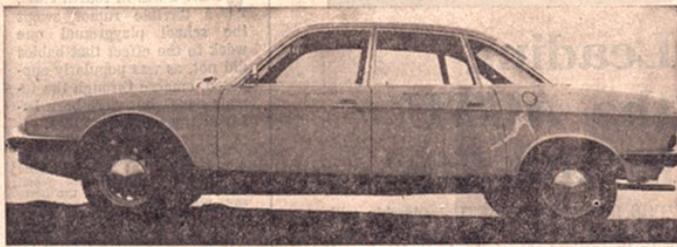
Refinements include gold-dipped electrical connections; stainless steel exhaust manifold; under-body heat insulations in addition to underseal.

The twin-unit Wankel engine operates on a compression of 9 to 1 and was free from detonation (even on the slowest slugging) on Super Shell pump fuel. It is fed by two Solex twin-choke carburettors.

The all-indirect gearbox has overall ratios of: top 3.8;



The rotary engine is compact, easily accessible



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New NSU Ro 80 with the revolutionary Wankel rotary engine

Why wait? The future is here... the incredible NSU Ro 80... a car years ahead of its time... in conception—design—execution. The culmination of engineering genius. A car, so exciting to drive that, once you have experienced it, nothing else will ever seem quite the same. Why not test drive the future at your NSU Distributor or Dealer?

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NSU Ro 80

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SOUTH AUSTRALIA
Exhibition Motors, 12 Pulteney St., Adelaide, 5000. Ph. 23-1179. 25 Anzac Highway, Keswick, Adelaide, 5035. Ph. 97-1111
Australian Concessionaires—John Caskey Holdings Pty. Ltd., St. Leonards, Sydney, N.S.W., 2065

second gear 5.85 and first gear 10 to 1.

The unitary body-cum-chassis is mounted at front on Macpherson struts and at rear on trailing links and coil springs. A front stabiliser bar is fitted.

Latest factory instructions eliminate the necessity for oil changes; the periodic added oil being sufficient. The oil filter is changed every 6,000 miles (10,000 km) and the chassis points greased every 3,000 miles (5,000 km).

Summary

The N.S.U Ro80 Wankel-engined car is a medium-sized saloon characterised by silence and smoothness at all speeds, with particularly good road-holding and handling characteristics.

It has a bright performance and is heavy on fuel, but is a pleasure to drive in all circumstances. It offers a high degree of primary safety.

The three-speed transmission with torque converter is a versatile feature and simplifies driving in the city - and for the novice.

The car was submitted for test by Eurocars Pty Ltd, the distributor.

Sturt Griffith B.E.

Krankenwagen.

In South Australia, a mining company ordered five brand new Volkswagen ambulances (called 'Krankenwagen' in German), from Western Germany in 1956.

After the metal mining company had finished with them, they went into service as general ambulances for regional South Australian towns.

After that, believe it or not, they were simply just parked outside the relevant ambulance station and left for dead.



Andrew Edwards (Australia's number one Volkswagen finder) knew where they all were at the time and I remember helping him retrieve the one from Jamestown years ago.

That's another story within itself.

Ever since then, I've always wanted a Krankenwagen - and who doesn't? You're not really going to find a vehicle with a more visible history.

Volkswagen Australasia also imported Ambulances into Australia in the earliest days, with the first 5 sold in 1955 and the record of 23 in 1956 (which includes the five I already mentioned). Altogether some 65 were sold here from 1955 to 1971, of which just 7 were T2 models.



Of course there are fire trucks and army vehicles but that's a story for another day.

Unfortunately the price of a 1956 Volkswagen Krankenwagen would easily be over a hundred thousand dollars and they now are a little unattainable for normal people.

So in true fashion, I like to work backwards from \$100,000 and come up with a next future classic.



You can actually buy a later model Krankenwagen T4 for as little as \$10,000.

Also good late model T5 and T6 Syncros, only a few



years old, are only just over \$40,000.

And yes, you can even buy them still fully decked out with all the equipment, sirens and stickers.

To me, any fully decked out Volkswagen Krankenwagen is always going to be a classic, now and into the future.

Just imagine turning the flashing lights on for the kids at the next car show?

The thoughts are endless, especially if you have seen the movie Cannonball run, or even if you've ever had to drive yourself or someone else to hospital quickly.

A very handy vehicle indeed.

I'll keep dreaming for now (in my happy place) but one of these days I'm going to get that Krankenwagen.

Ashley Day.

Looking forward, looking back.

It's always a lot of fun, buying yes, another Volkswagen.

It brings a little excitement in a sometimes mundane existence.

Something new to love, fix up, drive around, polish and buy trinkets for.

Sometimes though, we can push some of our older favourites towards the back of the garage, where they they kind of get lost in time.

In some cases, they were only taken off the road because proper rego and green slips are so expensive for older cars, or we just wanted to drive something different around for a change.

Ahhh, so many different Volkswagens, so little time.

What if I told you that resurrecting one of your old favourites can be just as much fun as buying another Volkswagen, and maybe even more fun?

Knowing some of your vehicle's history is better than buying another car that you have no idea of what has happened to it, or why it was taken off the road in the first place.

Not only that, happy memories will start flooding back instantly and it will be like the old days again.

All living things need money spent on them though, but just think of the money you saved not buying another car, let alone the value that will be added to your old favourite.

It could be the time for a rethink of your old car jammed in the back corner, especially if it only needs a battery, rego, service and a quick tidy up.

I prefer to have proper rego, so I can drive whenever and wherever I like but you may decide on vintage rego which keeps costs low, so long as you don't mind being restricted to 60 days per year.

I can't wait to see you out there, driving around, just like the old days on repeat.

Ashley Day.



Oscar's Scrapbook.



Airborne

You can fly through the air with the greatest of ease in this Myers Manx car which is just the thing for the beach at the weekends. The Manx, which uses mostly Volkswagen parts, comes complete with a fibreglass body and do-it-yourself construction instructions.

22 DAILY MIRROR, FRIDAY, FEBRUARY 10, 1967 22

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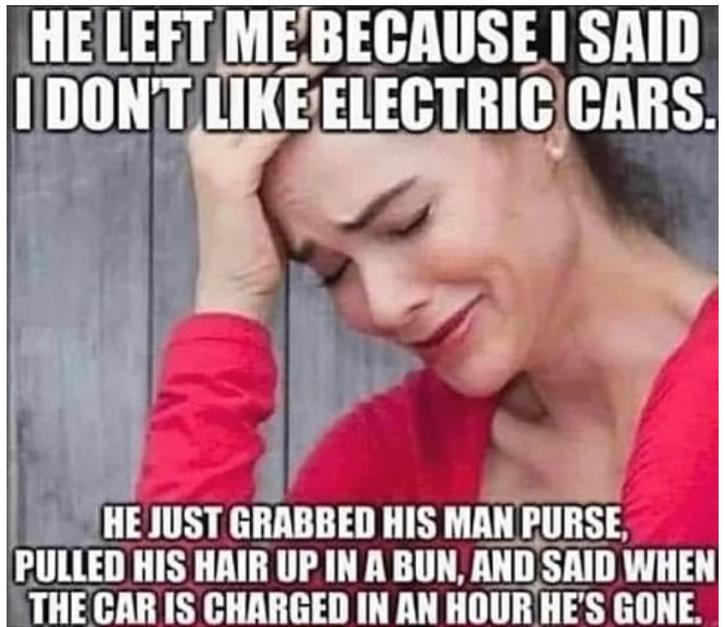
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Volkswagen Club of South Australia Inc.

Ouch!

Join Group

Mobil Service station & Castlemaine Motors, Castlemaine, Victoria, circa 1970?
Photo Linsey Siede



And today...



Sat 11:27 AM



Kombi corner....check out these cool cars Holiday Haven Parks

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MORE THAN SKIN DEEP



The vitals of this car are just as unusual as the distinctive, up-to-the-minute exterior styling.

It is a prototype of the German N.S.U.

concern's Wankel-engined saloon car, which is scheduled to go into production soon.

The car has recently been undergoing secret

testing in Germany in preparation for its announcement at the Frankfurt Show later this month.

The twin-rotor Wankel power unit produces 115 h.p. and 117 lb/ft of torque, and it is so compact that it fits comfortably ahead of the front wheels,

MOTOR SPORT
BY GUY ALLEN



The late news.

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

A new agricultural study has shown that cows produce a greater volume of milk when the farmer talks to them. It's a case of in one ear and out the udder.

Police arrested a bottle of water today. It had been wanted in three states - solid, liquid and gas.

It's been reported that the Vatican has taken over the administration and running of the Rome metro train system. From now on, everyone has to get off one stop before their destination.

Greens leader Adam Bandt today opened a new exhibition at the Powerhouse Museum, featuring the World's Smallest Wind Turbines. However the response from the public was disappointing - they weren't big fans.

A man was acquitted of a charge of gross indecency in the central criminal court today. The judge dismissed the charge, saying the man had only been indecent 143 times.

A power failure caused great disruption in the Westfield Shopping Centre at Bondi Junction yesterday. Dozens of wealthy blonde shoppers were trapped on the escalators for hours.

Another celebrity wedding took place at the Royal Gala today when Granny Smith married Cripps Pink. They all lived happily ever after.

Physics Professor Dr Bruce Earlwood of the CSIRO was awarded the Nobel Prize this week for creating the world's most perfect vacuum. When asked how he did it, he replied 'well it was nothing really.'

Disgraced former politician Eddie Obeid has been released from gaol, and has found a new job. He has 500 men under him - he cuts grass at the cemetery.

The 5-SOS concert at the Entertainment Centre was interrupted last night when a buxom young streaker raced down the aisle and jumped up onto the stage. She was grabbed by the bouncers and thrown out.

Two Irish tourists broke into the offices of SportsBet last night, and lost \$500. When arrested by police, the first man gave his address as 'no fixed abode.' When asked the same question, the second man said 'I live in the flat above him.'

Mr George Thomas was granted a divorce today on the grounds of his wife's adultery. He told the court his wife had treated him like a dog - she only fed him scraps, made him fetch her slippers, made him sleep outside and beg for his favourite biscuits. When he found her in bed with the postman he did what any man would do in his situation - he bit him on the leg.

At the Australian 3rd Battalion army base on assignment in Peshwar last week, Corporal Gary Sullivan was awarded the Victoria Cross for saving a whole regiment of his fellow soldiers. He shot the cook.

Family Relationships experts have just published the latest advice on how a woman can best attract the attention of Australian men. She should drop her handkerchief - after wrapping it around a can of beer.

There was a fracas in Sydney yesterday, when a climate action protester had his nose broken in three places - Hyde Park, Martin Place, and just outside Central railway station.

Sport. The television rights for the international fly-fishing championships were announced today. It will be available on live stream.

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

**Buyers of used
VOLKSWAGENS**
enjoy the "new car" benefits of
VOLKSWAGEN OWNERSHIP

When you buy your used Volkswagen you gain these extra advantages:—

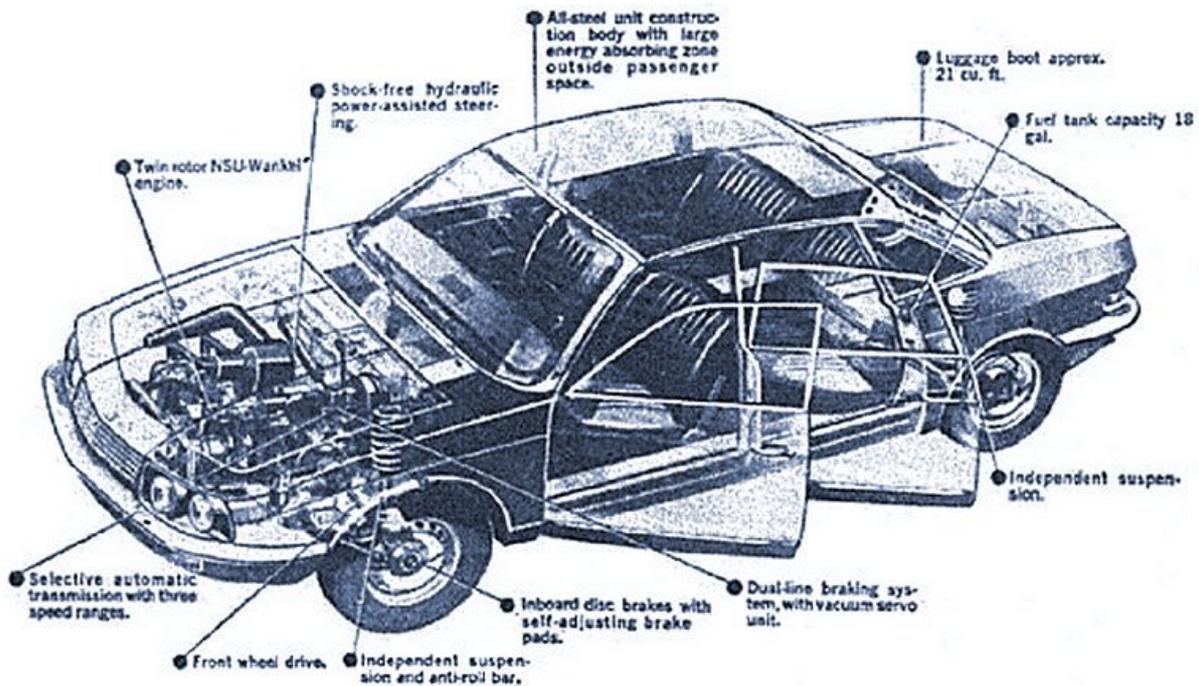
- Buyers protected by written Warranty.
- Unexcelled long engine and vehicle life—no VW suffers from bad running-in, all are factory run-in prior to initial delivery.
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You choose at leisure, from Sydney's largest range of Used VW's at Carsell Park.

"The Australian Motor" gives you the 'inside' story on the car of the decade



nsu Ro 80

"Even without a Wankel engine the NSU Ro80 would be an outstanding car . . . it sets new standards in almost every way possible . . ."

". . . the NSU Ro80, which costs about \$14,000 less, compares favourably with the great British GT car" (the Aston Martin). ". . . has the same ZF system of power steering used on the Aston Martin DBS, so it has with the Aston, the best power steering unit I have tried."

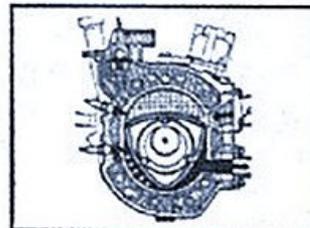
". . . there is a sense of detachment which comes from a total lack of vibration and wind and road noise. It is this uncanny effortlessness which makes cruising at 100 M.P.H. so easy."

". . . in the fields of handling and directional stability, the NSU has no peers among sedans . . . the limits of adhesion are so high I never found them and it wasn't for the lack of trying."

"The power assisted four-wheel disc brakes are beyond reproach. They are light and powerful yet don't lock up any wheels."

"The NSU Ro80 taken as a whole seems to us to be the finest sedan of its size in the world. The Wankel engine must share responsibility for this along with the car's matchless ability on the open road. Considered as a luxurious driver's car, the Ro80 at \$6,400 is a bargain."

Come for a test drive soon. We think you'll agree with the Australian Motor.



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