

Zeitschrift



Australia Day at Glenbrook Bowling Club.

February 2024

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VW Summer Cruise

Australia Day at Glenbrook

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More Ash articles

Canberra Cars and Coffee

1972 1600 TLE Fastback

VW Corrado VR6

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	

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

Club VeeDub membership.

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

Monthly meetings.

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

Correspondence.

Club VeeDub Sydney
PO Box 324
Mortdale NSW 2223



Facebook:

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

Our magazine.

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

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

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

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

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See the back page for all the 2023 VW Nationals sponsors



Gerringong Lions Club Motor Fest / Car Show Saturday 17th February



Michael Cronin Oval Blackwood St Gerringong

\$10 entry fee per car. Variety of food and drinks on site. Lots of cafes, coffee shops and local markets nearby.

All proceeds to Lions Childhood Cancer Research Foundation

Once again we invite members of Club Veedub Sydney to attend. Space will be allocated for the VWs to park together, so long as you pre-book. Prizes will be provided to winning vehicles in a number of categories.

YOU NEED TO CONFIRM ATTENDANCE BY MID-JANUARY 2024, PER:

Lions Club Contact:

Stefanie Allison

Email: gerringong.nsw@lions.org.au

JOIN THE CLUB VEEDUB CONVOY! Meet at McDonalds at Heathcote (cnr Princes Hwy & Wilson Pde), from 7am for a 7:30am departure. It's 95 km (1 hr 10 min) to Gerringong.





The Council of ACT Motor Clubs inc. presents

Shannons Wheels 2024

An Autumn Show & Shine for all marques

Celebrating the Hot Hatch

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Queanbeyan Showgrounds

Sunday 18th February

Exhibitor entry from 8:00am to 9:30am

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2024

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- GO KARTS
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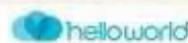
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The Bliss Folks





VW NATIONALS 2024

SATURDAY 25TH MAY 2024
CRUISE DAY

SUNDAY 26TH MAY 2024
SHOW DAY, FAIRFIELD CITY
SHOWGROUNDS



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FOR DETAILS CONTACT LEE 0414 952 509





Von der Frau Präsidentin.

Die Hochzeitsglocken sind fast da!
(Wedding bells are almost here!)

I haven't been to meetings or events over the last month, as our wedding is getting very close and Adam and I have been very busy with non-VW things. I'm sure you can relate to that. Thank you to Stewart for running the January meeting, I heard he did a fantastic job. And Phil for ghost-writing this report!

We had the annual Summer Cruise to Stanwell Park on a very warm and sunny Sunday 21st January. From what I've seen on social media, it was a fantastic day. Bob thought the numbers were disappointing, with only around 30 cars coming along out of our 550+ members. So why didn't YOU go along?

It was a better turnout at the Australia Day display at Glenbook Bowling club. Thank you to Carl for organizing the day. There are photos of both shows in this issue.

February will be busy, with three events coming up. Firstly we have the Gerringong Motorfest, organized by the Lions Club. David Birchall used to plan this one and last year it was almost his last event. We're having a cruise from Maccas at Heathcote - see the flyer.

Why not head down to Queanbeyan for the Canberra Shannons Wheels car show? Catch up with our Canberra Chapter friends and show off your VW.

Then there's the Dubs By The Lake weekend at Lake Liddell. Those who have been before say this is a fantastic couple of days, informal but well organized and lots of things to do, with or without your VW.

Check the Club Calendar and flyers for all the info on these coming events - and come along!

Organizing of the VW Nationals is coming along steadily, and the first draft of the 2024 flyer is in this issue. Things will really start to ramp up over the next couple of months, so please get in touch or come along to a meeting and lend us a hand!

Houston we had a slight problem with the magazine last month. For the small number of non-computer members who get a printed copy - the printers were on holidays until the third week of January, so it was posted out later than usual. Things should be back to normal for this month.

Also, Phil reported a problem with the January auto digital mail-out. For some reason the template didn't save properly, and the email went out with December's heading. It had January's cover photo, and if you clicked on that you got the January issue. But if you clicked on 'Read The Magazine'

you got December's! Most people worked it out, but if you still haven't got January's issue, ignore the email and just go to the website and download it. You DON'T need to log on - just click on the link here, then click on the picture to download the magazine:

www.clubvw.org.au/media/zeitschrift/archives-2024/january-2024/

I'll see you next month
as a married woman (finally!)

Lee Woods



Kanberra Kapitel report.

Greetings from Canberra,

As in previous years, January is a quiet month for us here in Canberra. Many of the locals head down the coast to make the most of the warm weather and usually, not many car events are planned before Australia Day. For the Canberra Chapter, no monthly meeting is held in January to give committee and members the opportunity to get away if they wish.

Having said that, the organisers of Canberra Cars and Coffee events did hold an event on Sunday 21 January and over 400 cars turned up. Everyone was surprised with the numbers, none more so than the coffee vendors who were rushed off their feet. It was a great event and there is a report and photos later in this edition of Zeitschrift.

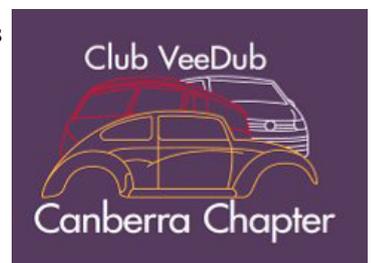
Planning has already commenced for GAD 24, with the BMW Club of Canberra being the lead club for this year's event. It wouldn't be an ACT GAD without spanners being thrown in the works and this year is no exception. Queanbeyan City Council has changed the rules and costings for conducting any events in and around Queanbeyan, requiring some changes to the event's conduct. Stay tuned and as more info comes to hand we will let you know of any developments.

As I mention each month, our club meetings are held on the first Tuesday of the month at the Spanish-Australian Club in Narrabundah from 1930, with the February meeting being our first for 2024. 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.

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.

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 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 17th:- Gerringong Motorfest 2024 at Mick Cronin Oval, Blackwood St Gerringong, from 9am. Organised by the Lions Club of Gerringong for childhood cancer research. Over 300 cars, from classics, to vintage, to sports cars and hot rods will be there. Variety of food and drinks available. Town markets on the same day. Entry is \$10 per car. You will need to pre-book - see the flyer. **Join the Club VW Convoy from McDonalds Heathcote (Princes hwy and Wilson Pde) from 7am for a 7:30am departure - 95 km and 1 hr 10 min to Gerringong.**

Sunday 18th:- Canberra Shannons Wheels car show. Held at Queanbeyan Showgrounds with gates open for entrants from 0800 and spectators from 1000. Organisers have asked clubs for numbers to ensure enough space is allocated to each club. Please let Cookie know if you intend on attending via his post on our Facebook page/s. Entry fee has not been disclosed at this stage.

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.

April.

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

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

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

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.

May.

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

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

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

Thursday 16th:- CLUB VW MONTHLY MEETING at the Strathfield Golf Club, 52 Weeroona Rd Strathfield. Get the latest VW news and views, plus VW socialising, drinks, raffles, trivia and plenty of prizes. Enjoy the Club's bistro and sports bar too. Lots of fun, all welcome. 7:30pm start.

Saturday 25th: VW Nationals Supercruise, organised by Euro Cruisers Australia. Details to be confirmed. Contact Paul Stewart on 0449 238234 for more info.

Sunday 26th: VW NATIONALS 2024 at Fairfield Showgrounds, Smithfield Rd Prarieewood. Our biggest VW show of the year is on again! 44 peer-judged categories, plus special judged Concours and perpetual trophy categories. This year we introduce the David Birchall Trophy

for car of the day. VW trader and market stands, new car display, swap meet, kids rides, music and entertainment, great food and drink, VW fun all day. Gates open 7:30am.

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: 1972 VW Superbug 1600S. 93945 miles, original car in very good condition. Body is clean and straight, no rust. Mechanically A1 (excellent), runs very well, Currently on club rego (not transferable). Keen to sell as working on another project. \$15000 ONO (open to offers). Contact Steve on 0429 660213 or email scatanzaritti2@bigpond.com



For Sale:- 2005 VW New Beetle Coupe / black / black interior. 5 speed manual, petrol engine. Rego YZU-611, expires 24 February 2024. 176,782 km on the clock. Gear box problem, won't engage. Slight damage to left side front guard. Left side passenger door does not unlock and left side passenger window does not wind down (electric fault). Left side rear brake light has crack in it. Would be great for a

restoration project! I'm selling as not financially able to fix. \$2000. Car located at Lakes Entrance (Vic). Phone Kerrie on 0421 566407 or email mywednesdaynightgirls@gmail.com



For Sale:- Kombi Camper T2 1978. Needs TLC. White with pinstripe, Suncamper pop-top, Interior has camper fit-out. Centre fold-up table, Fridge, sink, swing-out LPG stove, Cupboards Fold-out Double bed. Single rust spot in roof around bolt of pop-top. 2.0-litre VW engine with 3-speed automatic. ODO reading 37970. Service carried out by owner. Runs (rough)...has been stored 2yrs. Has been registered on Historic Plates but my late husband's membership has lapsed. Please contact Dan or Marilyn for further information: djacobthatcher@yahoo.com.au marliethatcher@yahoo.com.au or Mob:0425 253370.

For Sale:- 1954 oval window VW Beetle in parts all complete except original motor but has a motor to come with it. All under sprayed ready for paint. Located Bodalla south coast NSW Also he has some other beetles and parts Please contact Paul 0487854323



**Next Club Meeting:
Thursday
15th Feb.
7:30pm
Strathfield Golf Club.**

2nd Month ads.



For Sale:- I am selling my 1971 VW Kombi Transporter - fully original camper with the pop top/fridge/sink/cooker (based in Melb/Vic) It has been in my family since new, it was my grandparents then gifted to me. After 26 years of my use, we can no longer keep it so want it to go to its next owner with all the love it has had from my family. Do you have any advice to see if one of your members are interested to purchase? If you are interested, please contact Georgia on 0408 058 185 or email georgialalazari@hotmail.com

For Sale:- Karmann Ghia 1970 convertible. All panels have been replaced needs final going over before painting. No front

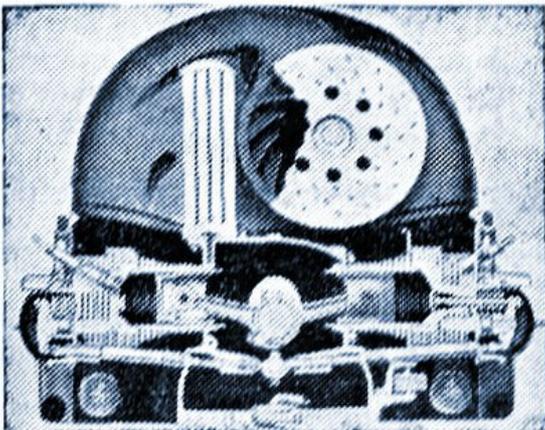


screen broken when transported from Melbourne to Sydney too many projects haven't got time to finish time for someone else to enjoy. Located Hoxton Park Sydney NSW. Inspection by appointment. \$18500 ono New Year's Sale. Call Sam 0408 203861 If don't answer please sms will get back to you. Or email sam.egiziano@gmail.com

For Sale:- VW Polo GTI, only selling as I now have a work car. This car has private plates of 001GTI- could be willing to sell plates separate depending on the offer. Stored in a garage, this car is in fantastic condition, has a pink slip till July 2024 and is currently registered till late Jan 24. Regular serviced . Located in Sydney. Contact Natalie on 0467 550 155 or email natalie.calder74@gmail.com

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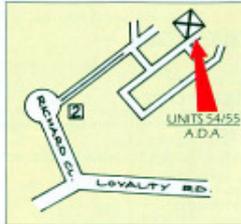
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Australian VW Performance Centre is located in Croydon South, about 30 minutes east from the Melbourne CBD, close to Ringwood end of Eastlink. If you find yourself unable to contact us during business hours, please do not hesitate to email us with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

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

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

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Address:

State: Postcode:

Email:

Phone: (BH)

(AH)

(Mob)

Do you want to participate in CAMS
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Which of the following activities are you
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- 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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Club Veedub Sydney Membership / Subscription Form.

Please tell us about your Volkswagen(s):

Year	Model	Engine Size	Rego No.	Colour

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turbo diesel-powered 258 kW/850 Nm Touareg R50 - the original high-performance Touareg, and \$6500 cheaper than the 310 kW/900 Nm Touareg V8 TDI diesel sold in 2020.

Powering the Touareg R is a 250 kW/450 Nm 3.0-litre turbocharged petrol V6 matched with a 100 kW/400 Nm electric motor, 14.1 kWh battery, eight-speed automatic transmission and all-wheel drive.

These combine for outputs of 340 kW and 700 Nm, good for a claimed 0-100 km/h acceleration time of 5.1 seconds in hybrid mode, 51 km of claimed electric-only driving range, and claimed fuel use of 3.3 litres per 100 kilometres in lab testing.

It is the first Volkswagen Touareg fuelled

by petrol to be sold in Australia since 2012.

Standard features include 22-inch alloy wheels, performance brakes, air suspension, matrix LED headlights, heated leather seats, a 38-cm touchscreen, 30.5-cm digital instrument display, Dynaudio premium stereo, four-zone climate control, and a suite of advanced safety technology.

Exclusive to the Touareg R in VW Australia showrooms is night vision technology, which uses a thermal imaging camera to "more visibly detect humans and wildlife."

Australian-market examples of the 2024 Volkswagen Touareg - including the R - are now on boats en route to local showrooms, ahead of first deliveries due in March.

**2024 Volkswagen Touareg Australian pricing
Touareg R - \$129,990**

Current Tiguan R to end.

The final example of the current-generation Volkswagen Tiguan R performance SUV is due to roll off the production line imminently, after a run of just 18 months in Australia.

Plans for a new-generation model are yet to be locked in, but Volkswagen insiders have recently said a new generation with familiar mechanicals is planned.

The first generation Tiguan first appeared in 2007 and arrived in Australia in 2008. It was facelifted in 2012. The second generation followed in 2016 and was the first to include an 'R-line' styling and handling option. The 2nd gen model was facelifted in 2020, and was the first to get a full 'R' option with the Golf R's 235 kW engine and AWD.

The Tiguan R is the company's top-selling R performance model so far this year, with more than 2,500 examples sold since it arrived in local showrooms in the first half of 2022.

The third-generation Tiguan goes on sale in Europe in the coming months, but does not reach Australia until early 2025 (see January Zeitschrift). However production of the R is due to end imminently, VW executives have said.

Volkswagen Australia has been stockpiling vehicles from the final batch of production, and estimates to have

2024 Touareg R.

The 2024 Volkswagen Touareg R performance SUV will be priced from \$129,990 plus on-road costs when it arrives in Australian showrooms next month, pending any delays.

The Touareg R is the first plug-in hybrid Volkswagen sold in Australia, as well as the company's most powerful production model, and the fifth R high-performance model in its current showroom line-up.

It was originally due in showrooms in late 2022, before it was delayed to mid-2023 - and then pushed back again to next year to coincide with the regular Touareg's mid-life facelift, now on track for March or April deliveries.

Prices and Australian details for the rest of the updated Touareg range will be announced closer to launch, however Volkswagen promises "more features [and] more value."

While it is the first plug-in hybrid for the company in Australia, VW does not plan to follow the Touareg R up with Golf or Tiguan plug-in hybrids, as it will focus on solely-electric cars in these market segments, where long-distance driving abilities and towing are not as important, the company says.

Plug-in hybrids account for less than 1 per cent of new-car sales in Australia, compared to 7 per cent for electric vehicles.

The Touareg R is offered in a single, fully-equipped specification with no optional extras other than premium paint.

Its price is a match for the legendary 2008 V10 twin-





stock in showrooms until June this year.

"We do need to say farewell to Tiguan R as we transition into Tiguan (generation) 3, but the good news we will still be on sale until June," Michelle Rowney, head of product for Volkswagen passenger vehicles in Australia, said.

If there is a new Volkswagen Tiguan R, it may become the last new petrol-powered VW R model, as the performance division is due to go electric-only by the end of this decade.

The next Golf - and therefore the Golf R - will be electric, and there will not be another Arteon (or Arteon R). That model will probably be the all-electric ID.7 instead.

While there will be another petrol-powered T-Roc - due in 2026 - it remains to be seen if it will offer an R version given it would have just four years on sale.

In the meantime the new-generation Tiguan will be available with a 195 kW 2.0-litre turbo-petrol engine in R-Line form - splitting the difference between the current Tiguan 162TSI, and the 235kW R.

Updated Amarok pricing.

Certain variants of the new Volkswagen Amarok dual-cab ute have been given a price cut and a free servicing package until the end of 2023, as the German car-maker's local outpost attempts to clear stock for the new year.

Volkswagen's cheaper Amarok variants - such as the Core TDI405, Life TDI500 and Style TDI500 - are now sold with nationwide drive-away prices and a complementary five-year service pack.

The service pack will also be offered on the Style TDI600, the cheapest V6 version and what is believed to be



the single best-selling variant.

The base Volkswagen Amarok Core TDI405 is priced from \$54,990 drive-away across Australia, representing a saving of \$3239 to \$5812 compared to the ute's regular price in certain states - further increased by \$1800 with the inclusion of the five-year service pack.

Amarok Life TDI500 variants now start from \$58,990 drive-away - saving between \$3359 and \$6072 - while the Amarok Style TDI500 has been cut to \$68,990 drive-away, a reduction of \$3659 to \$6722.

Only the four-cylinder turbo-diesel Volkswagen Amaroks are given the limited-time drive-away price. The V6 turbo-diesel Amarok Style TDI600 is offered only with the five-year service pack.

In the case of the Amarok Core TDI405, the entry-level dual-cab ute is now cheaper than its Core TDI420 predecessor from the last-generation Amarok - which was independently developed by Volkswagen, rather than as a twin to the Ford Ranger.

The new prices also bring the Amarok closer in line to its Ranger twin-under-the-skin, though the latter has been able to be less expensive as it is built in Thailand - which shares a free trade agreement with Australia - rather than the South African-sourced Volkswagen ute.

All other Amarok variants - such as the PanAmerica TDI600, Aventura TDI600 and Aventura TSI452 - have not been given a temporary price cut.

New drive-away price:

Amarok Core TDI405	\$54,990
Amarok Life TDI500	\$58,990
Amarok Style TDI500	\$68,990

New Ford Transit-based T7 Transporter.

The 2025 Volkswagen Transporter van has been teased ahead of its unveiling between March and May this year - the northern spring of 2024 - and an Australian arrival in the first quarter of 2025 (January to March).

As previously reported, the Transporter and its Caravelle passenger version will be a twin of the latest Ford Transit Custom and Tourneo Custom vans, as part of a commercial-vehicle partnership between the car giants.

The VW Multivan, however, is be a completely different design based on the VW MQB (Golf, Passat, Tiguan) platform. It has already been in production in Europe since November 2021 and is due in Australia this year.

Volkswagen has published its first teaser image of its new vans, and confirmed a choice of front- or all-wheel-drive turbo-diesel, plug-in hybrid, and electric power.

Pre-orders are already open in Europe for the new Volkswagen Transporter and Caravelle.

The next-generation 2025 Volkswagen Transporter van - expected to offer diesel or electric power - will be twinned with the next-generation Ford Transit Custom under the same partnership between Ford and Volkswagen - announced nearly five years ago - which spawned the latest Ford Ranger and VW Amarok utes.

But unlike the extensive differences between the



Ranger and Amarok twins under the skin - which share few body panels, and have largely unique interiors - it seems there will be less to separate the new Transporter and Transit Custom.

Images of a camouflaged Transporter prototype testing in Europe show a Volkswagen-specific front end - with unique headlights and a grille similar to today's 'T6.1' Transporter - and what appear to be full-width tail-light bar similar to the electric VW ID. Buzz.

There appears to be subtle differences in the shape of the front-side windows, and the front wheel arches compared to the latest Ford Transit Custom.

However the body structure of the new Volkswagen van - and much of the sheetmetal, including the lower half of the front door, the sliding rear-side doors, the windscreen, and most of the tailgate - appears to be shared with its Ford sibling.

Ford has taken the lead on the development of the Transit Custom and Transporter, as it did on the Ranger and Amarok.

Smaller exterior parts - such as the door handles and mirrors - come from the Ford, not Volkswagen parts bin, as with the Ford and VW ute twins.

The two vans will be manufactured at the same Ford factory in Turkey, where production has already begun for the Ford, and is expected to commence for the Volkswagen next year for European markets.

VW's Commercial factory at Hanover, which has made the VW Transporter since 1956, will continue to make the different Multivan and its California versions, as well as the ID.Buzz, Crafter, Caddy and Caddy California, and Amarok (for Europe). It hasn't been announced yet as to whether Hanover will also build the new Ford-based Transporter at a



later stage.

Ford and VW have previously confirmed there will be a choice of traditional internal-combustion engines (petrol and diesel), or electric power - to complement the Kombi-inspired ID. Buzz electric vehicle already on sale in Europe.

It's not clear how different the Transit Custom and Transporter will be inside.

Visible through the front window is an upright dashboard with a large infotainment touchscreen.

At first glance they appear to be shared with the Ford - judging by the shape of the steering wheel airbag cover, and how the infotainment screen is taller than the instrument binnacle - but it is hard to draw

conclusions from the angle of the images.

It remains to be seen if the Transit Custom's clever steering wheel - which can rotate to act as a table for a laptop or eating lunch - will make it to the Volkswagen.

The new Transporter is due in Australian showrooms in 2025, pending any delays - some time after the Transit Custom arrives locally in 2024, in diesel and electric forms.

Production of the current Volkswagen T6.1 range - across Transporter van, Caravelle and Multivan people mover, and California camper van lines - is due to end for Australia in mid-2024.

It means there may be a 'blackout' in showrooms between the old and new Transporter vans, if stock of the T6.1 runs out sooner than expected - and the new Ford-based model does not arrive until mid-way through 2025.

The Transporter's engine range is expected to match the Transit Custom, led a 2.0-litre four-cylinder turbo-diesel engine developing up to 125 kW, matched with an eight-speed automatic transmission.

The latest Transit Custom adds the option of all-wheel drive - something the current Transporter already offered - while overseas it is available with a 2.5-litre petrol plug-in hybrid claiming up to 55 km of electric driving range.

Meanwhile the E-Transit Custom electric van uses a 160 kW electric motor and 74 kWh battery for up to 380 km of claimed driving range.

Chassis highlights for the new Transit Custom include independent rear suspension - which has contributed to a 100 mm-lower floor than before - and a front axle which has been shifted forward for improved interior space and a shorter front overhang for tight city streets.

Volkswagen and Ford partnership explained.

The partnership between Ford and Volkswagen was confirmed in January 2019, and would see the global car giants work together on utes, vans and electric cars.

Four vehicle lines would be included in the plan, each led by one of the two companies:

Mid-size utes: led by Ford to create the Ford Ranger (2022) and Volkswagen Amarok (2023). There is a high level of differentiation between these vehicles, with shared underpinnings, mechanicals and key technology but different bodies and interiors.

Small vans: led by Volkswagen to create the VW Caddy (2020) and Ford Transit Connect (2021). The Ford differs from the VW only in the front bumper, grille, headlights, bonnet, badges, and some small interior changes.

Mid-size vans: led by Ford to create the Ford Transit Custom (2023) and Volkswagen Transporter (2024). Details in this story, above.

Mid-size electric SUVs: Ford will use VW's MEB electric-car platform to produce two vehicles, the Explorer and a second model expected to be known as the Capri.

Before this arrangement, VW and Ford worked together to produce the 1996-2006 Ford Galaxy / VW Sharan people movers at their shared AutoEuropa plant in Portugal. 2007-on Sharans were VW-only, with no Ford equivalent. The VW Sharan ended production in Portugal in 2022, replaced by the ID.Buzz as the market turns away from large people movers.

Chinese VWs to return to Australia.

German car maker Volkswagen is considering plans to again bring cars manufactured in China to Australian showrooms in the coming years.

Volkswagen is the second-best selling car brand in China behind BYD, with a long history of Chinese joint manufacture (note the Chinese Government forbids foreign companies to own more than 50% of Chinese companies).

Volkswagen first teamed up with Shanghai Motor (now SAIC) in 1984 to produce the Passat and Santana, and with FAW in 1991 to produce the Golf, Jetta and Bora. The Volkswagen Group - which also includes Skoda, Cupra and Audi - operate no fewer than 11 factories in what is the world's largest car market, selling 4 million vehicles per year in China.

One Chinese VW has already been sold in Australia - the four-door booted Polo Classic (2004-05). Not only was it the first Chinese-made Volkswagen sold in Australia, it was the first Chinese made car of any make to be sold here.



Volkswagen recently announced plans to develop a range of budget-priced electric cars in China, specifically for that market - and has signed a deal with Chinese electric-car start-up Xpeng to jointly create two new electric VW models. Existing electric models are made by another Chinese joint venture, VW-Anhui.

Now it appears Volkswagen is preparing to lean on its



presence in China to sell Chinese-built cars in Australia, at a lower price than it can make them in Europe or Mexico.

"Yes," Volkswagen Australia passenger vehicles director Michal Szaniecki said when asked if he could foresee a Chinese-built VW being sold in Australia in the next five years.

When asked if he is thinking of a particular model - but which is yet to be announced and so could not be named - the executive said, "Plenty. What we hear is now very publicly discussed, that we are looking for the most cost-efficient ways of doing business.

"This is one of the scenarios that we are obviously pursuing as a Group, and as a brand."

It remains to be seen which models from China could be sold in Australia, when they are due, and how much cheaper than comparable European-produced versions they are to manufacture. Or whether they might be electric, petrol or diesel. Many Chinese-made models are LHD only, but this can be reengineered (at a cost).

Outside of the Volkswagen brand, it has been confirmed the Cupra Tavascan electric SUV, related to the VW ID.4 / ID.5, will be sourced from VW-Anhui in China when it comes here in 2025.

Only three models in the current Volkswagen range are not produced on the European continent, the Tiguan Allspace seven-seat SUV from Mexico, the Polo city hatch from VW in South Africa, and the Amarok ute from a Ford plant in South Africa. Previously, some Golfs have come from South Africa, the Jetta and New Beetle from Mexico and the previous Amarok from Argentina.

Among VW's factories in China, one is 100km from Tesla's Gigafactory in Shanghai, while another in the city of Nanjing is close to a plant owned by MG and LDV parent company SAIC.

Budget Chinese VW electrics.

Volkswagen is working on a new electric-car platform specifically for China, planned to spawn a range of budget-priced models from 2026, according to news agency Reuters.

VW plans to create a low-cost platform for electric vehicles - known as the 'A Main Platform' - using more Chinese-made parts and collaborating with local suppliers.

Shortly after this announcement earlier this week, VW Australia executives said the company is considering Chinese-built vehicles for local showrooms (see above).

The first of the Chinese-focused budget electric cars is the third battery-powered Volkswagen planned for 2026, due to arrive alongside two new electric vehicles being developed with Chinese start-up Xpeng, for the Chinese market.

It will follow a year after the ID.2, a Polo-sized, budget-priced electric Volkswagen city hatch planned to become the company's entry-level electric vehicle in Europe.

The cheaper platform will enable new lower-price, entry- and mid-level electric Volkswagens missing from its current line-up, set to compete in segments currently dominated by petrol-powered cars.

Volkswagen will produce the new electric vehicles in partnership with China's largest car maker, SAIC (Shanghai Automotive Industry Corporation) - which owns MG and LDV - and FAW (First Automobile Works).

Both are state-owned manufacturers with existing joint ventures with Volkswagen.



The company's current dedicated MEB electric-car platform - which stands for 'modular electric drive matrix' (translated from German) - underpins battery-powered vehicles including the Volkswagen ID.3 hatchback, Audi Q4 E-Tron SUV and Cupra Born hatchback.

The Golf-sized Volkswagen ID.3 hatchback is also sold in China where it is the best-selling electric Volkswagen, but at a lowly 22nd in the sales charts year-to-date.

Its MEB platform has been deemed too expensive to be used in a price-leading Chinese electric car, as sales of domestic brands and 'New Energy Vehicles' - the term grouping hybrid, electric and hydrogen fuel-cell vehicles together - rise rapidly.

A total of 2.8 million new cars were sold in China in October 2023, with record sales of New Energy Vehicles seeing almost 1 million sold (956,000) according to the China Association of Automobile Manufacturers (CAAM) - 34 per cent year-on-year growth.

The majority of those - 646,000 - were battery electric vehicles, up 19 per cent year-on-year.

The announcement of the A Main Platform came at the brand's new Volkswagen Group China Technology Company (VCTC) offices, located in Hefei, Anhui Province, west of Shanghai.

The VCTC is set to open as a technology hub in 2024 after a 7.76 billion Yuan (\$AU1.7 billion) investment and bring reduced costs, faster development and manufacture of electric cars.

Volkswagen announced the VCTC will partner with Chinese electric-car start-up Xpeng, which the German car maker took a five per cent stake of in July 2023, to develop two larger electric cars specifically for China using an older Xpeng platform, also scheduled to go on sale in 2026.

VW and Renault?

In addition, Volkswagen is looking to partner with another major automotive company to build an upcoming affordable European electric vehicle priced from less than 20,000 Euro (\$AU33,000), according to reports out of Europe.

And among the candidates - according to German industry publication Handelsblatt (via Automotive News Europe) - is French car giant Renault, with the European car giants reportedly already in talks.

The publication says these discussions are still at a "very early" stage, and that Volkswagen is looking to produce up to 250,000 vehicles per year with its yet-to-be-determined partner.

News of this discussion between the German and French automotive giants comes after each manufacturer has expressed public interest in bringing a small electric vehicle priced from or less than 20,000 Euro to showrooms.

Volkswagen has announced an intention to produce such a vehicle by 2027, known as the ID.1, which Renault announced plans to introduce a production version of the recently-unveiled Twingo concept in 2026.



Comments by top executives from the companies suggests work is well underway on these vehicles, so it is unclear how comprehensive a potential partnership could be - given moving to a new, common architecture or sharing electric motor and batteries could require a near-ground-up rework of both companies' current designs.

According to Reuters, both Volkswagen and Renault declined to comment on news of ongoing talks.

However the news agency said Renault is looking to find a partner for the electric-vehicle project by early next year.

Alongside the Up!-sized ID.1, Volkswagen has been working on a larger Polo-sized ID.2 electric city hatch, which it aims to bring to the market in 2025 priced from about 25,000 Euro mark (\$AU42,000) - as a rival to the upcoming 25,000 Euro Renault 5 city hatch, which is a size larger than the pint-sized Twingo.

The Volkswagen Group is no stranger to collaborating with other brands on electric vehicles, as it has licensed its MEB electric-car platform to Ford for two SUVs, the upcoming Explorer and a second model rumoured to reprise the Capri badge. However a previous VW-Suzuki joint venture to make small cars was a failure.



VW Summer Cruise 2024.

Our first event of the year was the popular Summer Cruise to Stanwell Park, held on Sunday 21 January. It was the 17th time the event has been run.

We met up at Uncle Leo's BP servo at the Liverpool Crossroads, from around 8 am on a gorgeous sunny summer day. Once a group of Corvettes headed off, there was plenty of room for the VWs to park while we enjoyed a chat and a coffee (or cold soft drink).

Meanwhile the committee had already gone straight to Stanwell Park and begun setting up the club shade tents, tables, BBQ and shop goodies.

Steve led the VWs away at 9am, air-cooled VWs first and the faster water-coolers at the back, but he kept it to 80 km/h on the freeway. We peeled off at Narellan Rd and turned onto Appin Rd. The many traffic lights through this busy section broke up the convoy, and the traffic into Appin was very heavy on the narrow road.

After a short stop for photos at Appin Park, the VWs headed towards the coast and down a busy Bulli Pass. The



coast road through Thirroul, Austinmeer, Coledale and Scarborough was even more crowded and every beach along the way was packed. Once over the Sea Cliff bridge, we turned off at Stanwell Park and our parking spot at the beach where the club tent and BBQ was waiting.

Bob, Zelko, Rudi, John, Sandy, Nic and the rest of the guys did a fantastic job on the BBQ and everyone enjoyed the BBQ sausages, bread rolls and cold drinks. Even the Great Northern Zeros were great.

A few people went down to the beach for a paddle or a swim; the sand was very hot under bare feet. Others just wandered through the VWs, checking them out and talking to the owners. It was so hot though that most people just sat in the shade.

For a fine sunny summer's day at the beach with fellow VW owners, in school holidays, the turnout was OK but could have been a lot better. It was good to see around 40 VWs there through the day, but we have a lot more members than that. Why weren't YOU there?

Thank you to all the club members who helped run the day, carrying gear in and setting up and serving lunch and drinks all day, then packing everything up again. And thanks you to all the VW drivers who did come along. For those who didn't bother, you missed a fantastic day.







from cars must be registered), is strictly No Hooning. With several police cars patrolling the event and surrounding roads, this was pretty much adhered to, with only a few seen to leave under heavy acceleration.

The event ended up getting good press coverage in the Canberra Times, with a page two story on how well the car enthusiasts behaved. After some bad press coverage of the recent Summernats, this was great to see and should go some way to restoring the reputation that the local car scene generally has.

A good turn out of VeeDubs attended this event, with a few club members coming along to grab a coffee and chat. We had one couple from Goulburn turn up in their Beetle, which was its first long run since

being put back on the road and another from Collector. At these events you park as you arrive, with spots filling up very fast. We got a few of the VeeDubs together, but most were

Canberra Cars and Coffee.

The first Canberra Cars and Coffee for 2024 was held on Sunday 21 January by the Lake at Acton. These events fell off during Covid and have taken a while to get back up and running. Prior to Covid, Shannons were the driving force and organisers of these events; however they decided to pull back from doing this and asked others in the car community to take over.

If there was any doubt the car culture was not strong in Canberra, you only needed to come along to this event to see that it is in fact alive and thriving. Estimates put the number of cars that showed up at over 400, with more than 1200 indicating on Facebook that they were 'interested'.

The only real rule for attending these events (apart





good. Keep an eye on their Facebook page for dates and locations. We'll also share this to our Facebook pages so everyone gets plenty of notice.

Willie



spread out with the rest of the cars. We will try and coordinate a meet-up prior so we can arrive together for the next one.

The new organisers are attempting to conduct these events on a monthly basis, especially while the weather is





Australia Day at Glenbrook.

The 2024 event was the second at the Panthers Glenbrook Bowling club.

Being such a hot day I was a little nervous as to how many cars we would have attending. Not many members put their hands up at the last meeting.

But we finished with double last years cars, which was about 25 in total. What a good turnout.

A convoy drove up the M4 from Maccas westbound leaving at 7:45 and arriving by 8.15 or so.

There was a good mix of early and later Beetles, Kombis and Type 3s. Also a nice Polo, Passat, Golf and Bora.

The weather was very warm but venue is primarily under shady trees on a cool lawn. Even so, the drawcard is the bowling club, so when it opened at 10:15 am most headed straight inside to the cool air-con.

We had a big VW flag in teh trees to attract passers-by. There was a good influx of 'new' arrivals, and lots of sightseers keen to chat about all things Volkswagen.

Great to see some young air cooled and water cooled



drivers, with the mechanics from two different Toyota dealerships coming in their Volkswagens!

Some stayed in the club for lunch, with most leaving by early afternoon.

A great day out in our VWs.

Special thanks to Kathy and Tim at Panthers Glenbrook for their hospitality.

Carl Moll







Jerrycans.

Have you ever wondered why 20-litre steel petrol containers are called 'Jerrycans'?

When you think about it, it's obvious. They're named after the people who invented them, the Germans - or 'jerrys' as they were known during WW2.

In WW1 the enemy German soldiers were usually known as 'huns,' but in 1916 the Germans introduced a new steel combat helmet called the 'stahlhelm' (steel helmet), which replaced the old Prussian thick leather spiked helmet.

The British thought this new helmet resembled their portable toilet chamber pots, which were known as 'jerrys,' and soon began describing the enemy soldiers as 'jerrys,' as a derogatory term.

The jerrycan is one of the best inventions ever. When it appeared in 1936, in typical style the Nazis called it the 'Wehrmacht-Einheitskanister' ('defence force unit canister'). Of course instead the British nickname that caught on.

Older German WW1 fuel cans were triangular in cross section with a press-on turn cap at one end (40-bhp Beetle style), and a weak handle in the middle. They were hard to carry, couldn't be stacked, were easily damaged and leaked badly.

The new design was first built by the Ambi-Budd metal works in Berlin (who later also made Kübelwagen bodies for the Volkswagenwerk). It was rectangular, so it could be



stacked. It had a triple handle, so one soldier could carry two full cans or four empty ones. The recessed welded seam added strength and protected from impact damage. The diagonal side indentations added stiffness and allowed expansion. The large offset spout speeded up filling and emptying, helped by an internal air balance pipe for smooth pouring, and was sealed with a strong flip-top lid with gasket that was tightened and held by a cam lever. It could be locked with a securing pin or seal. The air pocket inside allowed the can to float if dropped overboard, even when full. It was dip coated inside and out in red primer to prevent corrosion. Outside the colours usually matched the units they were assigned to - green for army units, tan for the deserts and usually dark blue for the Luftwaffe.

For the contents, they were embossed 'KRAFTSTOFF' for petrol and 'WASSER' for water. They could also be lined inside with rubber or plastic (like beer barrels) for other liquids such as kerosene.

England and America soon saw how superior they were and copied the design, but they were never as good. They used thinner steel to make them lighter but losing strength. Some of their seams were not as strong, or the welding points for the handles and spouts were changed, or the balance pipe left out. The Americans changed the side indentation to a simple cross, which was cheaper but not as strong. The Russians copied the German design closely and made it their standard design.



The original Wehrmacht Einheitskanister is the perfect design. The Allied forces had almost 25 million in use by VE day in 1945, and the Russians and Germans had both made similar numbers. They are still manufactured around the world today and are still officially used by NATO forces in Europe.

Genuine WW2 jerrycans sell for well over \$500, while Korean and Vietnam war US cans are a bit cheaper. There are lots of enthusiast collectors out there. You can buy brand new Chinese steel jerry can copies at larger outdoor and automotive specialist stores, or look online.

A plastic version was first designed in 1970, with the air pipe deleted and replaced by small screwed stopper near the handle to let in air for smooth pouring. It's lighter than the steel original and cheaper to make, but not quite as sturdy. They are good but will never last as long. The cheap plastic cans you buy in hardware stores today have little in common with proper jerry cans.

Good genuine WW2 Wehrmacht containers, and their US and UK cousins, are still being used to this day around the



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I needed easily.

The parts needed to repair this car actually cost nothing to me.

I felt a bit guilty but I did explain my situation to the younger fellow.

I like to be honest about things and he was happy for the car to go to a good home.

Everything I'm working on, at the time, I seem to be able to find everything needed.

Talk about making your own luck.

Mostly, I'm just happy I lived long enough for my hoarding problem to finally start making sense.

Thanks to my Mum and Dad for putting up with me and my obsession.

Ashley Day.

world. I surely wouldn't mind one.
Keep an eye out.

Ashley Day.

Hoarding.

Hoarding eventually pays off (if you live long enough). It's easy to start hoarding Volkswagen stuff, it's not like collecting Ferraris or Rolls Royces.

Volkswagen cars and parts can be cheap, or even free sometimes.

Everyone knows, over the years, I collected a lot of Volkswagen stuff.

I mostly have stopped but sometimes I just can't help myself.

So the other day, when I saw a cheap Beetle for sale, locally, I went and had a look.

It was 9 kilometres out of my way.

The young guy selling it told me, that he had priced all of the parts needed to fix it and decided it was all too expensive.

So I low balled him on price and he quickly accepted.

That was a nice surprise, I was expecting to have to haggle up.

After getting the car home and I starting to piece together the parts needed for a quick resto, I found everything

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The Project of My Life – Progress 12.

Here are some details of the clutch master cylinder while it's out, because normally it's hidden away inside the tunnel. A pre-'68 Type 1 single-circuit brake master cylinder is bolted to a shaped aluminium piece which bolts onto the threads on the left side of the tunnel. Replacing the usual hook for the clutch cable is a lever which engages in a clevis, adjustable so you can establish free play. A braided-stainless brake hose is attached to a hard line running along the floor pan all the way back to the slave cylinder, via a banjo to keep the profile low. An access hole has been cut into the right side of the tunnel so that you can get the assembly in and out. Very cleverly designed and executed, Mr. Hafeez.



This hole reveals more than just the above clutch master cylinder; I can now get a visual on the fuel line and the clutch-cable conduit. Since I'm doing a conversion to fuel injection, I'm going to need to replace the single 6-mm OD carburettor fuel line with two 8-mm lines for EFI and I would like to make room for them by removing the old line. There are Youtube videos about how to replace a rusted-out 6-mm line which are quite informative. The tube itself runs under the clutch tube and is held down by two or three steel tabs, depending on the year of manufacture. Getting to those tabs is the difficulty, or impossibility.

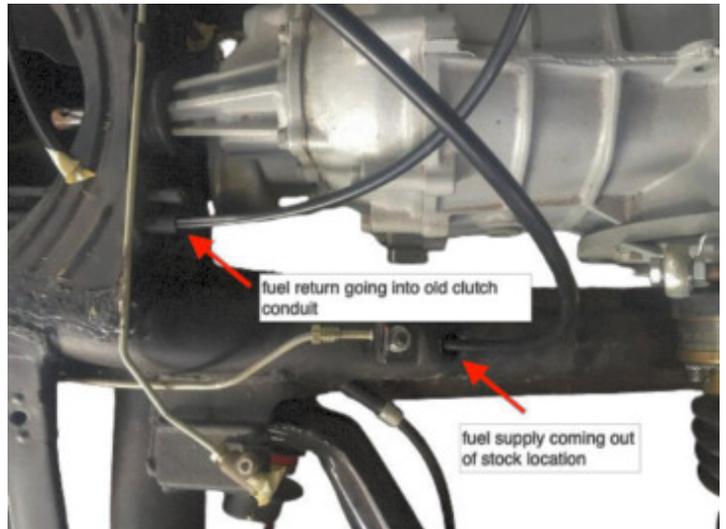


I'll be welding-in some stiffening plate around this hole eventually.

The inspection hole gives me a straight shot at the front tab, which I was able to shape with a hammer and screwdriver from a nearly closed-up to an opened-up loop so that the fuel line was freed. I then pulled the fuel line out through the new inspection hole and cut through it. The other tab is located low down between the gear stick and the handbrake; no

chance of getting to that spot without tentacles. I found that if I tapped with a hammer on the back end of the fuel line (where it emerges on the frame horn near the gearbox), the whole line would get nudged forward. I kept on doing that until it disappeared and the front of the sawn-off tube appeared out the inspection hole in the frame head. Then I clamped Vise grips over it and banged on the Vise grips with the hammer to pull the tube through until the remains of it came through all the way.

For reinstallation of the fuel supply line, I've threaded 8.1-mm-OD nylon line through the original holes in the front and rear of the chassis backbone, using a correctly sized grommet at the front and a conical rubber stopper with a hole drilled through it at the rear, then anchored the line using the original tab and cable ties to clamp it to the clutch conduit, reached through the tunnel access hole at the back. What about the return line? Well, I now have an unused clutch-cable conduit which is very well located for this job. The nylon tube fits inside it comfortably and emerges in useful locations at both ends. I just needed to holesaw an exit hole in the frame head, insert the grommet, thread the nylon line through it and push it all the way through the conduit to the rear.



The nylon fuel lines need to be terminated so that fuel hose doesn't blow off from pressure. Metal tube can be double-flared; I tried doing it with the nylon, but the results were a bit messy. I've seen YouTube videos about inserting quick-connect fittings into nylon lines and it involves using a double-flaring tool with a heat gun, but close observation shows that their fitting can be pushed by hand into the bore of the tube. The ID of my nylon tube is 6.2 mm, but the OD of my brass fittings is 8.2 mm, more than the OD of the nylon. That's not going to push in.

Instead of a complete barbed fitting, I'm settling for a very thin tube of brass to be inserted into the nylon end to act as a flare and something solid to clamp down onto. I've seen



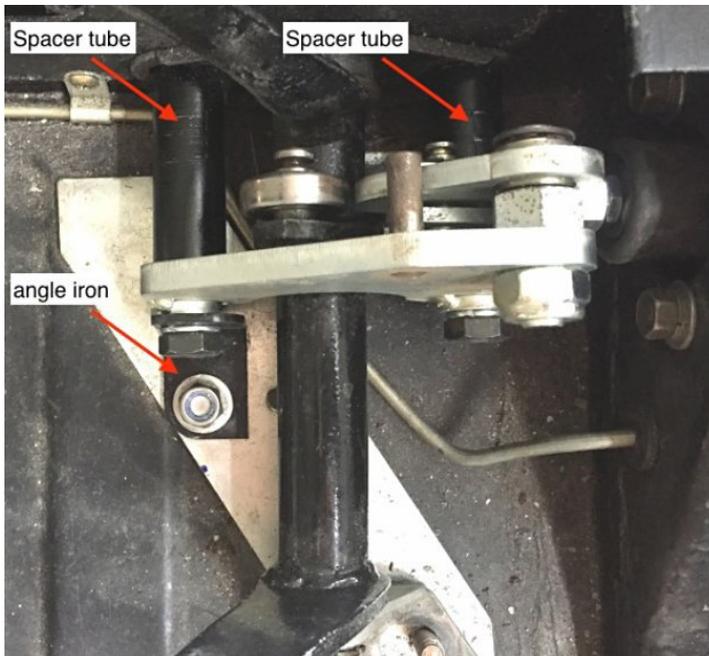
The fitting which I wanted to insert.



What I ended up inserting.

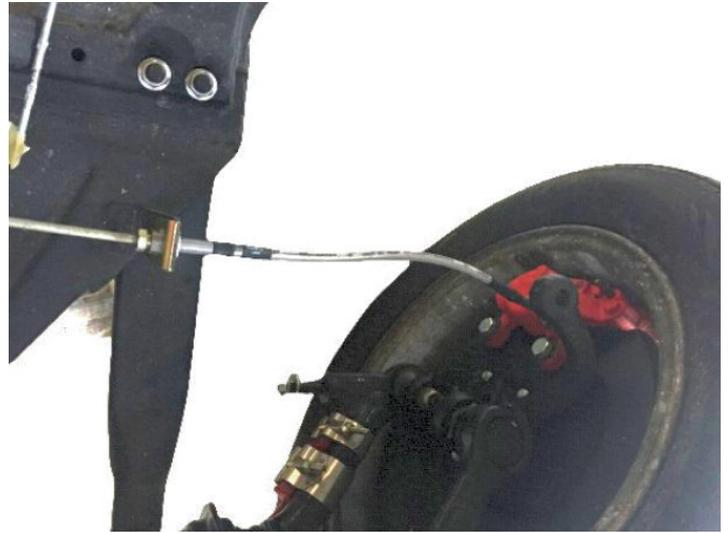
this approach used on factory Golf 2 nylon lines. Achieving this was very low-tech. I chucked one of the fittings into my hand drill, then ran it on the bench over a file, grinding off the barbs until it was smooth, about 7 mm, tapered down the end till it was sharp, then parted it off with a hacksaw blade while it was rotating. To get this little part into the nylon, I inserted the end of the nylon line into the flaring-tool fixture, softened it with the heat gun, then wound an M7 tap into the end. This operation didn't remove any material, it just left an impression. More heat and pushing with long-nose pliers opened it up a bit more until the little brass tube could just pop in. I then used a hammer and the former for making double flares to tap the brass down the inside of the tube. The OD around the brass is now 9.5 mm, enough to stop a fuel hose from being forced off.

I've done a trial fitment of the mechanical [brake booster](#) from Hoffmann Speedster, half expecting to abandon the whole initiative as an expensive gamble. To my surprise, it wasn't that difficult to mount. All I needed to do was space it out from the tunnel and the expected interference from the clutch pedal didn't eventuate. What sort of spacers? The bolts holding the pedal cluster to the tunnel are M10, so the ID of the spacer tubes has to allow these bolts to pass through, and the OD should be about 20 mm to match the "booster" bracket dimensions. I could have the machine shop turn up tubes to my specs ... or get hold of some 1/2-inch water pipe and get it cut to exactly 61 mm for each spacer, then hold the assembly together with M10 high-tensile bolts, 75-mm in length. Easy.



I figured that adding a simple bracket made of angle iron to brace the assembly to the floor plate would help tie it in to existing structures. This thing is a goer! The stock pushrod is replaced with a shorter one which still has an adjustment for the all-important free play. A spring, missing in the pic above, eliminates play between the bearing and the cam. It will be a while before I can confirm that braking effort is reduced by 35%, however.

I was never going to be able to use any stock brake hose, what with Volvo callipers in the front and Toyota in the rear, both using banjo connections. I found what I needed [online](#) with UK-made Goodridge braided stainless hoses. I needed one for the clutch slave cylinder too, but can only buy a pair, dammit.



I've received my [Fan Shroud Type 4 Oil Cooler Exit Kit](#) from Concept-1 in Canada. Very nice it is, too, and a great fit. Attaching it means cutting away the original tin spot-welded to the fan housing, which is not for the faint-hearted, as it's all too easy to cut into the panel underneath, the bit I don't want to damage. The job involves about one hour of careful angle-grinding and rust converter/priming. I thought about brazing the new part into place in a few spots, but don't want the chance of distortion, then rust, so I've pop-riveted it into place.



The Concept-1 kit. Each of these parts has been modified to adapt to the wider Type-4 cooler.

While I've got the oxy-acetylene gear out, it's the time to do some other mods to the fan housing to cover up the holes where the heater outlets used to be. I really would prefer to have a flush appearance and no obvious welds, but that's



Fan housing after removal of stock oil-cooler exit panel

not going to happen without warping and lots of filler to cover it up, so I've made some caps to braze over the old holes, which have a 90-degree edge around them, so there is less chance of distortion once the flame hits.



I've bought quite a bit of brand-new tinware, but now's the time to treat and paint any old second-hand bits including the fan housing. I've cleaned up everything with a Clean-and-Strip-type disc on the angle grinder, then treated it with the type of rust converter which stays in place as a primer. To finish, I painted with one coat of 2K-in-a-can epoxy primer and two coats of black epoxy top coat. I don't think this type of two-pack in a rattle can is available in Australia. You need to lean on a knob on the bottom of the can for mixing to take place, then you've got a few hours to use it all up, so advance planning is called for, and it ain't cheap.

I wrote in a [previous article](#) that if I could find aluminium bumper-bar brackets, I would buy them. Well I have found them, at [Weiser Fahrzeugtechnik](#). They weigh only 250 grams but are 259 Euro a set in Germany, so I'm not sure about that now. Meanwhile, I've made my own out of



woven fibreglass, weighing only 300 grams too, compared to 1.4 kg each for the old, bifurcated steel ones. When the time comes to bolt them on I'll see how successful this product turns out.

I've never really liked the shape of the Type-1 handbrake boot. It has a weird shape and eventually ends up getting pierced by the threads on the cables once they stretch. On the other hand, the handbrake on a late Golf 1 is a beautiful thing. Early Golf 1 used basically a Beetle handbrake with a plastic cover on top; a step forward. This cover doesn't fit a Beetle because of the extended bracket which gives the heater levers somewhere to bolt to. The later Golf handbrake is a bit different, as the cables come through below the lever, rather than above, making the whole thing slender and elegant. The plastic cover also fouls on the bracket for the heater levers. This Beetle of mine is never going to need heating, so I have no problem with removing the levers, cables and bracket. Cutting out the bracket leaves the support for the handbrake a bit lacking, so I rewelded some of the same material back in.



A triangular piece has been welded back in to the bracket to improve support. Notice that the pivot point for the cables on this Golf-1 handbrake is underneath? E-clips are much easier to work with than those silly wire circlips.



The finished product. The plastic cover just needs a bit of plastic primer and black top coat.

The terminating eyes on the stock VW handbrake cables actually fitted onto the actuating levers on the Toyota callipers, but the pieces which allow the cable sheath to anchor to the callipers needed to be threaded down the wire. That meant cutting off the threads at the top ends, and the cables were too long anyway, so Mr. Hafeez came up with a way of re-crimping onto the cables some threaded pieces which he had fabricated. The chopped-off cable ends need to be crushed down using a hydraulic press. My local machine shop made up some dies from spring steel, then pressed the ends down real tight.

I had lost track of the special rounded-off M6 adjusting nuts which fit into the recesses of the pivot plate, but worked out that Nyloc nuts screwed on upside-down work even better: no lock nuts needed.

As mentioned previously, when working with fibreglass, you're always waiting for something to harden before you can touch the job again, so it makes sense to have multiple tasks running in parallel. For me this means sometimes indulging myself in peripheral projects, just for a bit of satisfaction.

Quite a while back I bought a Beetle centre console from one of the local VW Buy-and-Sell sites, because I liked the look of it. It turned out to be made of steel, quite a heavy thing. I've since seen another one and wonder if these were made in Japan and came in to the country via half-cuts ... I've extensively modified the shape to suit my eye, to make sure that a full-length double-DIN device would fit into its fascia and to allow an easily available gear-shifter boot to drop right in. Here's the prototype, which I'll leave for now because finishing the job means having a body to attach to my chassis, and I'm not at that stage yet. It will mate up with my dash, not the stock one. Mine extends downwards quite a bit to provide access for the air-conditioning unit and outlets.



It will eventually extend all the way to the front bulkhead via screw-on panels for either side, the right side having a bit of a relief for the driver's clutch foot. Then I'll be able to whip off either panel to get access to a little cubby hole ideal for stowing an electronic control box.

Rod Young
rod.young2@icloud.com

Make hay while the sun shines.

If you are just getting into Volkswagens, your timing couldn't be better.

Basically, I've never seen so many Volkswagen cars and buses just lying around or left for dead.

I used to feel sorry for people that missed the air-cooled Volkswagen heyday.

I don't have to worry anymore because it's a new



heyday now - it's all happening again.

A lot of areas are known for loving Volkswagens and the Blue Mountains, just west of Sydney, is a great place to start looking.

It's not that there are more Volkswagens than any other area, it's just that I drive around there a lot for work and I see them.

You could say it's my happy hunting ground.

Just in this small hunting ground you can expect to find anything.

If I wanted to, I could easily buy eleven or twelve Volkswagen vehicles in just one day.

Unfortunately for me and many other enthusiasts, we already have too many cars.

They keep building new ones every day you see.

It's not that everyone's getting lazy.

This leaves you in the box seat if you're just getting started and have a little space to spare?

The cars left for dead across the Blue Mountains include new and old Beetles, Kombis and older Transporters, Golfs and Polos.

Your area is most likely no different - you just have to go out and look.

So get out there and make hay while the sun shines.

Some of those vehicles will be become valuable as time goes by.

Ashley Day.





Good parts are getting scarce.

Hagerty's Auto News, July 2023

Front and center in any good car project is the list of parts necessary to complete the job. I'm presently at the shallow end of returning my 2002 Porsche 911 Carrera back to (mostly) stock, and recently had my trusted shop price out a few components before diving in. One of my car's key needs is an exhaust system, so I asked the shop to price a brand-new, OEM heads-to-tailpipe replacement as it would have left the factory.

I was quoted US\$17,273.32, including tax.

Ouch. According to the Hagerty Valuation tool, the cost of parts alone would be 64 percent of the projected value of the entire car. Based on inventory found on reputable online sellers of OEM Porsche components, a full replacement exhaust for a far newer and far more valuable 991.2 (2016-19) Carrera settles somewhere around the \$9000 mark.

Shocked? You betcha. But I shouldn't have been, considering I was duly warned over a year ago by a foremost marque expert that parts for my car - and all older cars, for that matter - are going to rapidly become significantly more scarce and expensive.

I visited Jake Raby's Flat-Six Innovations (FSI) facility back in the early spring of 2022. As a 996 owner, this former pig farm in the hills of rural Georgia is sanctum sanctorum; Raby and his outfit build the best M96/M97-family engines on the planet, turning engines long seen as unpleasant, problem-prone paperweights into over-engineered reactor cores that match Porsche's own Mezger for meat.

Toward the end of the day-long tour, he took me into a repurposed shipping container that held one of his on-site parts archives. This veritable treasure trove of OEM-grade Porsche parts would shame any official service center. Sandwiched between shelves of coil packs, manifolds, and various flat-six detritus, he told me he maintained this archive to battle a wide-reaching parts shortage that was hitting 996s and 997s, hard.

I left with a hot coal in my gut.

Fast forward to a few weeks ago, when a conversation with Jonathan Hodgman of Atlanta's Blue Ridge Mercedes

echoed Raby's earlier sentiment to an eerie degree. Hodgman's one of the top resources in the States for pre-merger AMGs and related models, specialty hand-built cars that have always required clever fixes or fabrications for bespoke parts that simply didn't exist. But as Hodgman tells it, he's struggling to source OEM-grade 'essential' componentry, and it's become a serious problem. "I used to spend 20 minutes of my time ordering parts. Now, I spend half my time ordering parts," he sighed. "It's become a real chore."

So, along with Hodgman, I checked in with Raby a year and a bit after my visit to see what is happening, where we are heading, and what can be done. "From the root to the top of the tree, it's dying," he tells me in a video call. "There are too many factors that are going to take it all away."

We'll start with the 'what.' As both Raby and Hodgman tell it, the basic supply of new OEM-quality replacement parts - that is, parts manufactured by either the original equipment manufacturer or to the same quality - has all but dried up. If there are aftermarket or non-OE supplied parts available, they're of sub-par quality and often fail right out of the box.

"Radiators, hoses, basic stuff started to be a struggle ten years ago or so," explains Hodgman. "Then the pandemic happened alongside the push for electrification, and that has had a staggering effect on parts availability. Ten years ago, it wasn't really a problem, it was just annoying. But, as the years have gone on, it's only gotten harder and harder and harder."

"It's 356, it's 914, it's Volkswagens, it's the more modern Porsches - it's everything," says Raby. "Inflation has helped with parts supply for 996 and 997s because it's taken some of the demand away - that's good. The parts supply is there, but now what we have is the quality of the parts."

He tells me of troublesome oil-air separators and water pumps, finding that more than a few are duds right out of the box. As a result, he's been forced to build a specialized test rig in the shop to test the oil-air separators before installation. "If it was built during or post-COVID, it has a question mark on it, quality-wise," Raby says, frustrated. "Now, we go by date-codes."

Ah, there it is - the great 'Everything Shortage' of 2020 and onward. Peak pandemic supply struggles saw acres of brand-new vehicles parked en masse mid-assembly, awaiting parts. As automakers scrambled to fill in-market parts supply, many production lines for old parts were pivoted in the name of profits. "Suppliers are turning off these mildly profitable lines and retooling them for newer cars for which there are mass shortages as well," says Hodgman. "I get that it's simply supply and demand, but that doesn't help me any."

So, as the OE supply dwindles, lower-tier suppliers fill the vacuum with sub-standard replacements - or nothing at all. According to both Raby and Hodgman, stocks of legacy electronic modules for mass-produced are essentially non-existent. "So you need an E-GAS module for your [Mercedes-Benz] 500E - a part that it essentially needs to run? Good luck - I bought the last seven Mercedes had in stock, and they're never going to replenish them ever again," says Hodgman, laughing ruefully. "I'm going from recommending certain cars to not, simply because the parts supply is such a dreadful ordeal, and there's no ready workaround."

I push Hodgman on what the limits are of this scarcity, asking him what would happen if a wealthy owner brought his 500E in for a module fix. "Well, I'll say that we have two

options. Either we sit and wait patiently for a good used one - hopefully - because no one is remanufacturing," he explains. "Or, you unfortunately have to re-engineer the car, and that's an expensive proposition. You're taking what was a \$1000 module problem and turning it into a \$30,000-\$40,000 re-engineer problem."

I'm sure owners of most pre-war and low-volume cars are nodding in affirmation by now. Parts supply for some early cars is non-existent to the point where everything is custom fabricated or re-machined. For many cars, it's been this way for well over half a century, and in most cases this means metal and shop work and is mostly a matter of money and time. However the same cannot be said for those irreplaceable electric components.

Ok - at this point, you'd think there'd be enough moneyed enthusiasts sick of crappy parts and long layovers at the shop that someone would step in to re-introduce quality components. And people have, to a degree; Raby tells me Flat-Six Innovations is building more exhaust components, coil packs, and modified water pumps in-house. "In some cases, we're taking older parts and fitting new bearings in and building it ourselves," he explains. "We're building a better part."



Problem at least partially solved, it seems. But this perceived gold rush - driven primarily by the extreme appreciation in the collector car market - has spawned a legion of new shops who, according to Raby, don't know what they don't know. "They just buy all these parts and think it's ok," says Raby. "They don't know any better. They could have the best intentions in the world, they could want to sell a great engine, but don't know it's filled with junk."

"People come to me with broken cars, telling me 'I've replaced this, I've replaced that,' and in their mind, those replaced parts are no longer a factor in the problem. A guy like me questions the new part first," he continues. "There are some instances of cars going to shops, and leaving worse off than when they first went there."

I reached out to Hagerty senior editor and noted 1970s-2000s Ford expert Sajeev Mehta for a more domestic perspective on the Teutonic shortage. "The thing to remember

with mainstream [domestic] brands with huge dealer networks is that their parts supply decreases far less rapidly than the cars themselves get scrapped," he explained in an email. "I can pretty much rebuild a 1986 Ford Taurus under the hood with parts from eBay and Rockauto because they made the parts by the hundreds of thousands and very few cars still exist to utilize them."

"Dealer networks from Porsche, Honda, VW, Toyota, et cetera weren't nearly as large as the big three back in the 1980s and 1990s, so their parts supply dried up a lot quicker, which exacerbated the problem during the pandemic," he continued. "The problems you are noticing are real, and that's why I smile at my euro-centric car friends and wish them the best."

I ran this by Raby. "I can get any part I want for my old Bronco with absolute ease," he laughed. "What you also need to keep in mind is much of what the Big Three built also shared a ton of parts across many models. Porsche? Not so much."

Where do we go from here? Is there a tipping point?

Hodgman is somewhat optimistic, particularly on emerging tech like metal 3D printing. "I hope as technologies become more accepted and advanced, the price will come down and these niche items will be easier to find," he reflects. "I hope we're in this lull where the emerging technologies can't quite meet the demand we're having now - but hopefully in ten years, that will come around and start to flip."

"Unless people really step it up, it's going to become quite a nightmare and chore," he continues. "At the same time, it's going to take a lot of mid-grade cars off the road as parts cars. I see that happening now. Cars that are a little tired, a little worn. But, they have a bunch of stuff you can't get anymore, and it's worth more in parts than as a car." Hodgman tells me he has four 'rough' 500Es as parts cars, and I cry foul at the idea of decommissioning such a special car. But, without this sacrifice, a lot more 500Es would be off the road.

I ask Raby what we as enthusiasts can do to potentially turn the tide in our favour. "We need to hold manufacturers, shops, and automakers to a higher standard," he explains. "Be a better consumer through education. It's up to the hands, minds, and wallets of the [car] owners. If you keep buying the junk, the bar will never be raised."

In the meantime, I think this has the very real potential to push a portion of enthusiasts who were not considering electric conversion over to the sparky side. When faced with the choice between pickling a prized car for want of unobtainium componentry or installing one of the (nearly) drop-in EV conversion kits becoming increasingly available, more might take the plug-in path than previously expected.

Hodgman rejects this false dichotomy. In true early-AMG fashion, he's swapping a 6.2-liter M156 (think C63, E63 AMG) into a 500E donor car hooked up to a BMW-sourced six-speed manual. "It's so, so much easier to get parts [for the M156], and it keeps the true spirit of the car intact," he says, sounding excited. I ask him when he thinks it'll be ready. "I'd get it done a whole lot faster if I had another set of capable hands on my staff."

Hear that? That's the sound of another can of worms being cracked open.

Conner Golden



SLC carried a base price of US\$22,540 in 1993 - almost \$49,000 today. The Ford Probe GT that beat the Corrado SLC on its way to winning Car & Driver's December 1992 sport coupe comparison test cost a comparatively paltry US\$15,504, just over \$33K in today's dollars.

European Corrados from 1992 on the other hand had the choice of an upgraded 2.0-litre engine, with either 8V (85 kW) or 16V (100 kW), similar power to the older 1.8 but with more torque. In addition, the G60 was discontinued and replaced by the VR6 - but for Europe it was 2.9 litres and 140 kW. Not a lot by

VW Corrado VR6 is collectable.

Hagerty's Auto News, June 2023

When discussing the ascendant '90s-era collector-car market, you'd be forgiven for thinking primarily about Japanese vehicles. It's hard to escape spectacular Nissan Skyline and Toyota Supra sales, let alone this year's dramatic Acura Integra Type R auction record.

However, when we saw a 15,000-mile 1993 Volkswagen Corrado SLC sell for \$53,550 on Bring a Trailer, it served as a good reminder that Japan doesn't have the market cornered.

The Corrado's potential as a future collector car wasn't a sure thing at the start. Released in 1988 as a more upmarket stablemate of the 1981-92 Mk2 Scirocco (and became its eventual replacement), the Corrado didn't start off on the right foot. Improvements over the Scirocco (such as flush windows, later model A3 suspension and active rear spoiler) drove costs through the roof, and for export markets such as the US it was 'over-equipped.'

While Euro models debuted in 1988 with a 1.8-litre 16v (100 kW) engine, US export models came with a lower-spec 8-valve 1.8-litre (82 kW) engine; performance was lacking to say the least. The US market also got a G60 supercharged 1.8-litre (118 kW) engine, as used in earlier European models such as the Passat and Golf. Performance was better but costs were higher and sales in the US were disappointing.

Then came the introduction of the VR6 engine. First used in the B3 Passat and Corrado in Europe, it made it to the US market Corrado 'SLC' in 1992. The 2.8-litre six-cylinder's narrow, 15-degree vee layout squeezed 133 kW (3 kW more than the normal export version) into the tight confines of the Corrado's engine bay, dramatically waking up straight-line performance. VW used suspension and other components from the Mk 3 Golf to help integrate the engine into the Corrado, and the body grew a more aggressive hood and fender flares.

The change in powerplant led to critical success, but the problem of price remained. A VR6-equipped Corrado

today's standards but very impressive for 1992.

Whether the Corrado cost too much for the segment, too much for a VW, or both, the VR6 couldn't save Volkswagen's sports coupe. Corrado production ceased after 1995. 97,521 Corrados were manufactured over the seven year production run; about 50,000 of them were sold in the United States.

The Corrado was never sold in Australia. However some enthusiasts have imported used UK models and they have been spotted at the VW Nationals.

The redeeming traits of the VR6-equipped Corrado SLC and its slow sales relative to the competition have paid dividends for it in today's market. Hagerty Price Guide's #1 condition (Concours) value for a 1993 Corrado SLC is US\$57,300. Compare that to a \$31,400 #1-condition value for a 1997 Honda Prelude SH, or \$33,100 for a similar-

DRIVE A PORSCHE. CRAZY.

Corrado SLC achieves 0-60 and complete surprise in 6.8 seconds. From the deeply stirring sound of its exhaust, to the enlightened sense of oneness you feel, the new Corrado has been completely rethought. Apart from being the fastest car Volkswagen's ever built, it's a highly sophisticated accomplishment of German engineering.

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quality 1993 Mitsubishi Eclipse GSX.

The Corrado has clearly has built a strong case for itself against most of its Japanese sports-coupe competition.

Eddie Eckart

Retro VW instruments.

The VW ID. 2all concept car sees Wolfsburg going back to the future. On the one hand, it previews a small electric car due in 2025. But on the other hand, it thrusts elements of VW's past into the present. How so? Its digital instruments will display cool retro graphics from Volkswagens of the past.

This is probably the best digital gimmick we've yet been treated to by the touchscreen-generation of modern cars and their haptic-equipped, gesture-controlled dashboards and gizmos.

It means you could call up the instrument cluster of a Mk1 Golf and imagine you're back in the mid to late 1970s, tugging at a choke lever, twisting the key in the ignition barrel and looking for the ignition lights before cranking it to life and waiting for the telltale engine-check lights to go out. Cool, right? Okay, maybe it's just us ...



It can also mimic the spartan look of a classic Beetle, while the virtual cassette player is another neat touch - one that won't chew up your cassettes or get stuck in a never-ending cycle of auto-reverse because the tape is in a bit of a mangled state.

VW's head of design, Andreas Mindt, said: "We are transferring the DNA of our icons into the future. The ID. 2all is therefore also an homage to the Beetle, Golf and Polo."

Mere words in a press pack, but Mindt's comment about DNA has some substance.



Take the C-pillar, which pays homage to the Mk1 Golf. "The C-pillar is the backbone of the Volkswagen design. In the ID. 2all, the stability of the C-pillar initially flows from the backbone into the side body elements," said Mindt.

It, ahem, blends particularly well with the heckblende, which we suspect will be illuminated on the production version. Time to dig out that Hella rear panel catalogue from the attic?

There's more good news on the inside, where you'll find a "self-explanatory infotainment system with classic volume control and a separate air conditioning block". A victory for common sense and, we suspect, a response to the less-than-positive response to the make-everything-digital Mk8 Golf and other ID models.

For now, the ID. 2all is a concept, but rest assured it's destined for production. VW says the 58kWh battery will offer a range of 450 km and be charged from 10 to 80 percent in 20 minutes.

The 0-100 km/h time of seven seconds will keep a Mk1 Golf GTI driver on their toes, but the 159 km/h top speed is more Golf 1.6 LS than hot hatch.

VW says it'll come with a starting price of less than 25,000 Euro (\$A41,420), which would make it one of the more affordable electric cars on the market.





VW 1600 TLE Fastback - sleek but tough.

The Sydney Morning Herald, Monday 19 June 1972

Volkswagen's Fastback TLE Type 3 retains, beneath its streamlined body, the same functional, reliable engineering qualities that have made its 'Beetle' cousin one of the best selling cars in the world.

Volkswagen sales in Australia have risen 33.4 per cent in the last two years and our test car - lent by Volkswagen Australia Pty Ltd - gave us a chance to see what kind of product was being made to try to keep sales rising.

The new Type 3 cars - Fastback, Squareback and Halfback - feature changes initiated and produced entirely in Australia that are directed towards comfort and appearance.

From the outside the car looks the same as earlier models.

Inside, however, are newly designed seats, a redesigned steering wheel and an instrument console fitted between the dashboard and the floor tunnel.

The test car also featured Volkswagen's highly sophisticated electronic fuel injection system and four-on-the-floor all-synchromesh gearbox.

From a comfort viewpoint I liked the car. The seats have a solid feel - which may be uncomfortable on a long trip - but are set high, giving good all-round visibility.

The interior finish is, like the outside paintwork and chrome, excellent.

Controls and instruments are adequate for a car of its type. As with all Volkswagens, the clutch, brake and throttle controls are set left and, until you get used to it, you find yourself depressing the brake pedal instead of the clutch.

Stalks on either side of the steering wheel operate windscreen washers and wipers (right-side) and indicator lights, high-beam dipper and flasher (left-side).

The heater can be adjusted front and rear and is, if anything, over-efficient. The flow-through ventilation system

cannot be adjusted to face level and is very noisy when the fan is used.

Seat belts are fitted front and rear, with those in the front clipping into a central console between the seats.

Switches on the fascia operate headlights and a four-way hazard warning light system. A toggle under the dashboard opens the lockable cover to the petrol cap.

The new style steering wheel looks chunky, with four spokes and a large central horn button. Visibility to the tachometer, speedometer, fuel gauge and oil and

generator warning lights - set in three dials in front of the driver - is good.

The instrument console, I feel, adds to the look of the cockpit. It houses a radio, seat belt warning light, cigarette lighter and electric clock. This adds about \$167 to the price of the car.

Radial tyres fitted to the test car cost another \$52, bringing the total price to \$3,198 before registration.

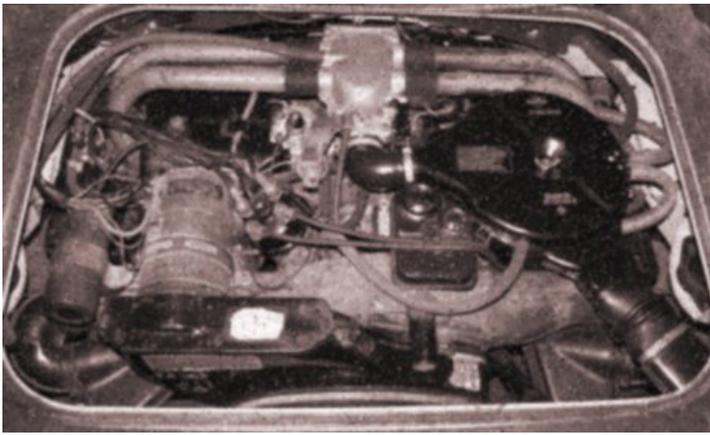
I was surprised to discover the car has two boots. A lever, set inside the rather small glove box, opened the front bonnet and revealed enough space for two suitcases. Another

**1600 VW
FASTBACKS**

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Both fitted with radios and in near new condition. Fastback buyers will be amazed at the low, low price on these two specials this weekend. Trade-ins welcome, lowest deposits, easiest repayments. Also a comprehensive range of all model VW's in stock.

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lever, set into the body on the passenger door side, operated the rear lid. It has enough room for at least one more suitcase, and several bags or parcels.

The horizontally-opposed, flat-four engine sits beneath this compartment and is rather awkward to reach. The company seems to realise this and has put a little cap into the boot which, when pulled out, brings with it the dipstick.

City driving was relatively easy. The gearbox always felt sloppy to handle but couldn't be faulted when it came to finding the right gear. However, in heavy nose-to-tail traffic engine revs had to be kept up slightly. The car was not happy idling in first gear and tended to 'chug' forward.

Out on test with driver Barry Seton and myself, the Fastback covered the standing ¼-mile in 20.1 seconds and went from 0-50 mph (80 km/h) in 11.2 seconds.

The red-line on the tachometer was at 4500 rpm and, when taken to that, speeds in gears were: 1st, 20 mph (32 km/h); 2nd, 40 mph (64 km/h); and 3rd, 65 mph (105 km/h).

Pushed to 5000 rpm (with ease), the car did 25 mph (40 km/h) in first, 44 mph (71 km/h) in second and 70 mph (113 km/h) in third.

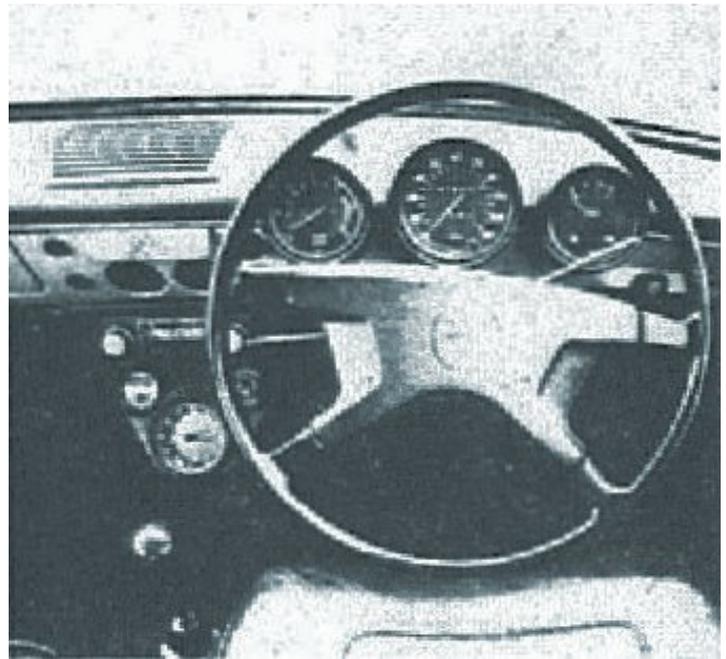
Overtaking times in gears were:

Top
20 to 40 mph - 13.2 sec
30 to 50 mph - 13.0 sec
40 to 60 mph - 13.6 sec

Third
20 to 40 mph - 7.2 sec
30 to 50 mph - 7.2 sec
40 to 60 mph - 8.6 sec

The speedometer on our car was tremendously optimistic, adding an average 5 mph right through to 60 mph, and during our top speed run indicating 90 mph when we were really doing 80 mph.

The hydraulic dual-circuit brakes with discs in front, held up extremely well to some very



tough punishment.

The stopped the car in 30 feet (9.1 m) from 30 mph (48 km/h) and in 125 feet (38.1 m) from 60 mph (97 km/h).

Brake pressure increased from 40lb to 80lb (18 to 36 kg) after 10 stops from 60 mph, but there was no apparent fade and the car pulled up straight every single time.

Solid roadholding through the independent suspension and torsion bar springing allowed the car to be driven fairly fast into corners, backing up the maker's claim that it is a car that can be driven at near top speed out on the open road.

But the suspension has a very sudden limit, which, when it is overstepped, leads to fairly violent oversteer requiring quick correction. Driving at speed, wind and tyre noise rise noticeably and the Volkswagen engine, as always, makes its presence felt. Overall, though, the noise is acceptable.

The Type 3 cars in the range are all powered by the same engine which develops 65 bhp (40 kW) at 4600 rpm and has a maximum torque of 86.6 lb-ft (117 Nm) at 2800 rpm. All are available with automatic transmission at an extra cost of \$260.

A fully comprehensive NRMA insurance policy for a metropolitan driver, who owns the vehicle and is over 25, is \$131.90 a year. Registration is (approximately) \$72 a year. Our test car returned an even 30 mpg (9.4 L/100 km) using standard fuel. The 8.8-gallon (40-litre) tank gives the car a cruising range of about 260 miles (420 km) at a cost of just over \$4.

The new Type 3 cars are fitted with a plug which will ultimately connect to a computer for instant diagnosing of trouble spots. Volkswagen says experience with the system in the US has shown that owners' routine service costs decline by about 20 per cent.

David Robertson

DETAILS AT A GLANCE

PRICE: Locally manufactured \$3,198 (including options fitted).

PERFORMANCE: Maximum speed in gears: Top, 80 mph, third, 70 mph, second, 44 mph, first 25 mph. Standing 1-mile 20.1s. Fuel consumption overall 30 mpg.

ENGINE: Rear-mounted, horizontally opposed four-cylinder of 1.584cc developing 65 bhp at 4,600 rpm and 86.6 lb ft torque at 2,800 rpm. Bore: 85.5mm, stroke 69.0mm. Thermostatically air cooled. Oil bath air cleaner. Electronically controlled petrol injection.

GEARBOX: Four on the floor, all synchromesh box, single dry clutch. No propeller shaft.

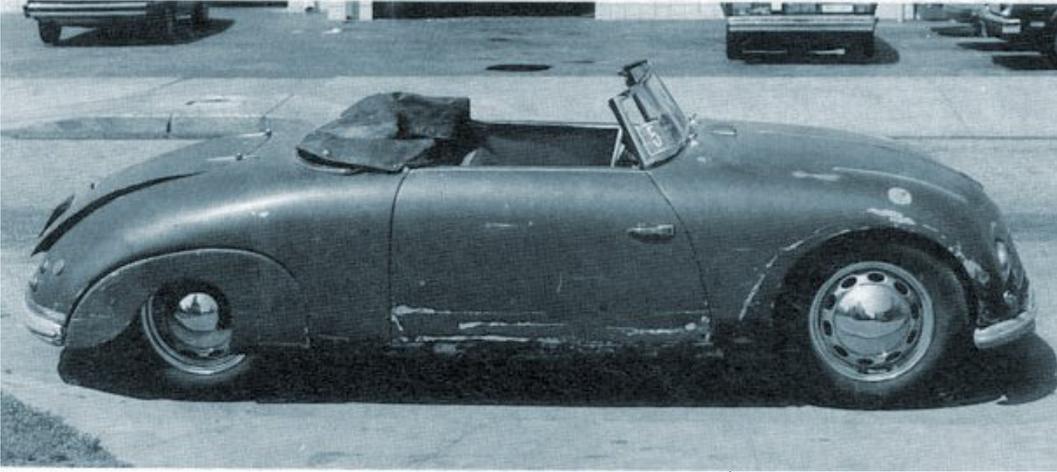
BRAKES: Hydraulic dual circuit with discs in front and drums at rear.

BODY: Two-door, four to five-seat sedan. Flow-through ventilation and heater demister units. Two boots (front and rear) of 18.4 cu. ft.

SUSPENSION: Independent suspension and torsion bar springing with hydraulic shock absorbers on front and rear axles. Front axle has additional stabiliser and rear axle has semi-trailing arms, three-point wheel location and double-joint drive shafts.

STEERING: Positive worm and roller steering with hydraulic damper and safety steering column. Turning circle is 37ft.

DIMENSIONS: Length, 14ft 2.9in; width 5ft 4.6in; height, 5ft 9.9in. Track in front 51.6in, at rear 53.2in. Unladen weight 2,226lb. 6.50 x 15 tubeless radials.



How a Beetle disguised itself as a Porsche prototype.

Gute Fahrt magazine, Germany (1990)

A 40-year-old sports car has now reappeared in America. The car, with a Swiss aluminium body, appeared to be an early Porsche prototype. In fact, it was once a Beetle.

In the early post-war period, two bodies for the first prototypes of the Porsche 356 were produced by the Zurich company Waibel, a traditional coachbuilder and today a V.A.G dealer on Zimmergasse in Zurich's Seefeld district. At that time, Porsche transported the body shells of the 356 type from Gmünd to Waibel Zurich, where they were custom-made by hand - they are said to have been Porsches No. 3 and No. 4.

This suggested that another vehicle from the body shop in Waibel could also be a Porsche prototype. The car, which recently appeared in the USA, turned out to be a thoroughly redesigned Beetle, which the Zurich architect and sports car enthusiast had Senger build according to his own ideas at Waibel around 1949-50.

The open two-seater body was based on the technical components of the export car of the time, albeit with some serious changes. The chassis in particular was changed by cutting out the central tube and welding in a new 6-inch tube.

This large pipe should supply the engine installed in the rear with the necessary cooling air. Apparently, airflow cooling was intended - an air flow from the "radiator grille" of the vehicle's front through the pipe to the rear. Because of the flat design of the rear end, the standing fan of the Beetle engine no longer fit under the hood.

The drive unit was initially the air-cooled 1.2 litre Beetle engine with 25 hp. The Porsche engine, which is almost identical in design to the Beetle unit, had a displacement of 1.3 litres and had an output of 44 hp at 4400 rpm. Thus, the streamlined Waibel Beetle must have been faster than 140 km/h.

Apart from the substructure, the body consisted entirely of aluminium and was handcrafted by Waibel. The two doors were hinged on the B-pillar and opened forward.

Experts today speak of 'suicide doors.'

When open, the top lay flat in the top recess in the manner of a roadster and was covered with a narrow tarpaulin. The chromed window frame, the curved safety glass windscreen and the two side windows had to be specially made. The rear window, which was embedded in the folding roof, was made of poly glass.

In addition, as was customary at the time, plenty of

chrome trim was used. A large radiator grille was installed at the front end. As already mentioned, it should allow the necessary cooling air to flow through the fairly low central tube. Whether this type of engine cooling actually worked satisfactorily in practice seems questionable - several engine breakdowns are remembered.

The instrumentation corresponded to that of the early Beutler Porsche. All display instruments (speedometer, remote oil thermometer, oil pressure gauge and voltmeter) bore the company code EOB. Some other electrical accessories were from Scintilla, the other components from the Swiss accessories trade.

The Waibel Beetle was painted dark green, and the interior was in matching shades of green. The fate of the car has not yet been clarified beyond doubt. The only thing that is certain is that the car was still registered in 1959. At that time it had the official Swiss registration number SZ-2839. Then the trail is lost for the time being.

The car eventually reappeared in the United States in the late 1980s. The owner at the time initially believed the car to be a Porsche prototype. The chassis number 1-085552, especially the middle sequence of digits 555, indicates this.

However, investigations have shown that the car with the bodywork by Waibel was originally a VW Beetle, namely a grey export model. The car was built on October 8th, 1948 in Wolfsburg and on October 18th delivered to a buyer Ludwig or Ludewig - the exact spelling cannot be deciphered on the microfilm. Today, the Waibel Beetle is owned by car enthusiast Michael Rizzuto in Quail Valley, California.

Hans Joachim Klersy

The 'ideal car' in 1967.

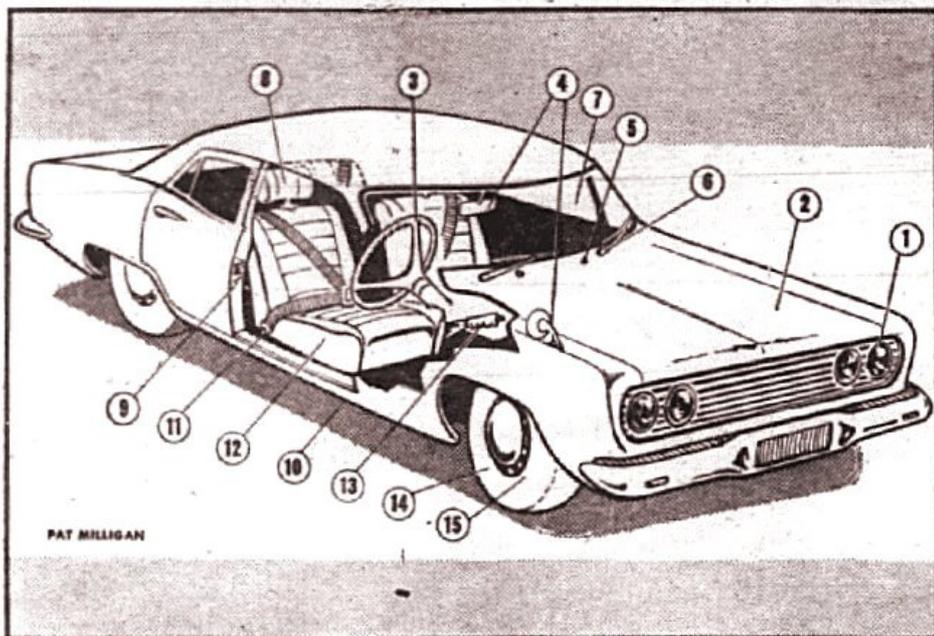
The Sun-Herald, 5 November 1967

The average motorists in N.S.W. have decided, by poll, what they would like in their ideal car.

The car shown, drawn here by a 'Sun-Herald' artist, is based on votes by readers of 'The Open Road,' official magazine of the N.R.M.A.

One item requested, a frame chassis, will astonish car manufacturers, because such cars have been out of date for years. They have been replaced by mono construction.

N.R.M.A engineers believe this request came from the



KEY: (1) Four (side-by-side) headlights; (2) North-south engine; (3) Collapsible steering column and dished steering wheel; (4) Outside (and inside) rear-vision mirrors; (5) Seat belts front, and rear; (6) Two-speed wipers; (7) Curved, untinted windscreen; (8) Headrests; (9) Safety door locks and childproof catches; (10) Underbody sealing; (11) Seat belts front, and rear; (12) Front bucket seats; (13) Floor-mounted handbrake; (14) Radial-ply tyres with tubes; (15) Power-assisted disc brakes.

- * Speedo and revolutions counter, plus gauges for oil pressure, amps, water and oil temperatures.
- * Heater-demister, washers, two-speed wipers, outside mirror and radio.
- * Independent suspension front and rear.
- * Rack and pinion steering with many turns from lock to lock, dished wheel and collapsible column.
- * Four speeds (in a manual gearbox), or three-speed (in automatic).
- * Tubed radial tyres.
- * 12-volt electrical system with alternator, and four headlights (side by side).

Cars which came closest to the ideal, with a score of 11 out of the 23 items listed on the chart, were the Austin 1800, Hillman Hunter, Holden Torana and the Toyota Crown Special.

The Crown scored over the other three with its six cylinders, capacity of between 2,000 and 3,000 c.c., overhead camshaft engine, and its four headlights. The Torana scored with an external mirror and the 1800 won points for power-assisted brakes, radial tyres and underbody sealing.

many motorists who tow caravans. Apparently they feel they need a chassis car to pull the extra weight.

Another request which will interest manufacturers and legislators, is for seat belts in the rear of cars. These are compulsory in America, but no Australian makers have fitted them.



According to the voters, the ideal car would have:

- * White-painted body because it is easy to see. One voter wanted the finish in matt (non-reflecting) paint.
- * Bucket seats. There was a divergence of opinion between four and six seats.
- * Leather or vinyl upholstery.
- * Windscreen untinted and made of toughened or laminated glass.
- * Seat belts fitted front and rear.
- * Safety door locks and child-proof door latches.
- * Six-cylinder, overhead camshaft, water-cooled piston engine of between 2000 and 3000 cc.
- * Engine mounted north-south, driving through the rear wheels and with a limited-slip rear axle.
- * Power-assisted disc brakes with floor-mounted handbrake.

The Austin 1800 lost points for its east-west engine and front-wheel drive, while the Toyota Crown lacked bucket seats and burst-proof door locks.

Front seat belts won a point for the 1800 and Torana, while the 1800 and Hunter had child-proof rear door latches.

None of the 12 chosen cars had a limited slip differential, although it is available as an option on the Holden.



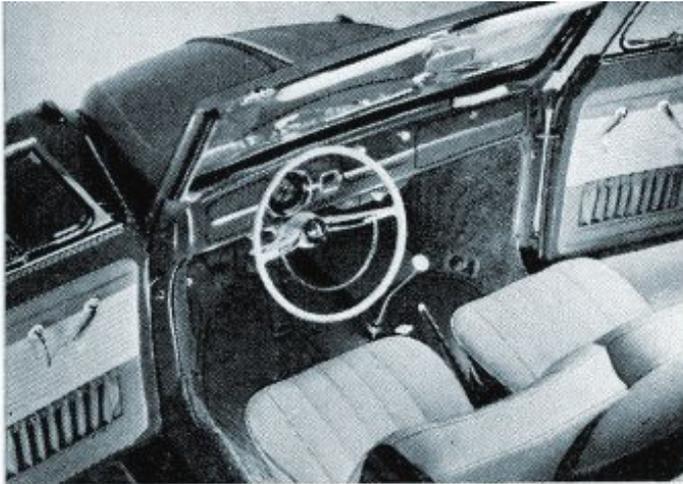
Collapsible steering columns are not on any of our big-selling cars, though Holden, Falcon and perhaps Volkswagen are expected to have them in their 1968 models.

Valiant claim their steering column tilts forward in a smash, the same as the east-west Austin 1800, Morris 1100 and Mini.

After white as a body colour, preferences were for blue, red, green, black, brown and grey in that order.

Thirty-nine per cent asked for air-conditioning.

Oscar's Scrapbook.



Gas gauge for new Volkswagen

A gas gauge will be standard equipment for the first time on the 1962 Volkswagen. It will be on the dash just to the right of the speedometer.

Heater and ventilator outlets near the floor are regulated by sliding covers. They control the direction and amount of warm air ducted in from a blower in the engine compartment or the circulation of cool air admitted from the outside.

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It was only a matter of time, first hybrids then electric and now vegan.

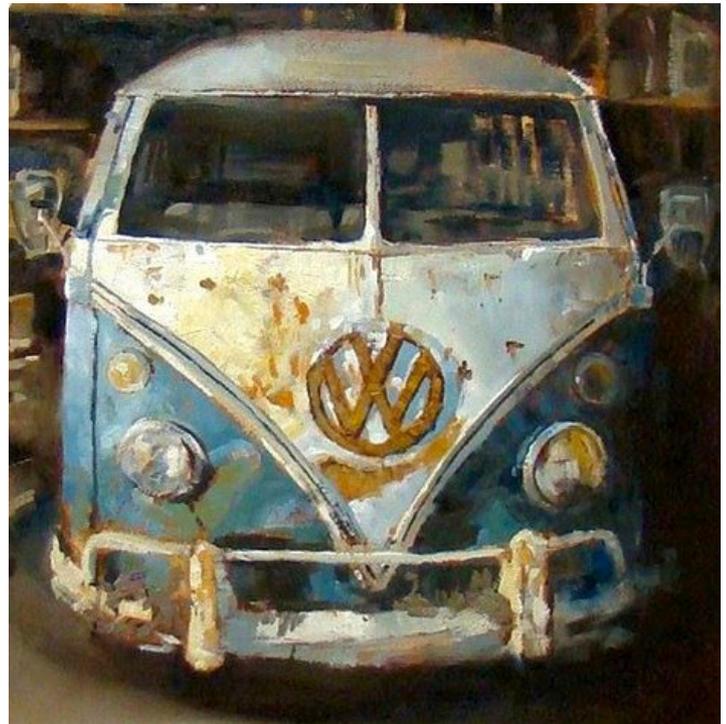


VW is now offering a bigger (1700cc) engine and automatic transmission in the 1973 range of commercial/passenger vehicles. The Kombi will now be available with 1600cc and 1700cc engine. The automatic is optional on the 1700cc model and is a T-bar shift mounted on a central console between the front bucket seats.

MODERN MOTOR — JULY 1973

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MIDNIGHT AT KINGS CROSS



Lady Godiva came to Kings Cross at midnight last night. She wore a bikini, to be sure, but her appearance on horseback in Darlinghurst Rd. made even the most blasé Cross dwellers stop and gape. Between sivers Lady Godiva

confessed she was really Melodie Jo Lane, a dancer from New Jersey, and she was doing it all for a bet. She'd bet a friend she would make the ride if she couldn't resist the temptation to dye her blonde hair. She couldn't.

Sydney, Friday, August 2, 1963



The late news.

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

A waiter was arrested in Leichhardt yesterday after serving a police inspector eight hard boiled eggs and a lump of suet pudding. He was charged with obstructing a police officer.

US President Joe Biden's test results have come back negative. However it's not all good news - it was an IQ test.

The donkey at Featherdale Wildlife Park had to be rushed to the vets yesterday after eating poisonous thistles. No one was sympathetic for the donkey though, as Eeyore to have known better.

TV sports commentator Brad Fittler had his luxury Harley-Davidson stolen yesterday. He immediately reported the theft to the police. He told them he didn't see who stole his motorbike, but he did get the licence plate number.

A traditional wedding was held in the Bulawayo cannibal tribe in darkest New Guinea last week. After a lovely ceremony, the tribe toasted the happy couple.

A Buddhist went into a Subway sandwich shop in Hurstville yesterday. He said 'make me one with everything.'

The series of Harry Potter books by J.K. Rowling has come under criticism recently for being too unbelievable. Not for the wizards, dragons, magic, flying cars and spells - it's a ginger-haired kid having two friends.

News has just come through on what some political leaders had for their Christmas dinners. Anthony Albanese had the usual turkey. Peter Dutton bought a new one.

There were celebrations at the Royal Easter Show today when Garth Plunkett won his third straight Best of Show award for his champion Hereford bull. He received a blue ribbon, a silver cup and engraved trophy to much applause. He then sat down behind his bull and got a pat on the back.

Chef Luke Mangan had to adjust his recipe for fruit salad today when he found his staff were making far too much. The starting point - 3 cubed pineapples - was to blame. For one fruit salad, 27 pineapples is way too many.

A man phoned 000 yesterday to report that he had been sitting on a pier with his toes dangling in the ocean, and a shark had bitten off his leg. Which one, the operator asked? 'I don't know,' the man screamed, 'all sharks look the same to me.'

An Irish house painter was rushed to hospital with heat exhaustion today. The paint tin's instructions said that three coats would be needed.

Malcolm Turnbull was called to his grandson Zac's expensive primary school yesterday. The school was concerned with Zac's response to a classroom question - Who shot Abraham Lincoln? - he had answered 'It wasn't me.' Turnbull assured the headmaster that Zac might be a bit thick, but he was honest. "Look, if he said he didn't do it, then I believe him."

Wally Schwartz, the world's smelliest man, bought a packet of Odor-Eaters yesterday. They ate him.

Elon Musk last night revealed the latest and most environmentally sustainable new Tesla model ever - it's fully made from recycled wood. It has a wooden body, wooden doors, wooden wheels and even a wooden engine. When he tried to drive it way, however, it wooden go.

Sport. Japanese cyclist Watanabe Yakimoto, winner of the slow cycling gold medal at the 2020 Tokyo Olympics, has just completed his lap of honour.

The English Football Association have begun an investigation into the high consumption of sugar by their players and officials. Does this mean sweet FA?

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

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Some things about it are sports car.

To start with, a sports car should have hold-you-tight bucket seats like we do. A sports car should have a four-speed stick shift like we do. And any sports car worth its stripes should have torsion bar four wheel independent suspension like we do.

But unlike most sporty cars we have a rear mounted, air cooled engine just like Porsche. A new instrument console and a racy tacho. We have fuel injection, you know, like Alfa Romeo and BMW and Mercedes.

Of course our Fastback isn't as fast as a sports car. But then, it isn't exactly a sports car.

For instance, it has a roomy back seat like a sedan. It holds more luggage than most sedans.

And we keep it healthy with VW Diagnosis, a new service deal not even expensive sports cars

get, let alone other cars. (It stops little problems becoming big problems.)

Our point is that the Fastback isn't quite a sports car. And it isn't quite a sedan. It's a third type of car.

Funnily enough, that's what we called it. Our Type 3 Fastback. Go take a look and a test drive. The things we've added make it look, and go, like a much more expensive breed. But some things about it, like price, are still all VW. That's the best thing.



VWN 685-145

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