

Zeitschrift

Merry Christmas!



Merry Christmas and Happy New Year!

December 2023

IN THIS ISSUE:

Lots of past event reports

Rod's Life Project update 11

The Binz Bus

More Ash articles

VW's Better Box

The First Golf racer

12 Days Air-cooled Xmas

Plus lots more...



The Legend Never Dies

Club VeeDub Sydney.

www.clubvw.org.au

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



Club VeeDub Sydney Committee 2023-24.

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General Committee:	Danny Haynes Wayne Fenech	Mohammad Bamyia

Canberra Committee.

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

Club VeeDub membership.

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

Monthly meetings.

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

Correspondence.

Club VeeDub Sydney
PO Box 324
Mortdale NSW 2223



Facebook:

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

Our magazine.

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

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

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

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

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See the back page for all the 2023 VW Nationals sponsors

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



**17th
Anniversary
VW Summer
Cruise &
BBQ**



**Sunday
21st January 2024**

Meet us at Uncle Leo's BP Truckstop, Liverpool Crossroads, at 8:30am. Departs 9:00am stopping at Appin and arriving at Stanwell Park at 11:30am.

Or you can just meet us at the beach. Just head straight to Stanwell Park beach, Station St carpark, and meet us under the trees at the Club VW Marquee!

From 10:00 am

Families and kids are all invited, with a gold coin BBQ lunch of sausages and rolls and ice cold drinks! There is a great playground and of course the beach!



**ALL VWs welcome
See you there!!!**

**Steve : 0490 020338
Zelko : 0419 807807**

THE CLUB AUSTRALIA DAY CLUB VW PRESENTS: CAR SHOW

THURSDAY 26TH JANUARY 2024, 8AM - 2PM



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Von der Frau Präsidentin.

Schönen Tag,

It's beginning to feel a lot like Christmas!!! This month's report is a little light on as everyone gears up for the festive season, however there are a few events to report on!

Boris' Picnic Day at Sans Souci last month saw a great turnout and the boys did a great job with the BBQ. Willie has sent through two articles on recent Canberra events, and Wayne reports on the Day of the Volkswagen in Melbourne. And most recently we joined in on the Southern Highlands Cars and Coffee in Berrima, where we met up with some of our Canberra club members.

There are reports and lots of photos of these events in this bumper Xmas issue.

On Thursday 21st of December, we have the last event of the year, our Club Meeting and Christmas Party! We will put on the food and a free drink; all you need to do is bring a wrapped gift to the value of \$10! Hope to see everyone there.

After our Christmas and New Years with family and friends - we move into 2024! Club VeeDub Sydney will again be holding our Annual Summer Cruise, from Uncle Leo's Liverpool to Stanwell Park beach. It will be on Sunday 21st January 2024. 8:30 am at Uncle Leo's for a 9am departure. Bring your picnic blanket and enjoy a cruise and a day by the beach with sausage sangas and cold drinks available for a gold coin donation.

Carl has again put together our Car Show at the Panthers Bowling Club in Glenbrook (Blue Mountains) on Australia Day, Friday 26th January 2024. We're meeting at the Eastern Creek Maccas on the M4 Westbound from 7:15am, then cruising to Glenbrook at 7:45. See the flyer in this issue, designed by his grandson!

Organising is well underway on the VW Nationals in May 2024. We're looking for sponsors, stall holders and lots of helpers to make a successful show. Please get in touch with us if you can lend a hand!

Adam will have some Club VeeDub Merchandise available at the general meeting each month. Come along to the Golf Club on Thursday 21st and pick up a bargain!

Just a reminder to our members with Historic rego - please don't contact the secretary Norm with your paperwork for application or renewal - Norm is retired and does not process

Historic rego. Don't post it to the Club's PO Box at Mortdale. You need to contact the Historic Registrar, John Ladomatos, for all inquiries on Historic Rego. His contact details are on page 2 every month.

I'm sure we're in for busy year in 2024 but we're always looking for new events to attend. If you have any suggestions for a run, or a show, please come along to a meeting.

Frohe Weihnachten
und ein glückliches Neues
Jahr!

(Merry Christmas and
Happy New Year!)

Lee Woods



Kanberra Kapitel report.

Season's Greetings to All,

Wow! Where did November go? What a blur of activity the last few weeks have been. Christmas decorations and carols are assaulting our senses at every turn here in Canberra, not to mention work Xmas parties and "once in a lifetime" sales at the shopping centres and on-line.

Of course, the car enthusiasts have had a plethora of opportunities to get their cars out or spectate at the many car shows on offer. The Canberra Chapter has participated in three big events recently, being the annual Marques in the Park, German Cars and Coffee and the Southern Highlands Cars and Coffee event in Berrima NSW. The Berrima event being a combined effort with a number of Sydney based members. An event report on each can be found deeper in this edition of Zeitschrift.

Our December meeting was the last of 2023 and the next meeting will be the first Tuesday of February. As well as no meeting in January, we don't have any events planned in the new year due to many members being away at this time. That's not to say that some impromptu coffee meets won't happen - keep an eye on our Facebook pages where these ad-hoc meets are posted.

December has two events planned. The first being the annual Carols in the Park on Sunday 17 December at Mullion



Park in Harrison, where we'll meet at Old Parliament House before cruising to the Northside for the event, departing OPH at 1730. Our second event will be a twilight cruise followed by dinner at Brodburger, Kingston on Wednesday 20 December. Meeting place is once again OPH at 1730.

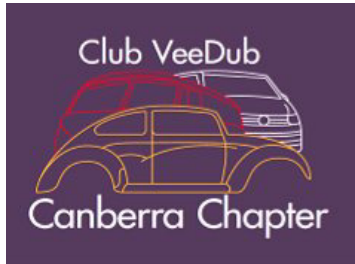
Our club meetings are held on the first Tuesday of the month at the Spanish-Australian Club in Narrabundah from 1930. All members are welcome and it's a great opportunity for you to bring any ideas to us or get the low-down on club happenings.

I'm still putting the call out to everyone to please consider joining the committee in 2024. There will be several positions vacated and without some volunteers stepping up, the future of the chapter may be affected.

Remember to keep an eye on our Facebook pages, as this is where most of our information is disseminated.

Merry Christmas to all our members and drive safe over the silly season.

Willie.



Klub Kalender.

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

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

December.

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

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

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

Thursday 21st:- CLUB VW MONTHLY MEETING at the Strathfield Golf Club, 52 Weeroona Rd Strathfield. Get the latest VW news and views, plus VW socialising, drinks, raffles, trivia and plenty of prizes. Enjoy the Club's bistro and sports bar too. Lots of fun, all welcome. 7:30pm start. This meeting will also be the **Club VeeDub CHRISTMAS PARTY!** Please bring a wrapped present (~\$10 value) for your entry and drink coupons - if everyone brings a present, then everyone GETS a present. Free nibbles and fantastic hot finger food provided. Ho ho ho!

January 2024.

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

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

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. 7:30pm start.

Sunday 21st:- VW Summer Cruise 2024. Meet at Uncle Leo's BP Roadhouse, Liverpool Crossroads, at 8:30am for coffees and VW photos. Cruise departs at 9:00am. Brief photo stop at Appin, then on to Stanwell Park by 11:30am. Families and kids welcome. Gold coin donation for BBQ sausage sizzle and drinks. Large grassy park with club tent, kids' playground, kiosk, toilets and nearby surf beach. All VWs welcome, old and new.

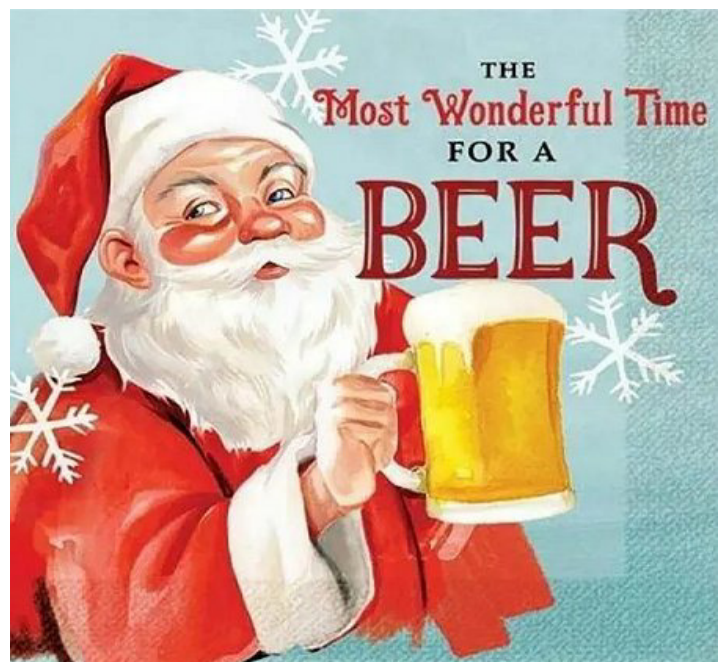
Friday 26th:- Australia Day VW Display at Glenbrook Bowling Club, Great Western Hwy and Hare St, Glenbrook. Join the VW convoy from McDonalds Eastern Creek, M4 westbound, from 7:15am for coffees. 7:45am departure to Glenbrook (28 km). Park in the club carpark and display your shiny VW (old or new). Space for 30 cars. Enjoy the club's facilities for lunch. Contact Carl on 0417 471137.

February.

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

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


Thursday 8th:- Committee Meeting and magazine pack at



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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. 7:30pm start.

Saturday-Sunday 24-25th:- Dubs By The Lake 2024 at Lake Liddell Recreation Park, 400 Hebden Rd Muswellbrook. Two days of VW fun, camping welcome. VW car show, market stalls, swap meet, food stalls, live music, fireworks, novelty events, raffle, auction, paintball, kids' corner and lots more. \$12 family pass, \$7 VW entry pass. \$5 spectators, \$2 kids. All proceeds to the Westpac Rescue Helicopter.

March.

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

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

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

Thursday 21st:- CLUB VW MONTHLY MEETING at the Strathfield Golf Club, 52 Weeroona Rd Strathfield. Get the latest VW news and views, plus VW socialising, drinks, raffles, trivia and plenty of prizes. Enjoy the Club's bistro and sports bar too. Lots of fun, all welcome. 7:30pm start.

Marktplatz.

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

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

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

New ads.

For Sale:- 091 2-litre Kombi Gearbox. Just fully reconditioned. New Bearings, Seals and Gaskets, New Synchro's, New 3rd and 4th gear, New selector ball. Add your throw out bearing and fresh oil and install to the car. Located in Sydney area. Email njsansom@hotmail.com if interested.

For Sale:- I'm wanting to sell an original 1974 VW Kalita buggy. Because it is so rare I am hoping to get to get some advice on the best way to go about it. I would appreciate any advice your club may be able to give me. If you are interested please email Mark Freeman at madfreeos@gmail.com





For Sale:- 1984 Volkswagen Kombi. We purchased our van 18 months ago, but have now upsized to a caravan. It is a 5 speed manual, petrol motor, front bull bar, rear tow bar, pop top, 1984 year of manufacture, has historic plates, 145k km. We've kept serviced and recently replaced the distributor, fuel valve, leads and spark plugs. Petrol gauge not working, may need replacing. Two bucket seats in front with seat belts, one bench seat in back with one seat belt. We have a slide-on canvas awning on the side, gas cooktop, and electric fridge built-in. The vehicle is located at Turramurra, a collector's item. We'd like \$21k ONO. For further information and to look at our van call John Grech on 0400 998 421 or email jgrech@nine.com.au



For Sale - 1966 1300 Beetle, one owner last 40 years. Rebuilt to 1600 single port (much torque), 12 volts. Recently had comprehensive service with complete brake system overhaul - 4 new wheel cylinders, new master cylinder and brake hoses. Very straight car, runs extremely well, comes with many new parts supplied, replacement engine lid strips and rubber seals, door hinge mirrors with pins etc. And now it's priced to sell at \$11,000 with a full 11 months registration ! Contact Bill – 0438 478404 or email forbsiedw@gmail.com

Help Wanted:- Good morning, my name is Bernard and I reside in Brisbane. I am contemplating purchasing a 1979 VW Beetle. The vehicle is situated at Russel Lea NSW 2046. Could you please recommend a top VW mechanic near Russel Lea who could do a thorough pre-purchase inspection? Also, if I do make the purchase could you recommend a decent transport company who can deliver the vehicle safely to Brisbane 4006 and are reasonably priced? Would appreciate your response asap as the purchase is immanent. If you can help, please email me. Kind regards, Bernard Rubin (Brisbane) bernard.b.rubin@gmail.com

2nd Month ads.

Wanted – MK1 Golf, 5 door, manual, complete car. Running, driving and minimal rust is preferred, no registration required as will be a restoration project. Located in Sydney and Canberra regions would be ideal, however willing to travel for the right Golf. Please email a brief description, overview of condition and photos to Chris at cmoyle4292@gmail.com.

For Sale:- I have a **1.9 water cooled T3 engine** for sale Currently mated to an auto (sold) In great condition Probably 255k on the clock going by the records and receipts. We'll cared for. Currently on Central Coast as we're getting a Subaru conversion done Open to good offers Rob James 0417287211

For Sale:- Clymer Volkswagen & Ghia 1961-1977 Shop Manual new expanded edition VGC \$50 including postage Please call 0417509

Free to good home: I have a reproduction **Kombi fibreglass pop top** (both the top part and the part that affixes to the vehicle's roof), and a new pop top seal. I recently sold my Kombi and have no need for them. They are all in reasonably new condition, the elevating part of the roof has some marks from storage and could do with a buff. I don't want anything for them, I was just hoping someone might have a use for them, otherwise they're likely to end up at the rubbish tip as I have to get them out of the storage area they're in presently. I'm located near Batemans Bay. Please contact Kristan on 0419 210 618 or email kristancox@bigpond.com

For Sale:- Hi, I have a friend wanting to sell a **beetle** it's needs work and is not running, I have pictures and will find out the year model. Is it possible to sell through your club. Please email me at kcallaughan@live.com.au if you are interested. Thank you, Karyn

For Sale:- I have a **T3 Kombi** that I wish to sell. '82 model with 2.0-litre air-cooled engine. Needs a little bit of work but not much. Orange paintwork and Microbus interior. I'm now unable to drive and it's out of registration - I've been in hospital recently. It's just sitting out there doing nothing. If interested, please phone Chris on (02) 4739 5250.

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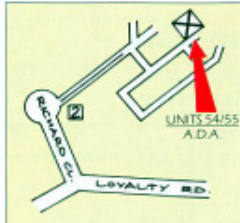
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AUSTRALIAN VW PERFORMANCE Centre

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

[vwperformance.com.au](http://www.vwperformance.com.au)

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

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

Fax: (03) 9761-6216

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Club Veedub Sydney Membership / Subscription Form. ✂

New Member: Renewal:

Name:

Address:

State: Postcode:

Email:

Phone: (BH)

(AH)

(Mob)

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

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

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

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 Post your business card and a cheque for \$110 to the Secretary, Club Veedub Sydney, PO Box 324, Mortdale NSW 2223



Club Veedub Sydney Membership / Subscription Form.

Please tell us about your Volkswagen(s):

Year	Model	Engine Size	Rego No.	Colour

Please enclose a cheque or money order for **\$50.00**, (or **\$60.00** if you wish to apply for Historic Rego), payable to Club Veedub Sydney, and post it with this form to:

**Club Veedub Sydney,
 PO Box 324
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You will receive 12 issues.



New VWs for 2024.

The Volkswagen Group is poised to undertake its biggest overhaul to date of the Australian line-ups for VW, Skoda and Cupra.

More than two-dozen new models, updates or variants are due in local showrooms before the end of 2025 - but the majority of new models will start arriving from early next year and through to the second half of 2024.

Heading the revamped local line-ups include iconic models such as the electric-powered modern VW Kombi - the ID. Buzz - as well as new-generation models for family and fleet favourites such as the VW Tiguan, Skoda Superb, as well as a vastly expanded Cupra range.

While all three car brands - German badge Volkswagen, Czech marque Skoda, and Spanish performance offshoot Cupra - have had sluggish or falling sales locally over the past 18 months, all three are expected to hit top gear in the next 18 months.

The arrival the new models - and increased support from their respective European factories which have finally overcome the worst of the recent parts shortages - should deliver a much-needed boost amid challenges from new rivals such as Tesla and Polestar.

As reported here, Volkswagen is preparing to challenge Australia's top selling electric SUV, the Tesla Model Y, with four variants across two models, the ID.5 five-seat SUV and the ID.4 SUV coupe. The Golf-like ID.3 hatch will follow later in 2024.

Volkswagen Australia expects to have good supply of the ID. Buzz (and ID. Buzz Cargo) in the second half of 2024.

Volkswagen Australia has just confirmed the sleek new-generation T7 Multivan - now based on car-like underpinnings rather than a delivery van, for better road-holding - will also make its local debut about this time next year.

And the Skoda Enyaq - the Czech brand's first electric car to be sold in Australia - is due about the same time as the Volkswagen ID.4 and ID.5 electric SUVs.

The following timings are estimates only and are subject to change due to unforeseen delays. This list is based on information from Volkswagen Australia as this article was published.

Volkswagen Touareg (update): Early 2024

Volkswagen Touareg R (update): Early 2024 (pending price negotiations)

Volkswagen T-Cross (update): Late 2024, early 2025

Volkswagen ID.3 electric hatch (new to Australia, updated model): Late 2024

Volkswagen ID.4 electric SUV coupe (new model): July 2024

Volkswagen ID.5 electric SUV (new model): July 2024

Volkswagen ID.4 GTX electric SUV coupe (new model): July 2024

Volkswagen ID.5 GTX electric SUV (new model): July 2024

Volkswagen ID.Buzz electric five-seat people-mover (new model): Late 2024

Volkswagen ID.Buzz Cargo electric van (new model): Late 2024

Volkswagen T7 Multivan diesel power (new model): Late 2024

Volkswagen Tiguan SUV (new model): Late 2024 or early 2025

VW ID.4 and ID.5 coming soon.

Volkswagen will launch a two-model attack on the Australian EV market next year, and the Tesla Model Y - Australia's top-selling electric SUV - could face its strongest challenge to date.

The Volkswagen ID.4 SUV and ID.5 SUV coupe are due to arrive in Australia by the end of 2024, after production for our market was given the green light for mid next year.

The Australian arm of the German car giant is planning to launch with four options as it enters the booming electric SUV segment:

ID.4 SUV rear-drive single motor (210 kW)

ID.4 GTX SUV AWD dual motor (220 kW)

ID.5 SUV Coupe rear-drive single motor (210 kW)

ID.5 GTX SUV Coupe AWD dual motor (220 kW)

Prices are yet to be announced; however Volkswagen Australia representatives indicated the vehicles will be positioned to compete head-on with the top-seller in the segment from electric-car benchmark Tesla.

"The Tiguan 162TSI and R (performance editions) currently make up almost 60 per cent of sales of Tiguan, it's the most popular combination, and then there are option packs," said Volkswagen Australia spokesman Daniel DeGasperi.



"We know our customers are keen to have similar performance in an electric vehicle. So the motor options we've selected for our market will closely resemble that."

The ID.4 and ID.5 will launch with the high-output 210 kW/545 Nm electric motor.

They will be joined at the same time with the more powerful GTX versions of the ID.4 and ID.5, which have a peak output of 220 kW but deliver brisker performance thanks to dual motors and all-wheel-drive power delivery.

Less powerful, entry-point variants could follow in Australia at a later date but have been ruled out for now.

"Our clear aim for the vehicle is the current sales leader in the electric SUV segment, the Tesla Model Y, and this (electric motor strategy) will ... position that correctly."

When asked for an indication on Australia pricing for the Volkswagen ID.4 and ID.5 range, the executive said it is too early to give an indication on price as the negotiations are ongoing.

However, he noted: "We will come to market very highly specified."

As with other electric vehicles, Volkswagen says customers have shown they prefer well-equipped cars with fewer option packs to choose from.

The other advantage of loading more standard equipment: it reduces complexity in the supply chain - and when allocating vehicles to dealerships - and enables quicker customer deliveries.



Meantime, reports out of Europe claim Volkswagen is working on a more powerful 250 kW version of the GTX editions of the ID.4 and ID.5 - so there is a bigger performance gap between the two grades (currently only 210 kW versus 220 kW).

Given the Volkswagen ID.4 and ID.5 have been on sale in Europe for about two years already, a mid-life facelift is due in the next couple of years.

However, Australia is expected to launch with the ID.4 and ID.5 in their current iterations, rather than wait for the facelift, as is the case with the ID.3, the smaller Golf-size hatch not due for local release until late 2024 or early 2025.

T7 Multivan confirmed for Australia.

German car giant Volkswagen has confirmed the sleek T7 Multivan - a modern take on the classic Kombi Microbus theme - is coming to Australia.

Pricing is yet to be announced but early estimates peg it



somewhere between \$60,000 and \$80,000 as it will be a stepping stone to the Volkswagen ID. Buzz electric people mover, which is tipped to cost close to or in excess of \$100,000 when it goes on sale this time next year.

Both vehicles - the electric ID. Buzz and the diesel T7 Multivan - are expected to arrive about the same time, in the second half of 2024, after production for Australia was recently locked in to commence mid next year.

Although it may look familiar, the Volkswagen T7 Multivan represents a major departure - and a new design and engineering direction - for the vehicle that can trace its roots back to the original Volkswagen Transporter in 1950.

While every Volkswagen Microbus/Caravelle/Multivan over the past 70-plus years has been based on the commercial delivery-van equivalent, the new-generation model will be a separate model, based on car-like underpinnings to deliver better road-holding as well as improved refinement.

The new Multivan is also slightly smaller than the one it replaces, and is now more of a conventional people-mover.

So far, the new theme has proven to be a hit in Europe, where the T7 Multivan has already been on sale for close to 18 months. Now it is heading Down Under.

"We are now an approved market for the T7 Multivan," Volkswagen Australia spokesman, Dan DeGasperi, told Australian media at the Munich motor show.

"It will come to market at some point late next year."

The executive said pricing was still being negotiated with the factory and would be announced closer to local showroom arrivals.

Minimal technical details for local models have been offered to date, other than the fact Australia will take a diesel version of the Volkswagen T7 Multivan. Power outputs,



model grades, and standard inclusions are yet to be outlined.

The arrival of the Volkswagen T7 Multivan will see the people-mover variant split away from its former working sibling, the Volkswagen Transporter.

Instead, the next-generation Volkswagen Transporter will be a jointly-developed vehicle with the Ford Transit Custom van, an extension of the partnership between the German and US car giants that started with the new Ford Ranger and new Volkswagen Amarok utes.

The Ford Transit Custom is due in Australian showrooms next year. Timing of the Volkswagen version is yet to be locked in, however VW executives have previously suggested it could arrive at a similar time, or slightly later than the T7 Multivan.

Golf GTI / R to stay.

The ninth-generation Volkswagen Golf will be the first version of the iconic hatchback to ditch petrol and diesel power, but the performance GTI and R badges will remain on the electric car, according to overseas reports.

Speaking with UK publication Autocar at the IAA Munich motor show, Volkswagen CEO Thomas Schäfer said it would be "crazy" for the Golf GTI and Golf R nameplates to "slip away and die" after the hatchback switches to electric-only power from 2028.

"Going forward, we've taught the world what a GTI is, and we've told the world what the R is, so it would be ludicrous to re-educate people (on performance VWs)," Mr Schäfer told Autocar.

"GTI with Golf was always legendary. We will carry on. We need substance to it, with performance. We're working on a performance (electric) model to carry GTI forward."

The confirmation that the Golf GTI name will continue comes a month after Volkswagen trademarked a logo which exchanged the badge's "I" - originally used to denote fuel injection - for a lightning bolt.



Volkswagen has previously badged the performance variants of its ID-branded electric vehicles as GTXs, a nomenclature which is expected to remain on the alpha-numeric models.

While there is no timeline yet on when the electric Volkswagen Golf GTI will launch, Autocar reports the battery-powered Golf R could go into production from 2029 -

one year after the non-performance grades of the hatchback are due to go on sale overseas.

"You need models that are exciting. R has always been our exciting place. We've spent a lot of time and money to get that brand, and we're not going to give that up," Mr Schäfer said.

"But we're only going to call it R if it's an R in terms of performance, in terms of all wheel drive."

As previously reported, next-generation Volkswagen Golf is set to move away from petrol and diesel power as early as 2028 - assuming there is no U-turn in the global roll-out of battery vehicles.

The current eighth-generation Golf is due to receive an update next year with a revised look and new technology, while retaining petrol and diesel power in global markets before the all-new electric-only 'Golf 9' arrives.

The ninth-generation Volkswagen Golf is expected to ride on the German car-maker's new 'SSP' electric-car platform, which will be an 800-volt system capable of charging a model's battery pack from 10 to 80 per cent in 12 minutes.

Volkswagen's SSP platform is a complete overhaul of the 'MEB' architecture which underpins the current Golf-sized ID.3 hatchback, as well as all other ID-branded electric models.

T-Roc production flooded.

Production of Volkswagen's most popular current vehicle in Australia was suspended for two months, with floods in Europe causing major supply issues overseas - but VW's local division says Australian customers won't be affected.

As reported by industry journal Automotive News Europe, Volkswagen halted production of the T-Roc small SUV at its factory in Portugal between 11 September and 12 November. However it was not the VW plant in Palmela, Portugal, which flooded.

Rather, the two-month delay was attributed to floods in Slovenia (a former Yugoslav republic between Austria and Croatia), which have caused an estimated 100 million Euro in damage to a third-party factory which supplies critical engine components for the T-Roc - as well as at least six deaths elsewhere in the eastern European country.

In a statement, Volkswagen told Automotive News Europe it is "working with other suppliers to find alternatives to return to normal production in the affected plant as quickly



as possible."

The parts supplier's CEO reportedly told Slovenian media outlets the company could restart production as early as October.

Volkswagen reportedly expects its other factories in Europe to be affected by the supply constraints, more likely those which build petrol-powered cars.

A Volkswagen Australia spokesperson said the production pause is unlikely to affect its supply, as the company is currently awaiting a significant shipment of T-Rocs to local shores.

"The T-Roc is Volkswagen's best-selling vehicle in Australia so far this year, with a dramatic lift in sales compared with the previous year," said the VW spokesperson.

"This is because our most in-demand model is now met with a dramatic lift in supply, and this level of supply is continuing at pace across CityLife, Style, R-Line and R. Customers can expect close to immediate delivery on T-Roc and we will have significant stock levels through the months ahead."

In Australia, Volkswagen has reported 4,914 examples of the T-Roc as sold between January and the end of July 2023 - ahead of the five-seat Tiguan (4,608 sales) and the seven-seat T-Cross (3,431 sales).

The T-Roc is also the third best-selling vehicle overall in Europe throughout 2023, with the 125,545 examples of the small SUV sold trailing only the Tesla Model Y (136,461 sales) and the Dacia Sandero (135,631 sales).

Export Scouts possible.

The reborn rugged off-road brand Scout - now with electric power and under Volkswagen ownership - is no closer to Australia showrooms. However a top executive has left the door open to the possibility.

The global boss of the Volkswagen Group, Oliver Blume, told Australian media in Munich last month there are no plans just yet to build right-hand-drive versions of the Scout electric pick-up and SUV - which are being developed for the US market.

But the high-ranking executive indicated if the US program is successful - and there is customer demand in other markets, including right-hand-drive countries such as Australia - then those options would be considered.

The Scout brand name was originally applied to an off-road vehicle made by International Harvester from 1961 to 1980. Volkswagen got the rights to the Scout name after it bought US truck subsidiary Navistar International in 2020.



Last year Volkswagen confirmed it would use the Scout name for an electric pick-up and SUV duo to rival Rivian, Ford, Chevrolet and Hummer.

"First of all we are focusing on North America and then thinking step-by-step. We will see what the future brings," Mr Blume told the media scrum.

"(The Scout brand) is an icon in North America. It's one of the most successful pick-up brands in the past.

"We have stunning ideas how to design the cars ... in terms of technology (but) we haven't done the final worldwide market planning.

"When we are further advanced with engineering ... then we will think what worldwide footprint we will offer with Scout."

SEAT almost killed off.

Volkswagen-owned Spanish budget brand SEAT was briefly pronounced dead last month but has since been revived. For now.

Despite assurances to the contrary - after Volkswagen executives tried to hose down the story - it appears the struggling SEAT brand will indeed run out of road before the end of this decade, once the current models reach the end of their planned production cycles.



Respected British magazine Autocar got a world exclusive when the chief operating officer of Volkswagen, Thomas Schafer, said in an interview at the Munich motor show: "The future of SEAT is Cupra."

SEAT was formed by the Spanish government in 1950 to assemble Fiats under licence; Seat stands for Sociedad Española de Automóviles de Turismo. After several decades of success the partnership became strained in the 1980s over funding issues. Volkswagen approached them in 1982 to assemble Polos and Passats in Spain. VW took a 51% controlling interest in SEAT in 1986, soon increasing to 75%, with new SEAT models such as the Ibiza, Cordoba and Toledo now based on VW models. Volkswagen took 100% ownership of SEAT in 1990. The Cupra sub-brand began in 1985 as a motorsport spinoff and a separate vehicle brand in 2018. It is now more popular than its SEAT parent.

Although popular in Spain, Italy and the UK, sales of Seat cars have been trending downwards for years and the brand has struggled to remain profitable as it competes with cheaper rivals. SEAT was introduced to Australia in 1994 under previous VW importers TKM/Inchcape. The



unfamiliar brand was marketed under the slogan 'Say It Si!' but was killed off in 1999. Total sales were only 3,561 over six years.

Buoyed by the early success of SEAT performance offshoot Cupra (global sales are up 50 per cent year-on-year) it is understood Volkswagen is planning for Cupra to play a larger role in the future of the Spanish division. The Cupra Born (VW ID.3) was introduced to Australia this year. Cupra could eventually succeed the Seat brand entirely.

Mr Schafer told Autocar existing SEAT models will continue to be produced for the remainder of their current model cycles - which are planned to expire some time between 2025 and 2030. What happens after that remains unclear.

In a roundtable briefing with Australian media at the Munich motor show, the boss of the Seat and Cupra brands, Wayne Griffiths, said of the initial report:

"I think they've misunderstood. Because it's not true. We're continuing to build. We are just about to refresh the Ibiza (hatchback) and Arona (city SUV) ... and we have invested 1 billion Euro in a brand-new Leon that never had a chance to shine because when we launched it, COVID happened.

"Yes SEAT has struggled in the past couple of years - not because of demand (but) because we didn't have any semiconductors.

"And when we had the lack of semiconductors, we prioritised those semiconductors for the Cupra cars, because they had better (profit) margin.

"SEAT is back this year, sales are up 20 per cent ... and there is still good demand for the core models. So now, in the foreseeable future, there is no question about SEAT."

Euro makers skeptical.

Europe's decision to ban the sale of petrol and diesel cars by 2035 continues to be questioned by the CEOs of BMW and Mercedes-Benz, while auto giant Volkswagen believes it will be ready to conform to the new rules.

In February this year, European Parliament members approved a proposal which would effectively bring an end to the sale of new petrol and diesel cars - also referred to as internal-combustion engine (or ICE) vehicles - from 2035.

Car-makers which sell passenger vehicles in Europe will be required to cut their new-car tailpipe emissions by 55 per cent before 2030 (compared to 2021 levels), while a 100 per cent reduction will be enforced from 2035.

Speaking to German publication Handelsblatt - and reported by Der Spiegel - BMW boss Oliver Zipse slammed the 2035 deadline, calling the decision to phase out petrol and diesel cars as negligent while questioning the capability of Europe's electric-car charging infrastructure.

"I think the political requirement to phase out combustion engines is negligent," Mr Zipse told Handelsblatt.

"And where do people charge all the electric cars? There will be no comprehensive infrastructure for electric cars in Europe in 2035.

"Do you think that in 12 years there will be charging stations in every village in regions like southern Italy?"

The executive also took aim at the price disparity between electric and petrol or diesel cars, joining the growing chorus of car-makers who believe the lack of cheap battery-powered vehicles will leave those in lower socioeconomic areas behind.

"In the end, this can even become a social problem. If mobility is no longer affordable, you will offend many people."

Mercedes-Benz CEO Ola Kaellenius has also recently said Europe won't be ready for only electric cars in dealerships by 2030, though the premium German brand is still on track to deliver on its plans to ditch petrol and diesel cars in certain markets by the end of this decade.

"It's not going to be 100 per cent (electric) in 2030, obviously... from the whole European market, but probably from the Mercedes side as well," Mr Kaellenius told news agency Reuters.

"We will be ready... but we will also have tactical flexibility," referencing Mercedes-Benz's plans to produce certain electric and petrol/diesel models on the same production lines.

By contrast, Volkswagen claims it is ready to move away from petrol and diesel cars ahead of Europe's 2035 ban, having previously announced it plans to only sell electric vehicles on the continent from 2033.

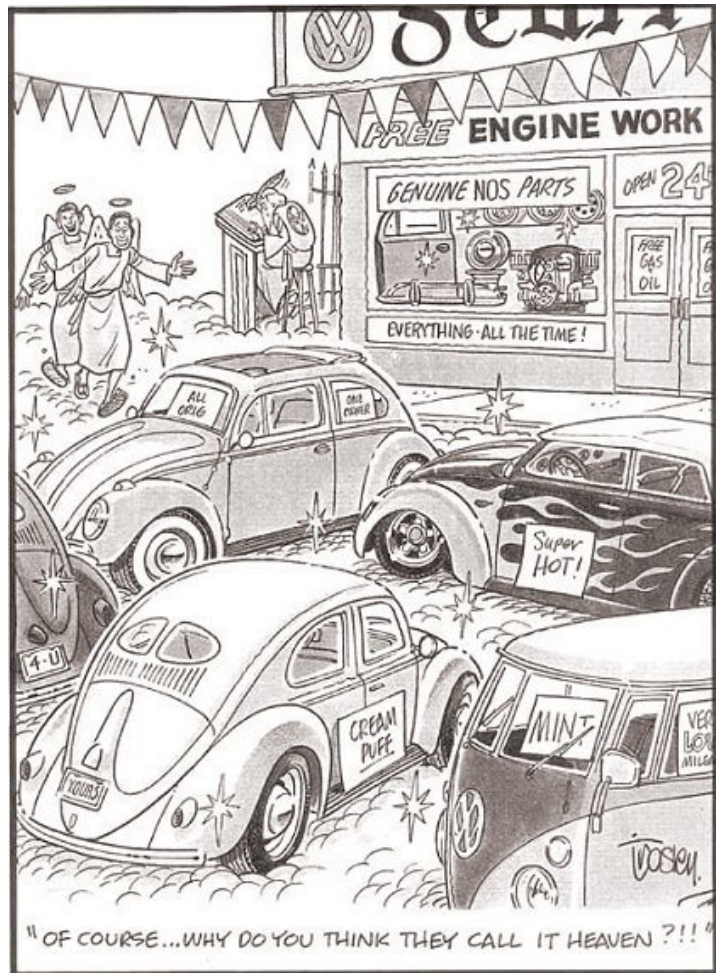
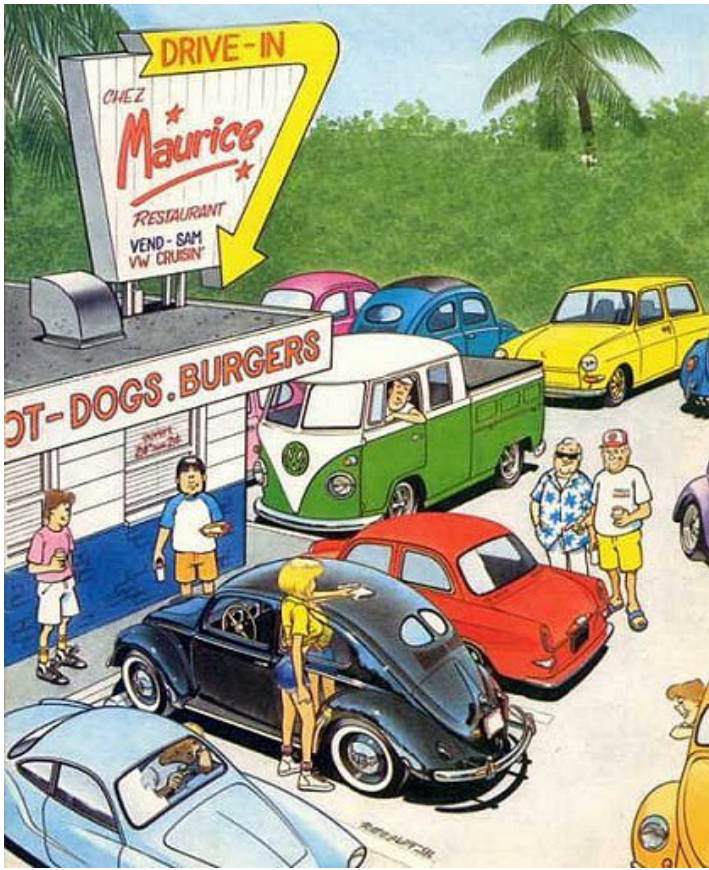
Speaking to Reuters, Volkswagen CEO Oliver Blume said the car giant will aim to reduce the cost of its electric cars by forming partnerships with Chinese suppliers.

"We are prepared for the 2035 combustion ban in Europe," Mr Blume said.

"I think we have great chances. We know how to build cars, with top quality. We will have to work hard on the cost side."

Australia has not yet introduced a plan to ban the sale of petrol and diesel cars - though the Australian Capital Territory plans to do so by 2035, in line with Europe.

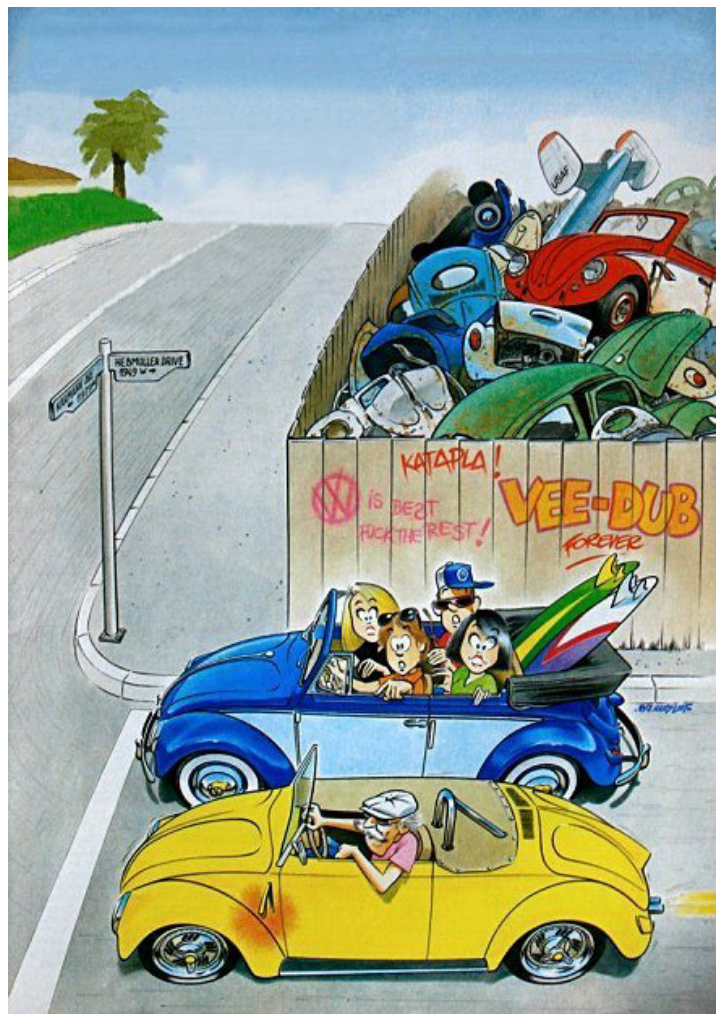
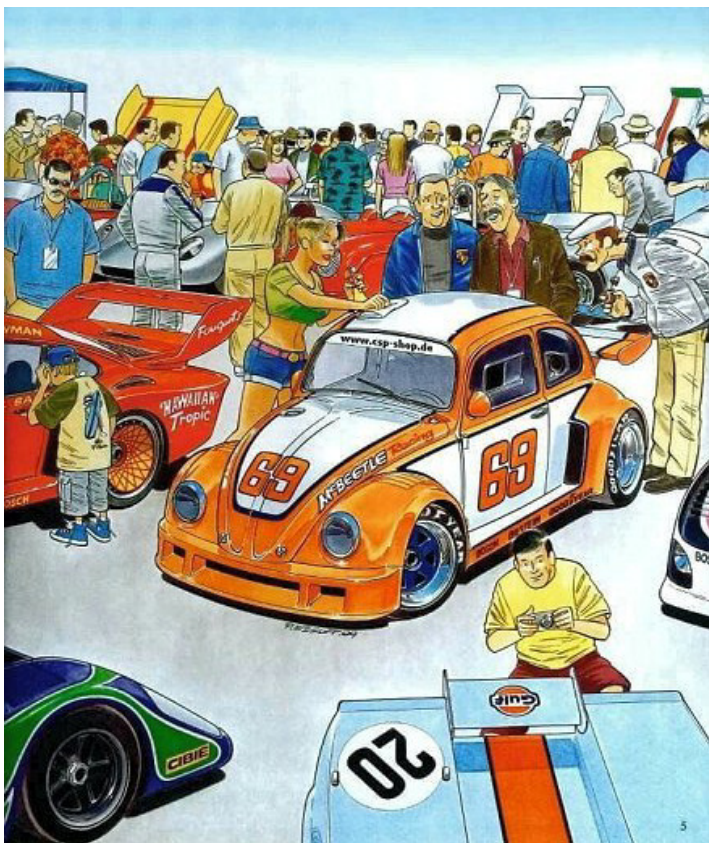




What is the dream to me?

Work customers always ask me, every time I see them, how are you going Ash?

I always give the standard answer: Living the dream. Most of the time they laugh and don't believe me



because I'm the guy there to check out their aerated septic system.

One customer, the other day, even told me that I'm full of it!

Ok, so maybe I don't have a dream job, but I always explain that I really am living my dream.

I always explain about my Volkswagen hobby and how much fun I'm having with it.

So, what exactly is the Volkswagen dream to me?

The best way to explain my dream is to look at the Volkswagen cartoons at the back of the old VW Trends (art by George Trosley) and French Super VW magazines (art by Pascal Meslet), remember them?

They normally showed people living a crazy all Volkswagen lifestyle.

When I was younger, I always wanted to live that lifestyle and I always have, till this day.

Nowadays, I have all the cars, parts and friends I ever wanted.

That's why I'm living my dream, how about you?

Thanks to Club Vee Dub Sydney and everyone that helped me along my way.

I couldn't have done it without them.

Ashley Day.

More mates needed.

Our club has been around since 1985 and grew to have around 200 members by 1988, when the first VW Nationals was run.

The club has grown steadily since then, helped by us having the Historic Registration scheme for old VWs.

In recent times our club has passed 500 members and is now getting up towards 600.

That's great, but the problem is that we rarely see them.

I would bet that almost all our new members have joined just to get access to Historic Registration. That's OK, but they don't come to meetings or otherwise get involved.

It was interesting to see the spreadsheet of past committee members (see November 2022 issue - Ed). It was significant that a small number of people have done the same jobs for many years.

No one new seems to want to take over the roles. I can't remember the last time two people nominated for a position at the AGM and we had to vote on it.

Now, as these long-serving older members gradually retire from the club or die, it means, for the first time ever, our club's committee of people who actually do the work is shrinking.

Younger people who might visit, find a club full of oldies, believe it or not.

I know we don't feel old but trust me, we look it.

So what's the solution?

First, treat any new club members like gold, because they are.

Actively take an interest in young people and ask how we can help them with their Volkswagens.



Try and find out what young want these days from a car club. Maybe bring your teenage kids along to a show or run?

Invite any friends you have to come to a club meeting, they don't even have to have a Volkswagen at the moment, though your friends might be inspired to buy one one day.

Bring your partner to club meetings?

I know I don't go to every meeting and maybe you don't either, but we can all try a bit harder?

It's a great car club, I love it and can recommend it to anyone.

You have to meet people somehow?

I meet my partner Gail at a club meeting one night years ago, so technically anything can happen.

Unfortunately though, if we can't find new active members from somewhere, our club is just going to get smaller and smaller to the point where it's no longer relevant as a social club. It might just end up as an entity to give out Historic Rego.

Even though I was sad to lose David Birchall, and our last president Steve (who had held committee positions since 1986 and was president for 11 years) retired, new president Lee and her husband Adam are bringing a breath of new air.

We need more members like Lee and Adam.

In summary, come to club meetings more often and bring somebody with you. And get involved.

Ashley Day.





Boris' Picnic Day.

On Sunday 12th November Boris hosted his annual VW Picnic Day, at a fantastic new venue. This was at Sans Souci Park, just before Captain Cook Bridge. It's a nice shady car park with plenty of space, the water nearby and the toilets only a short walk to the nearby pool.

The boys got there early to set up the club tent and BBQ, and the sausages and onions were soon sizzling. Cars began arriving well before 7:30am and by 8am the car park was nearly full of VWs - what a great turnout. Certainly more VWs there than used to drive out to Warragamba.

There were lots of air-cooled VWs there, a few of them we hadn't seen before. There were a few water-coolers too, but not as many as we would like. I think the Eurocruisers were still in bed at this early hour on a sunny Sunday. With all the passers-by, the club shop and BBQ were busy all morning. There weren't many sausages left by the end.

Adam was busy selling club merchandise - the shirts and stickers very popular with everyone.

Thank you to Boris for hosting another enjoyable day. Thanks too to the boys who manned the BBQ - Wayne, Rudy, Sandy and Bob. It made a really enjoyable day.







Canberra German Cars and Coffee.

Club VeeDub (Canberra Chapter) hosted the second German Cars and Coffee event at the Spanish-Australia Club in Narrabundah on Sunday 19 Nov 23.

After the first such event earlier in the year was conducted, the response and appetite for more events such as these was so overwhelming, that we did what any conscientious club would do, and held another.

All local clubs of German Car marques were represented and keen for the event. Being a very informal affair, where you can just turn up when you feel like it, hang



around as long as you like and leave when it suits you; this format works well with everyone. Some may have kids sport to get to, others may have a family lunch to attend, while others just want an excuse to get out in their car, admire other great cars and have a coffee and chat with friends - whatever your situation, the flexibility ensures great attendance numbers.

The Spanish-Australia club put on the coffee and food, all to help raise some funds for their club. They were once again great hosts and provided a great variety of food and good, hot coffee.

For this event we decided to do some fund raising for a local girl and friend of Club VeeDub, who requires spinal fusion surgery in Sydney, then some 12 weeks of rehab post-surgery. All this and having to fund her own accommodation while in Sydney makes for some large bills come her way.





The fundraising included having one of the Club member's car (well done Cookie and Ashleigh), parked under the club marquee and allowed anyone to paint a flower on the car for \$5.00. We thought the kids would be our main customers; however many of the adults also joined in and by the end of the event the car had numerous, colourful flowers painted all over it.

Overall, the event was a huge success and one we feel will become a regular occurrence on our club calendar.

Willie.



You can always add to the VW collection.

As a keen VW owner for years if I had a warehouse, I would probably have a substantial collection of VW cars.

So, the next best thing is a showcase to satisfy the interest in all models VW.

What better way to spend a quiet night or rainy weekend surfing the net for VW diecast bargains.

I am not talking big bucks, but there are some bargains out there that won't break the budget.

I am happy to consider all scales... Larger 1/12 down to tiny HO scale (1/87)



As my display cabinet reaches capacity (30 years of this hobby) I have been drawn to the quality micro models from Busch, Schuco , Wiking and Brekina.

They don't take up a lot of space !

There are many brands out there over various scales. But I am also impressed with the quality of no name models offered by local agents including on the display stands at the VW Nationals. Yes, they maybe toys to some but look great in your showcase.

Happy hunting!

Carl Moll



Canberra Marques in the Park.

Sunday 12th of November saw the running of the annual Marques in the Park event here in Canberra. This year we had a new venue thanks to the ACT government continuing to close public areas to events such as car shows - don't start me.

The Council of ACT Motor Clubs were able to secure the Deakin Soccer Club's fields to conduct the show and to test whether the fields could stand up to events like car shows and other festivals. Luckily all attendees behaved themselves and the fields sustained no damage due to the cars moving over them.

The show itself was another great event, thanks to the great weather and the local car enthusiasts love of showing their pride and joys. Most marques were well represented and there were some beautiful examples from many of the clubs in attendance. No matter how many events we attend, there always seems to be a few cars turn up that haven't been seen



before, demonstrating the scene is an ever evolving one to be a part of.

A good turnout by the VeeDubbers, although numbers were down a bit on previous years events. Those that did turn





up were treated to some beautiful machinery and great food and coffee.

Club members met up at Old Parliament House so as we could arrive in convoy to ensure we were parked together in the complex. The local Torana Club and Street Machine Club also had the same idea, with the front of Old Parliament House looking like a car show in its own right. Luckily we had different departure times, so there was minimal congestion at the soccer field entrance.

Once again, another great event where the club was well represented.

Willie.

Two more 4WD Audis.

The Sun-Herald, Sunday 18 November 1984

Audi, the innovative and under-valued German maker, has introduced permanent four-wheel drive for two more models.

The 200 Turbo and the new Audi 90 (a face-lifted version of the car we know as the 5+5) have been granted a

variation of the Quattro's undercarriage arrangement.

Both cars are possible additions to the Australian scene, although the 200T may only be imported in front drive spec - probably in the second quarter of next year.

That would be a pity, for although the front wheel drive car is a powerful, beautifully balanced piece of equipment, the recently released 4WD 200T could carve a unique niche in the local market as an executive four-door Quattro.



The 200T is actually a combination of two cars. It runs a mildly detuned 140 kW Quattro five-cylinder engine and the slippery Audi 100 body.

The 4WD version features a top speed, in European trim, of 230 km/h and accelerates from 0-100 km/h in a very quick 8.8 seconds.

There is also a wagon version of the 200T, named the Avant. It's a great looking car but it won't be coming to Australia.

The other 4WD newcomer, the 90, is a face-lifted version of the 5+5 sedan, with suitably sporty suspension improvements and a fuel-injected (but not turbocharged) 2.2 litre five cylinder engine.



It has just gone on sale in the UK, a right-hand drive market, and the engine is already partly homologated for Australia. Those two factors have been stumbling blocks for Audi in this country in the past.

The Australian importers of Audi are Sydney's LNC Industries, through their Volkswagen Australia subsidiary company (though VW cars are no longer sold here).

If the 90 is added to the current single-car Audi line-up in Australia, it will probably be late in 1985.



Day of the VW in Melbourne.

After a three year break due to COVID and rain, the Day of the Volkswagen was on again at the Yarra Valley Racecourse in sunny Melbourne.

Wayne, Boris, Zelco, Sandy and Mike Waldron packed the trailer and saddled up for the trip south. We left Sydney at 3.00am Saturday morning travelling down the Hume Hwy and arrived at around 1.00pm for a relaxing afternoon at the Healesville Hotel. There we caught up with a few other club members John and Ash.

After a good night's sleep we had another early start to the day and headed to the venue. We unpacked the trailer and set up the trade stand. All the cars started rolling in at about 7.30am.

The show is spread over a very large area, cars at both ends of the facility with swappers and traders in between.

The day started out grey cloudy but by 10.00am the sun had come out and we all warmed up. Typical Melbourne,

four seasons in one day.

This show is very different to our Sydney show, with a picnic like atmosphere due to all the cars being parked on grass.

Andrew one of the organisers told me they ran out of space to park cars. He estimated there was around 600 cars in the show with many more outside. Lots of Sydney people were at the show and came by the Vintage Vee Dud trade stand to say hello.

By around 3.30pm all the people were heading off so we packed up the trailer again and headed back to Albury where we stayed for the night and headed back to Sydney Monday.

Was a great weekend.

Wayne Fenech







Sydney + Canberra Cars and Coffee.

On Sunday 26th November we held our first social get-together between the Sydney and Canberra Chapters of Club Veedub. We decided to join in with the Southern Highlands 'Cars n Coffee', held in historic Berrima.

The Sydney gang met up at Uncle Leo's BP at Liverpool, while the Canberra gang met up at Maccas at Watson, both groups gathering around 6:45am for an early departure. for the cruise to Berrima.

The town is on the old Hume Highway and was founded in 1830. The whole village is listed on the National Estate. Its normal population of 800 people was probably doubled by all the visiting classic car enthusiasts.

The streets around the Marketplace cafe were jam-packed with classic cars of all makes and models, new and old. The VWs had to drive up next to the Holy Trinity Anglican church to find parking. The Sydney VWs were soon joined by the Canberra VWs, and it was great to chat all things VW. The coffee queues were long, so most of us just wandered about. A very enjoyable morning!





The Project of my Life – Progress 11.

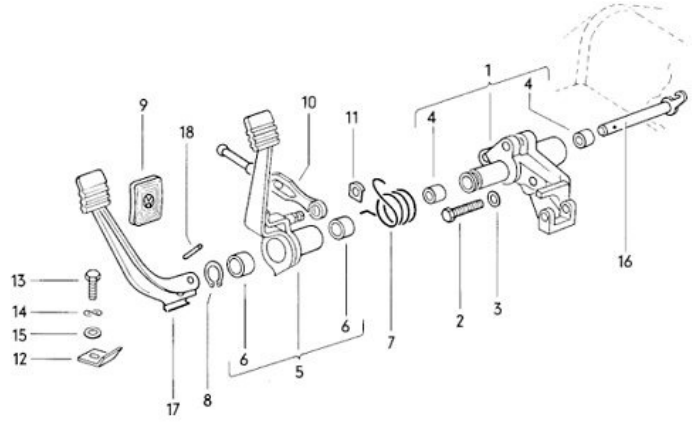
My parts stash from Germany contained everything I would need to attach the CV-joint shafts to the chassis. I had bought complete half shafts from [Thingparts](#). Instead of the 90-mm CV joints fitted to Beetles and Type 3s, Type 181s use 100-mm items which first appeared on the Type 4 (411 598 101 A). The flanges at either end need upgrading to 100 mm also; my outer ones are sourced from a Porsche 924 and the inner ones are adapter pieces from [aircooled.net](#). However I neglected to think about the fitting hardware. The attachment bolts are identical to those used on Beetles but the plates used underneath the heads of each pair of bolts have a wider spacing. Transporter ones would fit also. I had made some contacts in Indonesia and they have lots of T2 Kombis as well as 181s there, so I thought I would have no trouble finding some new or good second-hand fasteners. I sent emails to 12 different businesses. Half bounced and the rest bar one were ignored. The one business which did reply wanted more for second-hand parts than Hoffmann Speedster in Germany was asking for brand-new bits, so you can guess which way I went. Lesson learnt: email is not the preferred method for reliable communication in Indonesia, or Malaysia for that matter.



The other eagerly awaited item from Hoffmann is the Bremskraftverstärker - mechanisch; translation: 'brake power strengthener – mechanical' or what we would call a 'mechanical brake booster.' It's not really a booster; there's no servo action going on; it's actually a clever means of varying the leverage applied by the brake pedal onto the master cylinder by means of a cam and a roller bearing. That's exactly how VW designed the accelerator pedal; full explanation in May 1988 Zeitschrift: [Soft Throttle Pedal](#), which of course you'll all remember.

This braking solution is only available for left-hand-drive vehicles, which feature a very different pedal-cluster design from what we're used to. Picture the two (longer) bolts visible below attaching the plate to the front left side of the tunnel.

The stock pushrod is dispensed with and in its place a roller bearing is bolted to the pedal. A shorter pushrod connects the lever/cam to the master cylinder. The lever/cam shown below is at about one quarter stroke; in its resting position it would be all the way back, touching the stop pin. In this position the roller bearing on the pedal is in line with



a left-hand-drive pedal cluster

the lever/cam, so as the pedal is pushed forward slightly, you get the same leverage (perhaps even less) and brake feel as stock. This part of the stroke corresponds with pressure just starting to build up and all the slack in the brake system being taken up, so there is still minimal resistance to movement. As you push the pedal even further forward, the lever/cam swings forward and the roller bearing rides up the flank of the cam closer to the pivot point. This results in less movement at the pushrod where it really matters: at the point where hydraulic pressure is at its highest. The ultimate result is a lighter feel between your right foot and the brake pedal; Hoffmann claims 30% less braking effort.



Paying 139 Euro and going through the dramas of shipping was the easy bit, because next I have to redesign it for a right-hand-drive Beetle and there's no guarantee that it's even possible, as the clutch pedal is a bit ... in the way.

In my absence, my Beetle body and chassis have been shipped from KL to Langkawi, opening up a whole lot of future areas to work on. My Malay friend whose workshop I'm sharing has procured a shipping container in which I can house the chassis for security and weather protection.

The body is in pretty bad shape and I will end up throwing it away, but not before I flop some more moulds (fibreglass industry speak) off its panels. One of the few components which is in usable shape is the windscreen wiper assembly. In anticipation of this moment, I had ordered some wiper shafts from [M&T Manufacturing](#) in the US. I dismantled the assembly, being careful to take photos progressively for ease of putting it back together

(remantling?). The frame and linkages had flaking paint and surface rust, as you would expect after nearly 50 years, the motor checks out and the shafts are still pretty good, but if you've got brand-new parts ... The nice thing about these new shafts is that they come with washers, rubber seals and circlips. I mailed the old frame and linkages to a metal-plating shop near KL where they were acid-dipped and zinc electroplated. The plastic bushes in the linkages are still OK and were unaffected by the acid bath. The job turned out better than new:



A priority after taking receipt of the chassis was to be able to actually make it roll around. I have a set of old 14-inch alloy wheels, so I went to bolt them on. At the front, no problem. At the rear, no way were they going to fit past the callipers, so I pulled out my beautiful 15-inch steel rims from storage, put some old tyres on them and went to bolt them on. Same problem, just not as bad. The outside edge of the callipers were fouling on the welds attaching the rim centres on. What to do? I've invested a lot in these Lemmerz Weltmeisters and alternatives are hard to come by. I would be happier with 16 or 17-inch wheels in any case, but VW's oddball PCD of 130 x 4 counts that out. To put wheels on at all, I can either remove the callipers or have some temporary spacers turned up. The second option is what I've gone for, to the extent of 10 mm. When it's time to actually have mudguards in place, I will be able to judge the clearance to the (stock-width) guards front and rear as well as fouling issues with the front inner guard which will become apparent with a lowered suspension. If there is no alternative to the tyres hitting the outer edge of the guards, that's when I'll make new, wider ones. This is one advantage working with fibreglass every day, but it's anything but a trivial undertaking.

The centres of the Lemmerz wheels have been welded into new six-inch rims using the same weld points as stock, so the extra two inches have all gone onto the inside. The spacers I'm having made can be milled down if necessary and obviously require longer wheel bolts, easily obtained [here](#). I never thought there was any advantage of wheel bolts over



studs, but here's one, at last: bolts are a bolt-on. Assuming that spacers will eventually be necessary, I don't want the extra forces generated by the increased leverage on the axle to be taken by the wheel bolts alone, so the final product will be custom-made one-piece machine-shop items with spigots to engage in the wheel centres and the brake-disc hubs. Legal? Yes, in this country.

I struggled and cursed putting these aftermarket clamps onto the front sway bar; it was like wrestling with bear traps, and this was with the luxury of having the body off the floorpan.



Here are two tips for anyone who has to deal with these things:

- pre-form the stainless clamps into rough shape with a big pair of pliers to let you actually engage the stud into the captive nut, because the clamps start off round
- tighten up a hose clamp around the whole thing to compress it to the stage where you can screw a nut onto the threads

If only I had found these excellent [clamps](#) from Germany in time:



I've bolted on my front-suspension stiffeners. I could have bought a set from [CSP in Germany](#) for 249 Euro or these Malaysian-made ones for a whole lot less. Both are a copy of

the original VW accessory and certainly look as though they will prevent any unwanted moving about of the front beams. In Malay they're called 'Tangan Superman' : Superman Arms; very appropriate.



I haven't bolted the front shock absorbers on yet, as they're the short ones originally specified for an Opel Kadett, required when you lower the front suspension using adjusters or tubes rotated and welded. They're too short to bolt on, so I'll probably have to adjust the suspension down and wait until there's some weight on the front end. Meanwhile I bolted on the rear shocks, KYB Gas, imported from the US. It's only now that I find out that they're made in Malaysia!

While working around the front end I checked out the accelerator pedal. I had supplied a new bracket for the hinge pin, but Mr. Hafeez went one better and made up a bolt-on bracket. I noticed that the pedal wasn't achieving full throttle opening, for two reasons. The lever on the passenger's side was hitting the tunnel and the stop on the back of the pedal was hitting the floor well before the roller was hitting the stop on the end of the ramp on the pedal itself. A quick couple of bends in the vice fixed problem one, and problem two was



rectified by clamping the pedal in the vice, then bending the stop with a big pair of pliers in the other direction, gradually, with a few trial fits. I then bolted the pedal back down using Sika spray-on cavity wax around the holes. When the time comes to fit sound deadening and carpet, I'll need to make a relief for the stop to go through. I've stuck a bit of masking tape onto the pedal stop to make it show up. I can now go flat stick.

The fibreglass body: I've finally reached the interesting stage where I can start screwing together some of the raw parts and make them mate up to each other. This is an important psychological milestone and sure beats days of filling and sanding.



Only the roof to go now to complete all the panels as temporary products ready for trial assembly.

Rod Young
rod.young2@icloud.com

VW's Better Box.

Wheels Magazine, 1979

Volkswagen still believes. After 30 years and 5.5 million of the most successful box in the world, Wolfsburg has launched a third-generation Transporter with new suspension, reworked engines and even high style, to carry those one-tonne loads through the 'eighties.





This time the VW truck division started with a clean sheet of paper - only to decide the 1949 layout was right all along: cab over the front wheels and air-cooled engine in the tail. VW projected 12 different layouts including 'conventional' like the larger LT range; front wheel drive, even mid-engined, but when the scores were in, an engine over the rear wheels won.

It gives the best space per square metre of road used, best winter or uphill traction and even decent handling and side-wind sensitivity - once the engineers lowered the floor and moved the spare wheel and 60-litre tank up front. The 1980 Transporter has 50-50 weight distribution, empty or laden, a lower CG and claimed 0.79 lateral G reading on the skid pan which puts them into good sedan territory (the old van pulled only 0.63).

And sedan country is precisely where VW wants the new box to shine - with longer suspension travel, smoother ride, less interior noise, easier manoeuvrability and better vision, not to mention that style component.

Start with the chassis: wheel-base was stretched by 60 mm to 2460 mm but new rack and pinion steering kept the turning circle to 10.5 m. Front suspension is now by dual wishbones and coils; the rear has trailing arms and mini-block coils, the kind which collapse into themselves. That all gives more travel and better ride control while disc/drum brakes with balance valve see to stopping.

Both the 1.6 and 2.0-litre engines (37 and 51 kW) carry their fans on the crank nose allowing the rear shelf to be dropped and the rear hatch increased by 75 per cent so you can load a sofa without trouble. Engine service intervals were stretched to 15,000 km with oil changes every 7,500 (both up by 50 percent) and a dip stick plus filler neck behind the rear licence plate means you only have to open that rear-shelf engine lid for major work.

Tappets are hydraulic for the first time

on a VW van and ignition is electronic, while a brand new toy called Digital Idle System monitors the engine at idle, cutting CO in that mode by 90 per cent. The Transporter is the first VW to have it.

VW increased body width by 125 mm to allow three abreast up front but held length and height close to the old limits. By using Finite Element computer body design techniques they even reduced the empty weight despite a larger package to increase the payload to 995 kg. A tilted windscreen lowered drag so overall wind resistance is the same despite more frontal area.

What's more, the Transporter now meets US safety standards for a sedan even though it is exempt - it has front crush zones, roll-over hoops and door beams. Okay, there's still some noise around the A-pillar and a certain amount of gust reaction but both are well down. Interior noise levels were lowered by three to five dB, depending on where you sit.

Wolfsburg even discovered the trimmed interior carpets, cord seats and a sedan-like dash. The steering wheel is not as truck-flat either. You almost feel like the driver of a tall car now. Once those new Hanover robots get cranked up, VW will offer four versions for people (Bus, Kombi, Camper and Ambulance) plus enclosed van, pickup and dual-cab pickup. For "not much more" money, it hastens to add - though the new models are at least a year away from Australia.

But it is indeed a lot more transporter, under the skin as well as up front where the styling shows. And nobody really denies that a diesel engine option will follow shortly. Can 4WD be far behind? VW was onto a winner from the very first Transporter, and there is no end in sight.



12 Days of Air-Cooled Christmas.

On the twelfth day of Christmas
My true love sent to me

Twelve drums for brakin'



Eight blades a-shimm'rin'



Seven leaves a-springin'



Eleven lines o' pipin'



Six speedos 'splayin'



Ten king-n-link pins



Five synchro rings



Nine cables yankin'



Four cylinders



Two torsion bars



And some car keys in a Type 3



Three fresh heads



Rod Young
rod.young2@icloud.com

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HURRY FOR SENSATIONAL TOY BARGAINS . . . IMMEDIATE DELIVERY!

Why Your Car Engine Grows Old.

Popular Science magazine, April 1957

Your loving wife is your car's worst enemy. In her daily jaunts to market, to visit friends, to pick up the kids, to trundle you to and from the station, she is innocently giving the family bus its hardest wear.

No matter how expert at the wheel, she is still guilty of stop-and-go driving, the chief source of premature aging in engines. If your car needs an overhaul this spring, that is the most likely reason.

You can comfort your wife with the assurance that she shares her guilt with millions of other drivers, including you. Seventy-five per cent of all automobile trips in the U.S. cover less than 10 miles (16 km); 50 per cent, no more than four miles (6.4 km).

Another name for stop-and-go driving is low-temperature driving. That name pinpoints the core of the trouble. Today's automobile engines and most motor oils perform best at high temperatures, the kind generated by prolonged journeys at brisk speeds. In the myriad short trips that most American drivers take, the motor and the oil never get really warmed up. This tepid running condition sets off a whole train of misfortunes.

Stop-and-go driving is most damaging in cold, damp weather - the colder the climate, the more acute the problem. But there's dirty work afoot even in summer.

Here is what happens in your car's engine on a chilly April day in, say, Maine or Wisconsin or Washington. The temperature of the air is around 38 degrees (3°C), but the humidity is high and the day feels much colder than it is.

Your wife starts the car and heads for her favourite supermarket.

Gasoline mixed with air at the carburettor is entering the intake manifold. As the fuel evaporates in the air stream (1,000 gallons of air are drawn into the carburettor for each gallon of gasoline consumed), the air-fuel mixture instantly chills 40 to 50 degrees. This frigid draft then hits the hot spot - an exhaust-heated stove - which should be heated to at least 125 degrees (52°C) to vaporize the mixture properly.

The first trouble with stop-and-go driving is that the hot spot rarely gets hot enough to do its job well. This is especially true of older cars, for their hot spots are likely to be clogged with rust and exhaust products.

As a result, part of the fuel doesn't vaporize. Raw gasoline runs down the intake manifold and hits the hot undersides of the intake valves, where it stews and forms carbon. Moreover, it flows into the cylinders, where, being a

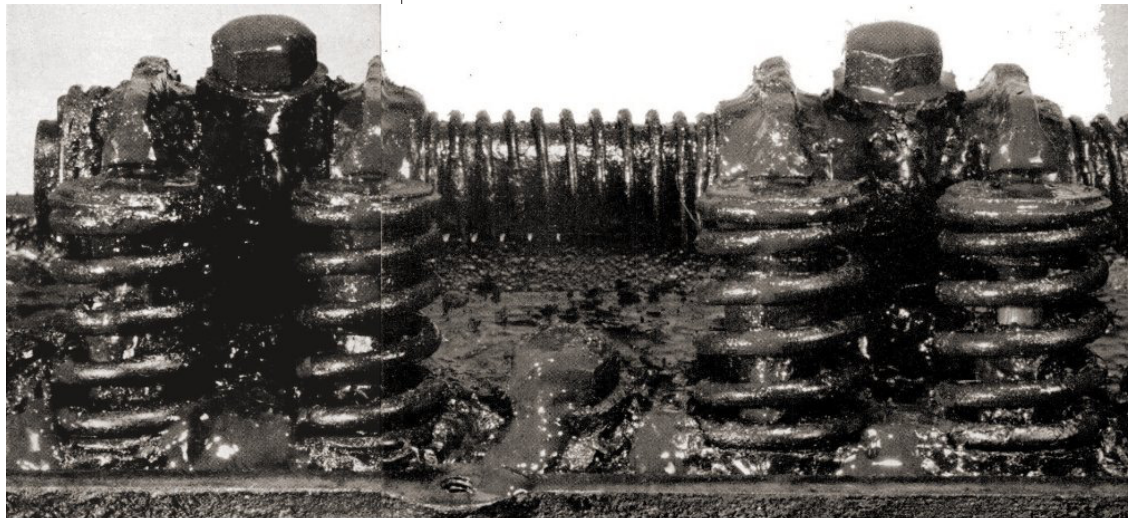
liquid, it doesn't burn thoroughly. Soot from this incomplete combustion clogs the rings and also gets into the crankcase, to form one of the ingredients of sludge. It also gets on the piston skirts to form 'varnish' - a brew that is tacky at first and then, as it ages under heat, grows into a hard coating on the pistons. This coating can substantially increase piston friction, robbing the engine of power. In severe cases, varnish may even cause an engine to 'seize' or stop dead and refuse to turn over.

Some of the raw gasoline that sneaked past the hot spot, together with moisture from the damp outside air, water formed by 'cold' combustion, and condensed acid vapours from the chemical reactions in combustion, reaches the crankcase.

If the crankcase oil isn't heated to at least 140 degrees (60°C) and preferably to from 180 to 225 degrees (82°-107°C), which would be hot enough to vaporize these unwelcome newcomers and drive them out the crankcase's breather pipe, the new arrivals combine with particles of dust and soot to form sludge. At first the sludge is like black mayonnaise, but it soon hardens and starts to clog the oil screen.

The second trouble with stop-and-go driving is that the crankcase oil seldom warms up to 140 degrees (60°C) or better. Thus the formation of sludge goes merrily on.

When engines have accumulated a lot of sludge, oil passages may become clogged. Your car's engine then begins to be starved of oil. Most serious results: Bearings overheat and fail, piston rings fail, pistons get noisy.



TYPICAL EXAMPLE of the engine problems created in stop-and-go driving is this soup of sludge

found covering the rocker-arm assembly of one car. It has been estimated that in 30,000 miles

of this type of driving, around two pounds of sludge collects on various engine parts.

Sludge also gathers on the timing chain, where it interferes with lubrication and speeds wear. It fouls finely fitted hydraulic-valve lifters. It stifles the flow of oil to the valve rocker arms, causing them to wear rapidly, squeak and clatter loudly. It gathers around the push rods, speeding up their rate of wear, and clogs the oil-control rings on the pistons. When that happens, your car can burn oil at an alarming rate.

The third trouble with stop-and-go driving is that it frequently produces spark-plug fouling. This, in turn, promotes the formation of sludge. Here's how it works:

The temperature of a spark plug's nose should be at least 1,000 degrees (540°C). If it is cooler than that, particularly harmful deposits collect. They are harmful

because they are good conductors of electricity. Furthermore, the hotter they get, the better they conduct electricity.

In long, fast highway automobile trips, utilizing the higher horsepower of the engine, temperatures of the spark-plug noses range from 1,000 up to around 1,600 to 1,800 degrees (870-980°C). Deposits formed on the plug noses at those temperatures are of different chemical composition. They are as much as 10,000 times more resistant to electricity than the deposits formed when nose temperatures are below 1,000 degrees (540°C).

In stop-and-go driving, particularly with old plugs, the noses of the spark plugs seldom get as hot as 1,000 degrees (540°C). The harmful deposits collect. You may not be in difficulty as long as you drive slowly, but if you suddenly want to make a quick getaway from a traffic light, the chances are that one or more of the plugs will misfire. The spurt of speed has abruptly raised the temperature of the spark-plug noses, heating the deposits there until they conduct electricity so well that they leak it off to ground and prevent a spark.

When a spark plug misfires, the fuel mixture fails to ignite, and the cylinder cools off. This contributes an extra dose of un-burned fuel and condensed vapours to the sludge factory in the crankcase.

A fourth trouble with stop-and-go driving arises from the fact that an un-warmed engine manufactures several corrosive acids, plus an astonishing amount of water (about a pound of water for every pound of gasoline burned). When an engine is allowed to get hot and stay that way, the corrosive liquids are vaporized, do little harm. When the engine runs in short stretches but rarely gets warm, the acids corrode rings and cylinder walls, and also eat into the metal of the muffler and exhaust pipe. If circumstances force your family to be a brood of stop-and-go drivers, there's little you can do about it. There are, though, some things you can do to minimize the harm.

1. Use oil-change intervals that are based on the type of mileage that the car is accumulating. Some auto makers, Oldsmobile for example, advise changes as often as once every 500 miles (800 km) under cold-sludge conditions.

2. Use motor oil having the American Petroleum Institute's classification 'MS.' This type of oil was specially designed by motor-oil researchers to help with the problems of stop-and-go driving, and it contains combinations of additives that work to minimize sludge and corrosion.

3. Or you can buy a do-it-yourself additive. STP is a popular choice for many motorists. One of the newest is Du Pont's 'No. 7' M.O.A. (motor-oil additive). It has just been introduced nationally this spring.

M.O.A.'s chemical name is lauryl methacrylate/diethylaminoethyl methacrylate. Its giant molecules, like those of other detergent molecules, wrap around particles of sludge too tiny to be visible and encase them in envelopes, thus preventing them from adhering to other particles of sludge. The tiny particles accordingly remain suspended in the oil, easily pass through screen and filter and are drained off when the oil is changed.

Du Pont does not claim that its 'No. 7' M.O.A. dissolves sludge already formed, but it maintains that the new

motor-oil additive prevents additional sludge from collecting, at both low and high driving temperatures.

Du Pont researchers also announced that 'No. 7' M.O.A. maintains more uniform oil viscosity under all driving conditions, so that the oil is thin enough for low-temperature operations and still does not get too thin at high temperatures.

Before 'No. 7' M.O.A. was put on the market, it was tested, in comparison with 10 other additives, in a fleet of taxicabs. Each cab was driven 50,000 miles (80,500 km) under conditions most conducive to the formation of sludge. Then the engines were taken apart. Those that had used the new chemical were nearly as clean as when they started the test, and showed little wear. Many of the others were choking with sludge; some revealed heavy wear on camshaft exhaust and intake lobes and on the rocker-arm shafts.

'No. 7' M.O.A. was the only one of the additives tested that worked well in water-contaminated crankcases. And the presence of water is the chief reason why low-temperature driving with ordinary motor oil produces so much sludge.

Even with an additive, whether tailored into the oil by the refiner or added later, piston-ring wear is very high when cylinder-wall temperature is low. For instance, when the temperature of cylinder walls is only 100 degrees (38°C), piston-ring wear has been found to be more than 25 times as great as when the walls are 160 degrees (71°C). In cold starts, moreover, there are periods when the walls are far below 100. The only practicable solution is to minimize cold starts, and to make sure the engine is allowed to warm up. For this a properly working thermostat, preferably a high-temperature one (180 degrees (82°C)) is advisable.

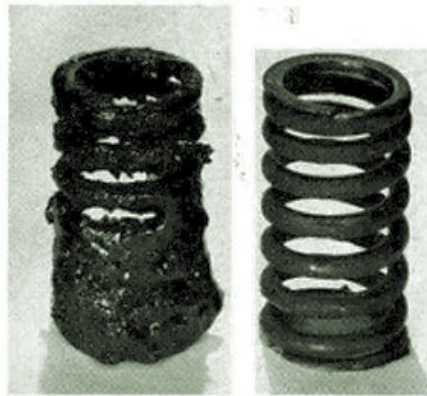
To combat the problem of low spark plug nose temperatures in stop-and-go driving, be sure to clean your car's plugs every 5,000 miles (8,000 km), or whenever one mis-fires. Better still, change to hotter-range plugs. These bring the temperature up quickly when you are making slow, short trips.

Use a corrosion inhibitor to prevent the accumulation of rusted scale in the car's cooling system. Scale interferes with the proper functioning of the thermostat and, paradoxically, can cause your engine to run cold.

On cold mornings, don't start your car and let it run for a long while without moving. The car's heater warms you - but the engine, with almost no work to-do, is not getting comparably warm. And it is forming sludge at an accelerated rate.

There is a simple but effective way to deal with the problem of corrosive liquids in your car's exhaust pipe and muffler. Next time you have the car serviced, ask the serviceman to free the drain hole in the bottom of the exhaust muffler. It gets clogged with rusted scale, thus allowing corrosive liquids to pool inside. The point of an ice pick will free the drain hole in a jiffy.

Wesley S. Griswold



DRAMATIC CONTRAST in the condition of valve springs shows the result (right) when an engine has been prepared to withstand effects of stop-and-go driving.



Trautwein's Beetle in a nostalgic sheet metal dress.

Gute Fahrt magazine, Germany (1990)

Among the numerous self-constructions on the Beetle chassis, the car of the Swabian inventor Trautwein occupies a special position: it is not made of plastic as usual, but of solid sheet steel.

Erwin Traulwein from Swabia (next to Bavaria in south-west Germany) is an exception in the guild of body tailors. His creations, almost all based on the solid Beetle chassis, are primarily based on historical models. Master Trautwein, a trained plumber and owner of a body shop in Bernhausen near Stuttgart, is not only an extraordinarily skilled body builder, but also a committed car designer. A total of six cars have been built in Trautwein's bodyshop over the past twenty years, and that, as Master Trautwein expressly points out, after work and on the weekends.

Trautwein's career as a car manufacturer began in early 1971. At that time, the talented Swabian created a buggy body on a discarded Beetle chassis. Of course, most of the other components, such as the front and rear axles as well as the engine and transmission, also came from the Beetle. In contrast to the Gute-Fahrt buggy, which Master Trautwein claims served as a model, the body of his luxury buggy was not made of glass-fibre reinforced plastic (GRP) but - according to a good, old craftsmanship tradition - of sheet steel.

Trautwein's next self-construction, also based on the Beetle, was based on body shapes from the 1920s and 1930s. The result was a Beetle with a nostalgic look that looks quite similar to a real classic car - at least at first glance. Under the decorative body, however, are the Beetle technology and even some technical refinements that the resourceful Swabian Trautwein worked out especially for his Beetle oldie.

The starting point for Trautwein's work was a 1300 Beetle saloon from 1968, an export model with a badly damaged body. No problem for Erwin Trautwein.

First of all, he dismantled the accident car into its

individual parts and sorted the existing building components, because most of them were to be reused later. This is an extremely interesting aspect, especially in view of today's recycling wave and the resulting problems in the reuse and recycling of the individual parts supplied.

The ready-to-drive chassis - in contrast to a buggy chassis the frame was not shortened, so the axles, engine and gearbox did not have to be removed - now served as the basis for building the new body, styled by Meister Trautwein.

Piece by piece, an extremely solid, box-shaped sheet steel structure with generously dimensioned glass surfaces, four doors, wide, round fenders and a tasteful interior was created in painstaking manual work. Trautwein used eight metal panels to build his dream body, each two square meters in size and weighing around 16 kilograms.

For the manufacture of the body, Master Trautwein only used the classic plumbing tools and occasionally also the bending and rounding machine to bring the sheet metal into the desired shape. "The work went well," he recalls today. Gradually, the car began to take shape. There was no drawing that Master Trautwein could have used as a guide just came to mind.

He also attached particular importance to the paintwork. In order to prevent any corrosion, especially at the critical points, he painted the affected areas several times.

The TÜV approval and the approval for road traffic did not cause any problems. The success proves Erwin Trautwein right, because even after 18 years his old Beetle is showing no signs of age. But on the contrary, the car is in an excellent state of preservation. The years have passed him by almost without a trace.

Hans Joachim Klersy

An Alfasud?

In last month's issue we ran a 4-way road test from Wheels magazine, January 1978, which compared the Renault 1.4, Fiat 131 and Alfasud ti against the fully imported VW Golf 1.6 GLS. The Golf almost won the test - clearly better than the Renault and Fiat but (just) lost out to the 1.2-litre Alfasud in their opinion.

The Wheels testers thought the Golf was the 'better compromise' and was 'far and away the best package.' They thought the Golf was 'a very good driver's car and an fabulous load carrier.' However they thought the Alfasud was 'a very good load carrier and a fabulous driver's car.' So they posed the question - are you a driver, or a load carrier?

Younger generations may not remember the Alfasud. Here is a summary written by Australian motoring journalist Tony Davis:

Hindsight - It was the car that gave rust a bad name. Even terms such as 'gross mechanical unreliability' were reluctant to be mentioned in the same sentence. It was the Alfasud, a mini Alfa Romeo that was in some ways the world's best small car and in others the most horrible vehicle of any size.



Some of the faults - such as a remote boot release handle on the passenger side (only slightly closer to the driver than the boot) - were there by design. Others were specially added during the production process. Many of the faults in this second category had nothing to do with carelessness. They were the result of great attention to detail. It was all to do with north-south Italian rivalry.

The background is this: Alfa Romeo traditionally built its cars in Milan, but in the 1960s the company announced a surprise plan to decentralise in a southerly direction. The new plant was to be in Naples and was to build the lower cost Alfahud (sud being Italian for south) at the unprecedented rate of 1000 cars a day. As you might expect, the folks in the north didn't take very well to the concept of jobs being sent south. Sabotage might be too severe a word, but the components built in Milan and sent to Naples to be fitted to Alfahuds were bad even by the standards set by Alfa Romeo's northern plant.



To add to this rather fundamental problem, the southern plant had been built in a rush (to meet a target of three years from green field to mass production) and staffed with many people who had never built cars before and didn't appear to be in a hurry to learn. The fruit of all this, er, creative tension was unveiled at the Turin Motor Show in late 1971 and arrived down-under in 1974. The 'Sud' was a small four-door sedan with attractive lines and a surprisingly affordable \$3690 price-tag, but the equipment level was sparse enough to preclude carpet, a radio and a boot stay (when open, the boot lid rested on the rear window). Decent ventilation was also off the list. Yet all this and more was forgiven by many road testers once they punted a Sud down a challenging piece of road (see last month's test).

The Alfahud was front-wheel drive, something most Australians had never considered sporty. But reviewers enthusiastically (and justifiably) pointed out that the Sud set

totally new standards for road manners for a small car. The space efficiency was also excellent and, providing you didn't mind rowing along the gear lever, the peaky little 79 bhp 1.2-litre boxer engine gave exhilarating performance. However, while the ink was still drying on rave reviews, many customers were seeing their Suds spitting, clunking and shuddering to a halt. And the biggest problem of all - rust - was yet to appear.

Early Sud glitches went beyond the rattles and squeaks considered to be part of normal Alfa 'character'. The doors quickly drooped and needed to be slammed. This in turn knocked the flimsy door mirrors out of whack. The weather sealing was poor (which exacerbated the corrosion problem), the wind noise was high, the interior door handles fell off and an Alfahud floor was rarely without a rich covering of small plastic bits that had come from somewhere under the dash or seats.



The high-revving nature of the engine, which produced its maximum power at 6000 rpm (and, to be fair, the sort of boy racers who bought the car) had a devastating effect.

Owners experienced such problems as spark-plug leads that rattled free, carburettors that choked themselves and throttle cables that jammed, and this was often in the lead-up to more extravagant failures involving enormous mechanical crunching noises and clouds of black smoke. However, rust was the fatal problem. It appeared under the engine bay of many cars within months of delivery and would eventually eat doors, sills, windscreen surrounds and roofs. The proof is in the vanishing: large numbers of Suds were sold, but how many do you see today?

Tony Davis





First VW Golf racer.

The Volkswagen Golf was a complete turn-about of direction for the German marque when it debuted in 1974; front engine, front-wheel drive, water-cooling, with a stylish and spacious little body penned by Giorgetto Giugiaro. It was very different from the long-in-the-tooth Beetle. So naturally, someone would take it racing.

This is the world's first racing Golf. It's a 1975 Volkswagen Golf Mk 1 that was built to Group 2 specification by Rolf Nothelle. The car is historically significant not just because it's the first Golf race car, but because it pre-dates the Golf GTI.

Due to the fact that a performance version of the Golf had never been built before, Rolf Nothelle and his team found themselves needing to design and fabricate many of the parts required for the conversion from road car to Group 2 racer.

Due to the controversy surrounding the reported crash safety of the old Beetle, Volkswagen executives were in no hurry to develop a performance version of the Golf. The car was originally released in 1974, but the GTI wouldn't go on sale for another two years (and only in left-hand drive until 1979).

This car was developed by Nothelle and it was raced for the first time at the Circuit Zolder in Belgium. The bright red paint scheme and the sight of a fully Group 2 race prepared Golf must have been quite the sight for those in attendance. Later that same year the car took its first win at



the Hockenheimring in Germany with Bernd Lilier behind the wheel.

The car was originally fitted with a modified 1.6 litre OHC inline-4 producing 162 bhp at 8,000 rpm, a big improvement over the standard 75 bhp. Later it was homologated with a 1.8 litre turning out 175 bhp. This more powerful engine was fitted with twin Weber 45 DCOE carburetors, a contactless ignition, and a bespoke performance exhaust.

The car was stripped of all excess weight and fitted with a full roll cage, a body kit with wheel arch extensions and a front air dam, BBS wheels, Uniball suspension, and a racing brake system with 4-piston front and 2-piston rear callipers.

The car was raced for a number of years with success, before its creators moved onto the next Mk2 Golf and the original car was put into storage - minus some of its racing parts which were used on later cars.



In 2011 the car was rebuilt by Rolf's son Marcus Nothelle and his company on behalf of Volkswagen AG. It was revealed to the public at Techno Classica in Essen, Germany, in 2012. It is noted to be in excellent condition and ready for immediate use. It was going to be put up for auction but became part of the Volkswagen collection. Various spare parts are included, including a replacement motor and gears along with many other original Group 2 parts.

The Binz Bus.

The Binz double cab is kind of the holy grail of early first generation VW Transporters. The production numbers were really low; I've seen estimates range from 250 to up to 900, but a total of 550 seems to be the most recognised. Production stopped in 1959, so this is one of the last ones, and I was lucky to find this excellent example in a local collection.

Binz is a German coachbuilding company founded in Stuttgart in 1936 by Michael Binz. They've had many different conversions available over the years, as well as some of their own models. Binz designed a panel bus in the early '50s for Gutbrod, called the Atlas 800. They made scooters at one point in time. They converted Mercedes into ambulances, hearses, and military vehicles. They built some pretty amazing Mercedes wagons in the 1950s. They did coachwork



that included some great Mercedes 200 and 300 series Fintail wagons in addition to the more utilitarian products.

Amazingly Binz is alive and well in Germany today, still making coach-built automobiles. Their connection to VW still remains - they currently make Volkswagen Ambulance conversions for the German market. Their work seems to be predominantly service-oriented.

Now while the VW Transporter single-cab pickup had been produced since 1952 and was very popular, there was clearly a need for a double cab VW commercial vehicle in the late '50s. VW eventually started building their own double cab Transporter in 1958. But Binz did it first.

Binz was first contracted to produce the modified VW pickup from the end of 1953, supposedly for a landscaping company who wanted a vehicle that could carry plants, materials and tools in the rear, plus additional workers in the cabin. He also needed to have an area that was safe from the elements.

Today there can't be many left on the road. They were only sold in Europe and they seem to indeed be pretty rare, as you would imagine an inexpensive commercial working vehicle during that time would have had a tough life. As a utility vehicle, they were driven and used hard. These were work horses more often than not.

My particular bus was originally shipped to St Louis, MO, and then sold through a dealer in North Platte, NE. You can see the dealer badge on the left rear still-it's hard to imagine how this survived Nebraskan winters and remain as intact as it is today. Of course, this car has been well maintained, and it appears as if the 55K miles on the odometer are original. I have a lot of the original receipts and



ephemera for this car too, including the 'birth certificate' from the VW Stiftung museum.

The '59 Binz Bus shares the Beetle's 36hp engine, but it's a significantly heavier and bigger vehicle - so, it's not fast. The first time I drove it, I thought I had the handbrake on. Turns out I didn't.



However, on the split-window Transporters, VW used what they call 'reduction' boxes' that allowed the small 36hp motor to power the Transporter, even carrying a heavy load. These gear down the final drive and give the Transporters a lot of low-end torque, at the sacrifice of top-end speed. They were first used on the Kubelwagen during the war. They're pretty genius, and even with this engine, the reduction boxes (beefed up gearbox) allow me to pull up some pretty steep hills in Manhattan Beach. People who swap them out are sometimes bummed to have lost the torque.

I've read on the VW boards how much they were an integral part of the engine/gearbox combo that allowed these early Transporters to be used for real work-like hauling cargo and still being able to climb some pretty serious grades.

I've been thinking about adding hoops and a canvas canopy over the bed, but, I'm in no hurry. My one safety indulgence is seat belts, and the Binz currently is without those. So that's the first modification I'll likely do. In terms of performance though, I want it to remain stock, as it was.

Matt Jacobson



VW's secret stash.

Volkswagen has a pretty big collection of its classic and historic cars from the past. Initially many of them were put on display in the Stiftung AutoMuseum; this is the 'old school' museum on Dieselstrasse in Wolfsburg. It was set up in 1985 and has over 130 historic concept, prototype, production and one-off promotional Volkswagens on permanent display.

In 2001 the giant flagship Zeithaus museum was opened as part of the Autostadt, directly adjacent to the factory in Wolfsburg. The Zeithaus is five stories tall and tells the story of over 130 years of auto development (all the VW Group brands are featured, not just Volkswagen), and it is a thoroughly modern celebration of everything automotive.

For both VW museums there are numerous additional cars that are rotated through the display, as they have many more cars than can be displayed at any one time. The best ones are often used for marketing, extra displays, car shows and P.R. events, or whatever else a manufacturer does with the hundreds of cars they've collected over the years. But what about all the additional ones?

Those that are ones being worked on, or awaiting transportation, or simply the overflow. Well, I've heard rumours of a special Volkswagen factory storage facility over the years. I was even invited to it a decade ago, but travel plans couldn't be changed, and I've feared ever since that another invitation would never come.

Then, at the second ever Coming Home car show in Wolfsburg in 2018, it happened. I'd just finished presenting a little base model 1992 Volkswagen Golf at the Wolfsburg Football Stadium, and had mentioned to some friends that I was looking for a trucking company to take the car from Wolfsburg to the Volkswagen factory and shipping port in Emden. From there I would arrange to have it transported home with a batch of new VW Group cars, my preferred way to bring cool cars home.

When word got to some of the Volkswagen Communication team, they extended an offer to help with the local transportation, which was of course very, very, nice of them. We discussed where the car could be left until a truck was arranged; and then the suggestion of leaving it in an 'off-site storage location' was offered.

After a pause I asked if this was the fabled VW collection's storage facility. They said yes, it was! My heart was suddenly racing. A member of the staff had volunteered to go to work on a Sunday to meet me and my car. I tried to be outwardly cool in front of the nice, professional people. Best

of all, though, they said there might be time for a little tour (okay, I had to at least stop doing a happy dance in front of them).

Let's leave my happy dance, and skip straight to an immaculately clean light grey building, in a newly built industrial complex. There was definitely a big gate, and I can't be sure, but it might have been made of gold and there might have been some angels singing behind it. As the shutter door raised, the scene couldn't have been better.



Amid almost exactly 100 of the rarest and most significant Volkswagens ever made, sat a little silver Golf Mk3. The Golf A59. Parked at an angle, calling me to its fabled wide fenders, I immediately headed [ran] to its side and then froze to ask the lone employee if I was a) allowed to take a photo, b) allowed to touch it, and c) drooling? The answers were a) of course, b) no problem, and I think there was a language barrier with question C thankfully.

I didn't just have permission to photograph the A59, though. The whole facility was fair game. No dusting off or preparation, no removal of incomplete projects, no corporate P.R. keypoints – just an enthusiast being really, really, enthusiastic, and trying to keep his hands from shaking long enough to take a picture.

What I didn't learn until later was that not only was my visit so out of the ordinary that my chaperone had to be given special security codes to enter on a Sunday. The security is so tight that the normal access codes don't work outside of normally scheduled times, such is the importance of the vehicles.

I'd like to list some of the highlights but, honestly, the list would be one hundred cars long. Some of the movie cars I recognized. Along with, of course, another genuine Disney





Herbie there was the Touareg from the Bourne Ultimatum, which can be driven from a seat on the roof. And who could forget the Touran from The Fast and the Furious: Tokyo Drift?!

Perhaps some of the most significant and rarest vehicles were the multiple race cars that dotted the warehouse – a Corrado G60 with BBS wheels featuring bespoke G60 centre caps, multiple Mk2 Golf Rallyes with one in an interesting state of partial assembly, and multiple off-road offerings including a Dakar Race Touareg, and perhaps most uniquely the number 203 Volkswagen Tarek, which competed in the 2003 Dakar race.

The Golf family was represented in silver by all 7 generations, with fantastic matching number plates (WOB G 1, 2, 3, etc), and there were Polos from every era, as well. It's always nice to see a Fridolin, and the Lufthansa split window Type 2 had such great presence. In between those two vehicles, was a CityStromer Golf 2 – one of the few all-electric Golfs produced in the late 1980s.

Milestone cars that I spotted included one of the (if not the very last) Mk2 Jettas ever made, produced by FAW-Volkswagen in China, and also one of the final production Citi Golf 1s, from the Uitenhage, South Africa factory that I had visited with my own Citi last February. If my German was correct—and it's pretty bad so don't quote me—the Citi has never been driven.



The 30 Millionth Volkswagen Golf was a light blue Bluemotion car, just in case you ever need that bit of trivia. It was parked next to a Volkswagen NILS, the adorably cute gullwing-doored electric prototype from 2011. I'd probably pick the NILS as the one I'd like to drive the most, after the A59 of course. In the centre of the room sat a silver New

Beetle Convertible, which could almost be ignored but might be one of the most fun oddities – it was an RSI Cabriolet, with the Golf R32's VR6 engine. Complete with everything that made the RSI a demonstration of all things fun and good from the VW engineers, my host commented that the driving dynamics were quite different from the normal production hardtops at maximum Autobahn speeds.



Next to it was a line of Passats, including a Syncro B2 station wagon. For now, though, I'll let you explore the photographs to see what else you can spot, and hope you enjoy them as much as I did taking them.

I have to say a huge thank you to the people involved for making this impromptu visit possible. I hope to be able to visit again in the future and spend some more time around these wonderful vehicles learning more of the stories attached to them. While it is literally the opposite of a public facility, many of these cars, and other significant vehicles like them, can be seen at the museums linked below – as I said, VW rotates the display of their museum cars regularly.



If you are planning a trip to Wolfsburg, I fully recommend going during the Coming Home event if possible, which is normally held in September. Entry to the enthusiast event is completely free, and many of the Volkswagen Classic collection are parked inside the show for people to get up and close to.

Stiftung Museum: www.automuseum-volkswagen.de
AutoStadt: www.autostadt.de

Jamie Orr, VW Vortex website

From our website 36.

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

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

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



29/10/21 Good afternoon, I would like to publish my rare VW in the upcoming for-sale post by 4th November. What is your best contact number to get in touch? Kind regards Sam

30/10/21 Hi there. I am searching for an affiliated VW club in the central coast / Gosford area of NSW. I am currently proceeding with a deceased estate and have a beetle for sale and removal. It is maybe 1970s model. Can't confirm any more details yet. Can you help me please? Thanks Kym

6/11/21 We have a 1986 VW caravelle that we would like to register as historic vehicle and would be keen to join your club as part of that registration. I can be contacted on mobile or please let me know if there is a convenient time to call to discuss further. Kind regards
Jo

8/11/21 We are thinking about selling our 1958 beetle Neptune blue. What's the ball park figure on this? It is registered and roadworthy and unrestored but fairly good condition considering Brian

11/11/21 Hi, I sent an email previously regarding information on the 1967 deluxe Australian beetle. I'm still unable to find what I am looking for. Just wondering if you could help at all. Need to know specifics on colours, specifications, body and interiors. I'm doing a resto on a 67 deluxe and want to bring it back to original but finding very limited info. Thanks Jodie

15/11/21 Hello! I'm Joe, I am currently going about on a video game known as "Forza Horizon 5" attempting to bring the history of the Antarctic VWs to more light, I've made 1, 2

and 3, but as for 4.5, I would like to know what the base color it would have. It's a 1957 as you said so it could only be a few colors to choose from. As of now I'm in contact with the ANARE club trying to see if they can find anyone there who might know as the owner, Mark Forecast passed in 2020. Joe

16/11/21 My nephew has inherited 69 Volkswagen squareback A much loved collectable Just trying to find a good home for it have photos but don't know how to post them We've been told it is worth 30k to the enthusiast Michael

17/11/21 Hi my wife and i are interested in an early model beetle auto. There is a 68 model on grays at newcastle. it has been restored (looks ok, but not really sure). We are wondering is \$20k too much to pay for this model? Richard

17/12/21 Hello. Let me start with I love classic Vw. I live in France but from Brisbane. We have a 1958 15 window split screen. Karmann ghia a beetle a T3 bus and a K70. I'm looking for a fuel cap from Australia the have the kangaroos on it with the Vw logo. Can you help me please? Todd

24/12/21 Wondering if you have any interest in old trophies? Or could reuse them? My parents, Bob & Denise Brewer, were life members of the VW Club of NSW. We have a lot of old trophies and some memorabilia. Would love to hear from you if interested Robyn

30/12/21 Good afternoon. I am not sure if you can help me. My father Thomas Sheppard used to race a VW in New South Wales in the 1970s. There was a picture of him racing many years ago that we can't find. He is in early stages dementia and I was wondering if you kept photos or anything which may show him racing. Thank you in advance for looking into this. Craig

7/1/22 Bought a old van looking to renovate it any one local in the Sutherland shire who could assist me Not a member yet Peter

9/1/22 HELP I have a beetle body with a vin number 118661493 I have a floor with a tunnel number 105880695. This has a asateris before the 1 and half a 0 so i cant tell the 0 or 9or 3 or2. I would hope someone can read this for me as I cant find it anywhere Thanks for your time. Colin

26/1/22 Hi, I looking to buy a Golf mk2. Thanks Walther.

2/2/22 Hi there, I'm a member of Club Veedub. A friend of mine isn't. He needs some help though. Details are a little sketchy but he has got some issues with his car. He recently bought a 2008 VW Polo Pacific 1.9 TDI. His glow plug light started flashing and check engine orange light came on. He got a mechanic to check it out, but I have heard from him that the mechanic said that he might be looking at an expensive engine replacement. Im going to have a chat to the mechanic to get more detail, but in any case if it is expensive he will need a second opinion. The guy lives in Dee Why. He doesn't have a lot of money and just bought the car so I'm trying to help him get it fixed. Can someone suggest a member, a mechanic etc that he could engage to take a look at it? Peter

9/2/22 Hi I have just purchased a VW Crafter motorhome 2009 model and I'm looking for club or forum for info, John

24/2/22 Hi I want to join the VeeDub Club, I tried calling but cant get through Anika

2/3/22 Hi My name is Mellisa Balcombe and I am writing to you from Netherlands I would be most appreciative if you and your team at clubvw.org.au could nominate our company to be featured in article for 2022 Mellisa

14/3/22 My name is Ian and I'm a member of the Vic VW club. I'm looking for a T3 Syncro as a possible project car and I was speaking to Steve Carter last night and he suggested that I contact you about putting in a wanted ad in your club newsletter. Is this possible? What detail would you need from me? Regards Ian

20/3/22 I joined at 13 November 2021 and unable to access login .Ps not good at Computer also only have Oct Nov Zeit mags thank you. Ps lots of good reading. Thanks again Anthony

25/3/22 Hi there, what do i need to do to receive a printed copy of magazine in the post. when i renewed my membership at the nationals i thought i requested this , but have never seen one ... perhaps i didnt ? Could i do this please ? thankyou Ged

29/3/22 Hello, Please help. I have a 2004 VW beetle which is in urgent need of both driver and passenger inner door panels. Rang VW and they have informed me that these parts are no longer available to purchase. Also asked a motor trimmer who said that they are not able to fabricate the plastic inner door parts but did mention that this problem is well known for the older beetles. My car is in pristine condition for an 18 year old and I want to investigate all options. I love my "Daisy" and wanted to know if you could help me find someone who could make and replace the inner door panels. Thank you. Karen

31/3/22 Just wondering where you could source the colour charts for the interior of an Australian 1967 Beetle. Would you have any info on this. Jodie

31/3/22 I hope you don't mind me contacting you, I have been given your name by Simon Glen. I am trying to find out if there is any significance in the small stamped plate attached (welded) to an Australian assembled 1963 VW Beetle. The car in question has had all the normal identity numbers removed due to it being stolen but now recovered by the long-time owner. I have attached pictures of the small plate and wonder if it is a body number attached at the time of assembly there is any record of the production date or period. Although somewhat indistinct and corroded the number seems to be S23874. Your thoughts would be very much appreciated. Kind regards, Rod (UK)

31/3/22 I have bought a Passat 1977 in very good state I just would like to know I can join the group to understand better the history behind it. It came with a folder with all history. Thanks Thomas

13/4/22 I have a 64 beetle that I am restoring trying to identify the g/box number 8721073 do you have contacts in Townsville QLD regards Peter

13/4/22 A brilliant kombi hire company. www.kombiexperience.com.au experts on the northern beaches of NSW Robert

14/4/22 How do I check my details. I think my email address is the old one. Carl

17/4/22 Hi I know your members don't hire cars out but I am looking for someone with a white, early 1960s (1960-62) Beetle who may be willing to take part in a documentary movie. I am looking to recreate the trip my father and his best mate took to Sydney in late 1962. They're both now in their 80s and I want to recreate their trip, hear their stories and reflect on the changes in Australia and in their lives in those years. Would be grateful in you could check with your membership. Trip would be Melbourne to Sydney over 3-5 days, and would pay for car with driver, expenses and return. Not 100% yet certain will go ahead: am currently sussing out options. Many thanks Melanie

30/4/22 I'm interested in learning more about your Club so I can help my 90yo father restore my mother's 1965 VW Microbus pop-up camper Matthew

10/5/22 G'day, sorry to be a nuisance but I have acquired a 1960 beetle and think it has probably had an engine swap at some stage as it should have a 1200 - 36hp but the engine #8148416 seems to indicate a later engine of 40hp (34). can you please advise what it is from your # records? Thank you very much for your assistance. Regards, David

14/5/22 i want to show my 1969 beetle custom..is it to late to enter ? Raj

22/5/22 Hi I won today VW Nationals best in category for golf mk1, however the paper that I submitted at the gate was lost so the car was announced via picture without details. If you need to update the details for the winning car please find attached image for the form i printed out. Many thanks Maher

26/5/22 Would you know where I could find a part number 1C0.821.469 D it's a small bracket that the under arch dust guard screws to on a 2006 vw beetle I would have sent a photo but it wouldn't let me thank you Stephen

28/5/22 This is writing from a Network Service Company which mainly deal with the domain name registration in Shanghai, China. On May 23, 2022, we received an application from Aite Holdings Ltd requested "clubvw" as their internet keyword and China (CN) domain names (clubvw.cn/clubvw.com.cn/clubvw.net.cn/clubvw.org.cn). After checking it on the internet, we found this name/ trademark has been using by your company. So it will conflict with your name/trademark. In order to deal with this matter better, we send you email to confirm whether this company is your distributor or business partner in China or not? Wang Li Zhang

Oscar's Scrapbook.

TAN
IN COMFORT
with
Johnson's
SUNTAN OIL OR LOTION



VW END OF YEAR



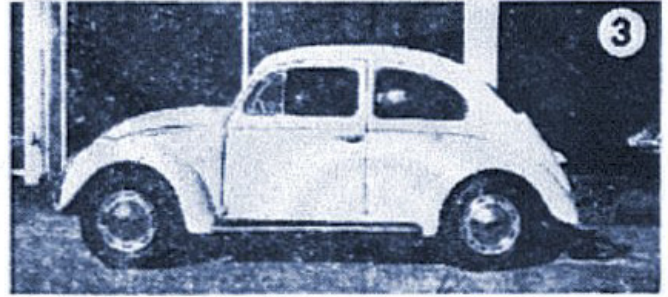
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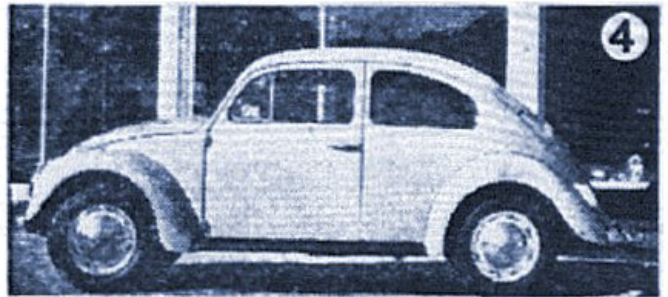
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Car No. 3. 1964 VW 1200 Deluxe Sedan (EAT 009) White in colour, 19,000 miles, registered till January, 1967, very clean, good tyres.

Car No. 4. 1963 VW 1200 Standard Sedan (DZB 807) Turquoise in colour, 47,000 miles, registered till February, 1967, immaculate condition, tyres good.

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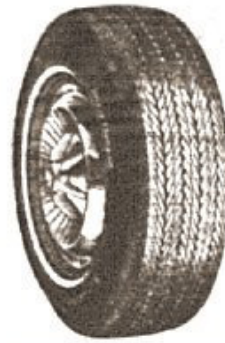




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The late news.

Well that's all for this year. Merry Christmas to all our readers! But before we go, here is the late news.

An art thief was caught by police in Paris yesterday when his van ran out of petrol as he drove away from the Louvre. After his arrest he told police he had no Monet to buy Degas to make the Van Gogh.

A Christmas elf today revealed why Santa is always so jolly. While he knows all about the nice girls, he also knows where all the naughty girls live.

As part of ongoing cost-cutting efforts at Australia Post, Postman Pat has been made redundant. He will now be known as: Pat.

Things have been going wrong recently at the McArcher horse breeding stables at Otford. A donkey was born last week with just three legs - it was a wonky donkey. Then this week a donkey was born with just three legs and one eye - it was a winky wonky donkey.

The new swimming pool for elephants was opened this afternoon at Taronga Zoo. The crowd stayed to watch the four elephants Jesse, Simba, Jumbo and Kali swim in their pool, but only two of them could go in. There were only two pairs of trunks.

The menu of the staff canteen at Police Headquarters has been updated, and is receiving good feedback. The most popular dish is Irish Stew - in the name of the law.

Santa attempted to sell Dasher and Dancer on Ebay last week. But there were no takers. They were two deer.

A new variant of the coronavirus has been reported in South Africa. The new variant primarily results in blotchy red welts on the skin. Doctors say it is probably less harmful than older variants, but they don't want to make rash promises.

A man was rushed to hospital last night, telling paramedics that every time he turned his head he saw Mickey Mouse, Goofy and Donald Duck. He was diagnosed as suffering from Disney spells.

Computer users are being warned tonight to watch out for a new cyber threat - it causes the screen to scroll over and over the words 'What's Up Doc.' If you see this message, you should check your system for Bugs.

A shoplifter was arrested in Roselands bookshop yesterday for stealing a calendar. The magistrate gave him 12 months.

It was reported today that a gorilla entered a pub in Mosman and ordered a schooner of beer. The barman charged him \$12.50 and mentioned that he didn't get many gorillas coming into his pub. The gorilla said 'I'm not surprised at \$12.50 for a schooner.'

The Heinz soup company today released a new variety of vegetable soup, to be called 'golden soup.' It's because they have added 24 carrots.

The invisible man married the invisible woman several years ago, and now it's reported they have a daughter. She isn't much to look at either.


A man was rushed to hospital on Christmas Eve. He had been roasting his nuts by an open fire.

Victorian Premier Daniel Andrews announced today that all his state parliamentary office spaces would now be called 'work stations.' Why the change? Bus stations are where buses stop; train stations are where trains stop; work stations are...




Sport. The Sydney Roosters today released their new range of 2024 merchandise. Chairman Nick Politis said fans would be able to buy a Roosters jumper, scarf, socks, tee-shirt, shorts, jacket or hoodie. However they will not have a cap.

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



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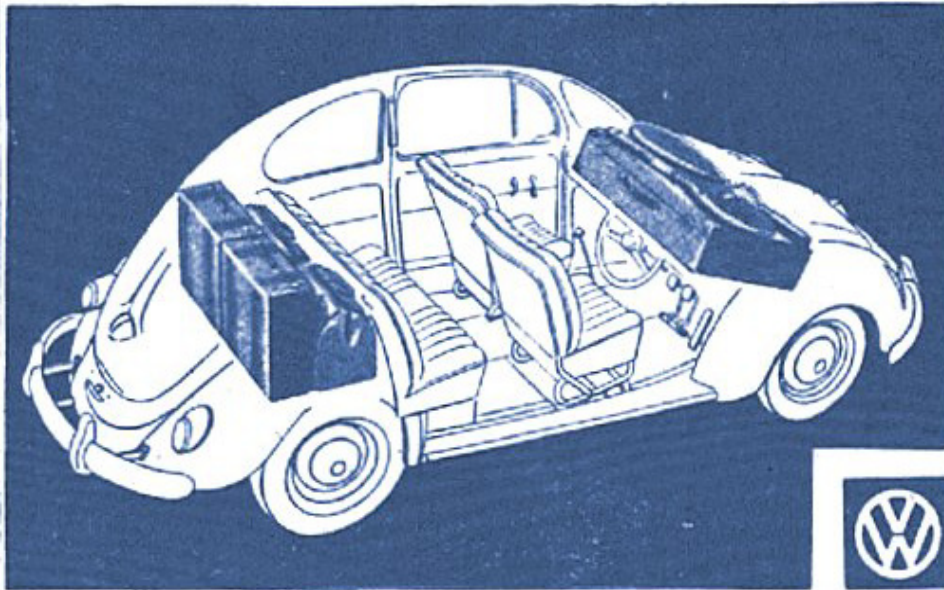
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