

# Zeitschrift



When the Audi Quattro came to Hurstville.

**April 2024**

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Flat 4 Kelso Show n Shine  
Klub Korrespondenz  
More Ash articles**

**Flat 4 Lighthouse Cruise  
VW Nationals Entry Forms  
BBS RS wheels  
Plus lots more...**



**The Legend Never Dies**

**Club VeeDub Sydney.**  
[www.clubvw.org.au](http://www.clubvw.org.au)

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



# Club VeeDub Sydney Committee 2023-24.

<b>President:</b>	Lee Woods l.woods@hotmail.com.au	0414 952 509
<b>Vice President:</b>	Stewart Burke stewart.burke@me.com	0403 481 636
<b>Membership Officer:</b>	Clement Fernandez cmfernandez@hotmail.com	0401 398 427
<b>Treasurer:</b>	Bob Hickman hicko@iinet.com.au	0418 613 394
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<b>Social Events:</b>	Kylie Rayner krkombi@gmail.com	0401 135 381
<b>Book and DVD Librarian:</b>	Carl Moll library@clubvw.org.au	0417 471 137
<b>Tool Librarian:</b>	Bob Hickman hicko@iinet.net.au	0418 613 394
<b>Merchandising:</b>	Adam Daines adam.daines@hotmail.com	0404 984 648
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<b>Vintage Assistant:</b>	Wayne Fenech	0439 133 278
<b>Motorsport Captain:</b>	Rudi Frank bigrudivw@gmail.com	0418 442 953
<b>VW Nationals Committee:</b>	Lee Woods Steve Carter Zelko Jurkovic Stewart Burke Daniel French	0414 952 509 Bob Hickman Eddie Flieta Sandy Benic Phil Matthews (trophies)
<b>General Committee:</b>	Danny Haynes Wayne Fenech	Mohammad Bamyia

## Canberra Committee.

<b>President/Secretary:</b>	Willie Nelson	clubveedubact@gmail.com
<b>Treasurer:</b>	Dave Cook	clubveedubact@gmail.com
<b>Registrar:</b>	Willie Nelson	clubveedubact@gmail.com
<b>Events Coordinator:</b>	Willie Nelson	clubveedubact@gmail.com
<b>Council Rep:</b>	David Cook	clubveedubact@gmail.com
<b>Ordinary Members:</b>	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/](http://www.facebook.com/ClubVeedubSydney/)  
[www.facebook.com/groups/ClubVeeDubACTPublic/](http://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](http://www.clubvw.org.au) under the Media - Zeitschrift tag.

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

## We thank our VW Nationals sponsors:

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### 10 years and over.

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See the back page for all the 2023 VW Nationals sponsors



# AUTUMN CRUISE

Weathers Cooling, Leaves are Falling, Dubs are Cruising!

Come Join Flat Four VeeDub Club

and

Other VW Lovers for a Relaxing AUTUMN Cruise

*Saturday 4<sup>th</sup> May 2023*

*“MAY THE 4<sup>TH</sup> BE WITH YOU!”*

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

For a Chat and Shop Tour with an Expert

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

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

Enjoy Lunch by the Hawkesbury River

Please make sure you have a FULL TANK

For more Information Contact

Kevin 0417480905 or Rob 0418258879 Or [www.flatfour.org](http://www.flatfour.org) / Flat Fours Facebook

**PLEASE NOTE:**

Starting point may change to Bunnings carpark at Penrith





# VW NATIONALS 2024 SUPER SPRINT

**SATURDAY MAY 25**

Be Part  
Of The  
On Track Action

**Luddenham Raceway**  
**821-849 Luddenham Rd**  
**Luddenham NSW**



Proudly presented by



Note: this is not a Club Veedub event.



**Racing Starts at 9am**  
**Register at [www.luddenhamraceway.com](http://www.luddenhamraceway.com)**



*Don't Miss a Single Lap!!*





# VW NATIONALS 2024

SATURDAY 25TH MAY 2024  
CRUISE DAY

SUNDAY 26TH MAY 2024  
SHOW DAY, FAIRFIELD CITY  
SHOWGROUNDS



[WWW.CLUBVW.ORG.AU](http://WWW.CLUBVW.ORG.AU)

FOR DETAILS CONTACT LEE 0414 952 509





# Sunday 23rd June. Newcastle Foreshore Park

Wharf Road, Newcastle East

Gates open 8:30am

Display Vehicle Entry Fee \$10.00

\*In the event of wet weather, the backup date is Sunday 30 June



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## Von der Frau Präsidentin.

Ich bin wieder da!  
(I'm Back!)

Well I don't know about you guys but ... March was a crazy month for me! I had myself a little shot gun wedding ..... after 17 years of dating and had great love and support from Club VeeDub members escorting me to the chapel, Kombi Keg for supplying the drinks, Black Bear BBQ for supplying the food!!!

Also a huge Thank You Stewart and Phil for stepping in for me last month, it sure has be a whirlwind of a year so far, planning a wedding and the 2024 VW Nationals!

I am in full swing of finalising the 2024 VW Nationals, however if you want to get involved or sponsor there are spaces still available! Shoot me an email (listed at the front of the magazine) and I'll send over a sponsorship info package.

We have extra food trucks booked in, and are looking at alternatives for the rides, as last year these were hardly used! If you have any suggestions or feedback, please drop us a line or come to a meeting, we do this event for the enthusiasts, and want you all to be involved!

Merch is sorted, with a new style members only jacket in the works, as well as hoodies, umbrellas & mugs. Shirts will have only 2 options this year - Short Sleeve (in a men's and ladies' cut) and unisex Long Sleeve. Check out the flyer in the mag - go to page 29.

Also in this issue are this year's VW Nationals entry forms - for air-cooled and water-cooled. If you can print yours off and fill it in and bring it along on the day, it will save some time at the entry gate! You can also get them from the website as PDFs - [www.clubvw.org.au/vw-nationals/vw-nationals-2024/](http://www.clubvw.org.au/vw-nationals/vw-nationals-2024/) and scroll down.

Phil has ordered the 52 trophies. We have retired the Ray Pleydon award and introduced the 'David Birchall Car of the Day.' We also have an updated membership form with a QR code to take you straight to the website to join. Grab a pile at the next meeting. Great for handing out to prospective members, or leaving under a windscreen wiper!

Berry Blast From The Past is on this Sunday 7th at the Berry Bowling Club - it will be over by the time you read this.

Coming events:

- \* General Meeting 18/4/24 at the Strathfield Golf Club
- \* Flat Four run to Lower Portland Sat 4/5/24

\* Eurocruisers Pre-Nationals Cruise Sat 25/5/24  
\* and the VW Nationals 2024 on Sunday 26/5/24 at  
Fairfield Show Grounds.

Zum ersten Mal  
abmelden als ...  
(Signing off for the first  
time as ...)

Lee Daines



## Kanberra Kapitel report.

Greetings from Canberra,

The warm weather has continued to grace us here in Canberra - in fact quite unseasonably warm of late. This of course is very welcome and has proven great for getting the cars out and the chance to enjoy socialising with other car enthusiasts.

The organisers of Canberra Cars and Coffee held their third event for 2024 on Sunday 24th of March this time over 550 cars turned up. These events continue to grow and surpass everyone's expectation for numbers. It proves that these informal meets are greatly appreciated and better suit many people with our busy lives. While formal Show and Shine events are seeing decreasing numbers, these coffee and cars events (not only here in Canberra) seem to be pulling ever increasing numbers. The VeeDubbers once again met up at Old Parliament house to drive in together so as they can park with each other. This approach seems to be spreading, with other groups also turning up on mass to keep their marques together. Unfortunately, I couldn't get there this month due to a caravanning holiday along the Great Ocean Road and as such a report from the meet has not been created.

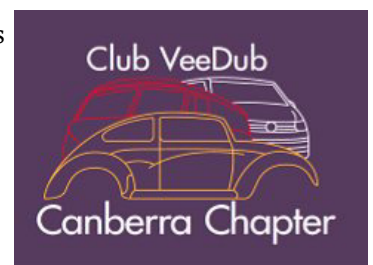
The next Coffee and Cars is planned for Sunday 28th of April and once again we hope to get a lot of VeeDubs attending. Please keep an eye on our socials for further info and meet-up time.

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. 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.

Planning for the AGM (for the Canberra Chapter) in May is progressing well. Chapter members will be able to redeem a voucher to go towards their lunch bill, making it a cheap day out for those who attend. We hope many of you will be able to come along, enjoy a day out and having a meal with other club members and have your voice heard in deciding the committee for the next twelve months.

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](http://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/](https://www.facebook.com/groups/ClubVeeDubACTPublic/) for all info on these events.*

## April.

**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.

**Saturday 4th:- Flat Four Autumn Cruise 2024.** May the Fourth be with you! Join all our VW friends at Indian Automotive, 143 Coreen Ave Penrith, at 9am for a chat and shop tour. Then a 10:30am departure to our destination, the Paradise Café at 766 River Rd, Lower Portland, for lunch. Lovely hot pizzas and cold beer by the river! Our leisurely cruise should take 1½ hours – make sure you have a full tank of fuel. For more information contact Kevin on 0417 480905.

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

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

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

**Saturday 25th: VW Nationals Superprint** at Luddenham Raceway, 821 Luddenham Rd. Proudly presented by Craig Hughes and VW Magazine Australia. All hot Volkswagens and Audis welcome! Be part of the on-track action. Racing from 9 am to 4 pm, the cost is \$275. Pre-booking essential – go to [www.luddenhamraceway.com](http://www.luddenhamraceway.com) or phone (02) 9834 2366.

Please note this is NOT a Club Veedub event.

**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.

## June.

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

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

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

**Thursday 20th:- CLUB VW MONTHLY MEETING at the Strathfield Golf Club**, 52 Weeroona Rd Strathfield. Get the latest VW news and views, plus VW socialising, drinks, raffles, trivia and plenty of prizes. Enjoy the Club's bistro and sports bar too. Lots of fun, all welcome. 7:30pm start.

**Sunday 23rd:- Euro Motorfest 2024**, held at Newcastle Foreshore Park, Wharf Rd Newcastle East. All European marques are welcome! Gates open 8:30am, Display entry fee \$10. All proceeds to Variety Children's Charity and Hunter Hospital. Hosted by the MG Car Club Hunter Region. See [www.huntermg.com/event/euro-motorfest-2024/](http://www.huntermg.com/event/euro-motorfest-2024/)

## July.

**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.



## Marktplatz.

Marktplatz ads in Zeitschrift are free. All ads should be emailed to [editor@clubvw.org.au](mailto: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](http://www.clubvw.org.au).

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

## New ads.

**Wanted:-** Hi I am after a **54-57 VW Beetle** for sale , Can you offer any advise on prices and best websites or sydney locations to buy. Or if you have one for sale, please contact me. Steve Reid at [giantxtcac\\_1@hotmail.com](mailto:giantxtcac_1@hotmail.com)

**For Sale:-** Hi, I have a **73 beetle 1600s**. Looking to sell it, does your club have a classifieds for such if so I would like to advertise it for sale. Please contact Steve Catanzariti at [scatanzaritti2@bigpond.com](mailto:scatanzaritti2@bigpond.com)

**For Sale:-** Hi guys. Advertising for a friend, old guy neighbour if possible please. He has a **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 Thanks again. Please contact Paul 0487 854323 or email [tpolwarth@hotmail.com](mailto:tpolwarth@hotmail.com)



**For Sale:-** Looking at selling my **71 Deluxe Kombi** low light new paint all the running gear has been updated has a 1600 Super bug twin port Engine all new Seats And Interior just needs to put back in all the hard work has been done just need the last 10% done. \$39,000. Any questions please call John on 0412 283795 or email [flash69u@hotmail.com](mailto:flash69u@hotmail.com)

## 2nd Month ads.



**For Sale:-** VW-000 number plates for sale (ACT – not NSW). I am certain someone in the club would like to purchase. \$5000. Please contact Martin Kass at [queste70@gmail.com](mailto:queste70@gmail.com)

or phone 0416 272330.

**For Sale:-** I have an **old manual for 'VW all cars, new and revised edition, July, 1957'**, and was wondering if anyone in your club would be interested in purchasing this. Can send photos if required. Please contact David on 0438 603437 or email [booths3@bigpond.com](mailto:booths3@bigpond.com)



**For Sale:-** I have an **antique VW pedal car** (for kids) and am trying to find someone who would appreciate it. I've not considered selling this previously and am still not certain I should. It's restorable but has so much character I've left it original. I guess the consolation is it would go to a good home? If you are interested, please contact Trevor on 0476 377913 or email [baalbull@live.com.au](mailto:baalbull@live.com.au) thankyou.

**For Sale:-** **1972 15 millionth Super Bug S** finished in Ruby Red with custom red/ grey interior trim. Vehicle is fitted with a 2 litre Type 4 VW engine with upright engine conversion and custom header system with working heaters, Porsche



**Next Club Meeting:**  
**Thursday**  
**18 April.**  
**7:30pm**  
**Strathfield Golf Club.**



alloy wheels with a space saver spare wheel & tyre, front brake discs were new blanks and have been drilled and fitted with studs, Macpherson strut brace bar, Inertia reel seat belts fitted to front, 2 child seat restraints fitted to rear. Brandt alarm system, some LED lights, alloy running boards and many other unique features. Vehicle is a pleasure to drive with plenty of power and also stops well. Vehicle is unregistered and is sold as is. Inspection is available by appointment only. Price \$23,000 Contact Les in Taree on 0408 025845 or email [lesbarlin@yahoo.com.au](mailto:lesbarlin@yahoo.com.au)

**For Sale:-** I'd like to place 2x add for kombis I'm selling. First one being a **1970 lowlight** from Picton Entertainment (currently on Gumtree). The other a **1975 full body rebuild**,

repaint with all brand new seals, full new interior, powder-coated wheels, whitewall tyres. Looks absolutely stunning so far. 95% rebuilt just needs finishing off.



A plethora of new parts as well as other miscellaneous parts. Please contact Garry Dover on 0428 354974 or email [Gamado9591@gmail.com](mailto:Gamado9591@gmail.com)

**For Sale:-** I have two items for sale I would like to advertise:  
**A: 1600cc dual port**, fully reco, late model case prepped with quality parts, run in on stand, tuned ready to fit, can see running or send video will fit all type 1 and 3 (with tin ware change) and early T2 built by VW specialist ) buyer to organise any freight or pick up Sydney area \$6500

**B: Complete OEM reco front calipers**, including new hoses, bendix pads and hardware, for late T2 Kombi, acid dipped and clear coated professionally, all work recently completed, cost 800 retail, suit the fussiest owner or concourse resto, absolute bargain, don't buy aftermarket or Brazil ones that leak for same price, reduced to sell, can send pictures, buyer to organise pick up \$450

For both phone George 0424 367303

**For Sale:-** Clearing out storage shed has been exhausting:  
**A: Dished set of standard wheels** 4x130 Pcd, 2x restored (blasted and repainted satin black) 14x6 front rims with new 185/60x14 tyres and 2x 15x6 with 205/55x15 will need a touch up and tyres soon, but a great set of stance, use as is or freshen rears up to suit fronts, selling for tyres cost the lot \$150

**B: EMPI style trigger shifter**, works perfect just needs a polish \$50  
Pick up only unless you go to club meeting . Phone Lee on 0424 296578



**For Sale:- Not your ordinary VW Polo.** 2018 model with special features, Alcantara seats, electric roof, plus the great normal items such as cruise control, Satellite Nav, sunroof, keyless push button start, etc. It's also got a few improvements - 18 inch rims with great rubber, a few improvements by Carbon Autohaus. Which further heightens the drive as well as brings a smile. The works can also be returned back to standard equipment. Contact Herman Oosterman (Toronto 2283) on 0419 959334 or email [hermanval9@gmail.com](mailto:hermanval9@gmail.com)



**For Sale:-** Hi, I have just been gifted this old **dual wheel buggy** from my late uncles estate (photo attached) and was wondering if you can give me any information about it and what its current value is? I am thinking of either restoring it, or would possibly consider selling it. Please contact me if you are interested. Maree Coates 0404 107721 or email [mecoates77@gmail.com](mailto:mecoates77@gmail.com)

## Trades and services directory.

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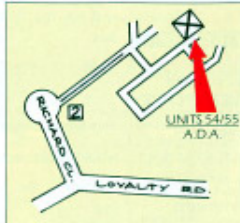
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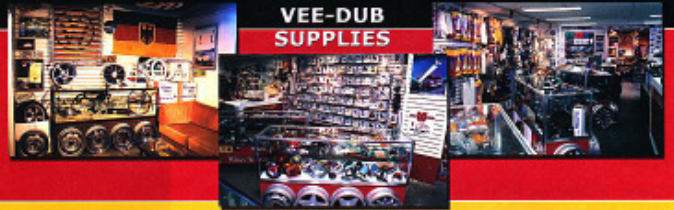


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9519 4524

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## Trades and services directory.

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### AUSTRALIAN VW DUB PERFORMANCE Centre

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

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

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

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

Fax: (03) 9761-6216

Email: [avwpc@vwperformance.com.au](mailto:avwpc@vwperformance.com.au)



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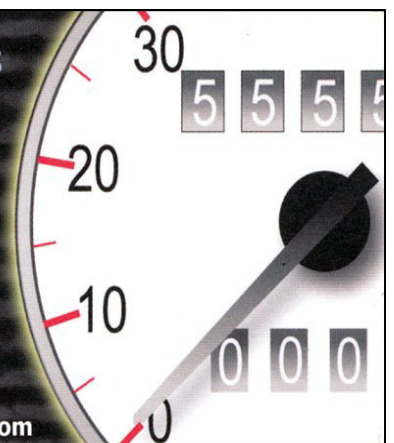
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## Facelifted Golf 8.5.

The facelifted 2025 Volkswagen Golf has been unveiled, with subtle exterior styling changes and an upgraded interior designed to address customer complaints of the outgoing model.

The updated Golf '8.5' receives a selection of reworked petrol engines, including a more powerful 195 kW turbocharged 2.0-litre four-cylinder petrol unit for the GTI, which will lead the line-up until the updated Volkswagen Golf R flagship arrives.

Production for Australia is due to commence in the fourth quarter of this year (October to December), pointing to showroom arrivals at the end of 2024, or early in 2025, pending any delays.

Prices are yet to be announced. The current range starts from \$39,190 plus on-road costs.

The 2025 Golf aims to win back buyers and the title of Europe's most popular new car after production bottlenecks and a drop in popularity saw it slip to fifth place in 2022 (the last year for which confirmed figures are available). The Peugeot 208 was the most popular, followed by the Dacia Sandero, VW T-Roc and Fiat 500.

The headline changes come inside, where there is a larger touchscreen with improved processing power, new software, and illumination for the touch-sensitive volume and air temperature sliders under the screen.

Meanwhile the touch-sensitive buttons on the steering wheel have been ditched in favour of traditional switches - all in response to negative feedback on the outgoing model from customers.

New styling elements include new front bumpers with restyled air ducts - together with a honeycomb insert on the GTI - and more angular LED headlamps with optional matrix technology.

In Europe there will be the option of an illuminated Volkswagen badge at the front, a feature made possible by a recent change in Europe's advertising laws, but it is unclear if it will be offered in Australia.

The metal body remains untouched in the mid-life changes, though there are new sills underneath the doors, a more prominent spoiler atop the tailgate on the GTI, a redesigned rear bumper and new-look 3D-effect LED tail lights.

Volkswagen now adorns the Golf GTE and GTI with badges on the front doors, instead of emblems on the front wheel-arch panels. The GTI can also be ordered with carbon-fibre exterior trim for the first time.

Four new metallic colours - Crystal Ice Blue Metallic, Anemone Blue Metallic, Oyster Silver Metallic and Grenadilla Black Metallic - join the 11 already offered in Europe.

A black-painted roof will be available for the first time with the Golf, as an option on R-Line, GTE plug-in hybrid and GTI models. Volkswagen has also introduced five new wheel designs ranging in diameter from 16 to 19 inches.

Inside, the steering wheel reverts to traditional analogue buttons from the touch-sensitive controls used on earlier eighth-generation Golf models. There are also higher quality materials on the dashboard, and new upholstery to help lift perceived quality.

The 25.5-cm digital instrument display has been revised with new model-specific digital graphic skins that can be programmed via a control on the steering wheel.

The 21.0 and 25.5-cm infotainment screens have been replaced by super-sized 26.4 and 32.8-cm screens, running new-generation MIB4 - short for Modular Infotainment Toolkit, when translated into German - software.

As adopted on the latest Tiguan and Passat as well as the recent new ID-badged electric cars, it features a new 16:9 format, altered graphics, and is said to be faster than before.

In reaction to criticism of the outgoing Golf, the touch sliders for the temperature and volume control below the infotainment screen have been revised with the addition of illumination, and new software claimed to provide speedier reaction times.

The touchscreen includes a new IDA voice assistant which can be used to control the air conditioning, phone, navigation system, and access to the internet. It includes a new artificial intelligence (AI) based 'chat bot' that can answer general-knowledge questions, powered by ChatGPT.

The upgraded Golf continues to come with an optional head-up display. It is available with Volkswagen's 360-degree camera, Park Assist Plus and Park Assist Pro systems as options for the first time, allowing you to remotely park the car via a smartphone.

Powering the updated Golf in Europe at launch is a range of four-cylinder engines with front-wheel drive.





The Australian engine line-up is yet to be outlined. Regular models in the current range use a 1.4-litre turbo four-cylinder and eight-speed auto - with 2.0-litre engines and dual-clutch transmissions in the GTI and R.

Included in Europe are 85 kW and 110 kW turbocharged 1.5-litre petrol engines, offered with or without mild-hybrid technology.

Middle-of-the-range models in Europe gain a more powerful 150 kW (up 10kW) 2.0-litre turbo petrol engine, while the GTI increases from 180 kW to 195 kW from its 2.0-litre engine.

Details of the updated Golf R are yet to be revealed, and it remains to be seen if it receives a power boost from the current 235 kW/420 Nm.

Europe's diesel models gain a further-developed version of Volkswagen's turbocharged 2.0-litre engine, developing 85 kW or 110 kW depending on the model.

Plug-in hybrid models have been reworked with a so-called 'second-generation' petrol-electric drivetrain, which replace the 1.4-litre turbo-petrol engine with a newer 1.5-litre unit, in conjunction with an electric motor.

It develops 150 kW in the new 1.5 TSI eHybrid - unchanged from the previous version - and 200 kW in the GTE hybrid hot hatch, up 20 kW.

The two plug-in hybrid Golf models receive a larger 19.7 kWh lithium-ion battery in place of the previous 10.6 kWh battery. It can now be charged at up to 11 kW using AC electricity, and up to 50 kW on a DC system for faster charging than before.

The 85 kW diesel and non-hybrid 1.5-litre petrol models continue to be sold with a standard six-speed manual transmission.

All other models receive a dual-clutch automatic gearbox with six speeds in the plug-in hybrids, and seven speeds in all other models.

In Australia, regular Golfs are currently powered by a 110 kW/250 Nm non-hybrid 1.4-litre turbo four-cylinder petrol engine matched with an eight-speed torque-converter automatic transmission.

Volkswagen has not revealed any performance claims for the new Golf, though insiders at its Wolfsburg headquarters in Germany say the reworked GTI model's 0-100 km/h time has been lowered from the 6.2 seconds of its predecessor. The top speed remains limited to 250 km/h.

The 2025 Volkswagen Golf is due in Australian showrooms in late 2024 or early 2025.

## Next Golf electric.

The Volkswagen Golf GTI hot hatch is set to enter the electric era along with the rest of the next-generation all-electric Golf range due later this decade - according to UK magazine Top Gear.

Kai Grunitz, Volkswagen's head of technical development, told the outlet the next-generation Golf range - set to go electric when it arrives in 2028 - will be followed by a GTI version.

The electric Golf range is reportedly planned to replace Volkswagen's ID.3, the company's current Golf-sized electric hatchback, as the two models would compete in the same category. The Golf is a much stronger name with 50 years of history and over 35 million sales.

"It's the heart of our brand. We won't kill the Golf," Mr Grunitz told Top Gear.

The Volkswagen tech boss was speaking at the German announcement of the 'Mark 8.5' Golf - due in Australian showrooms in late 2024 or early 2025 - which VW has confirmed will be the final petrol-powered Golf.

"If we bring an electric vehicle with the name Golf, it has to be [a] real Golf. It has to look like a Golf. It has to be affordable like a Golf. It has to be [capable] like a Golf. And there has to be a GTI."



The move would see the Golf GTI follow the ID.2 GTI - an electric successor to the petrol-powered Volkswagen Polo GTI due in 2026 or 2027, which is not yet confirmed for Australia - as the brand electrifies the famed GTI badge.

The electric Golf GTI is expected to be joined by the high-performance Golf R, also using electric power.

The Golf name is far more recognisable to customers, but Grunitz said an electric Golf would not simply be a renamed ID.3.

"We've started to work on a fully-electric Golf. We have concrete ideas of how it will look like, but we will see how the market develops. There will be an overlap [between ID.3 and electric Golf]," Grunitz said.

"There is not enough space to have two or three different models fitting to the same customer."

## Touareg bonus.

The Volkswagen Touareg range is now \$12,000 cheaper, thanks to a limited-time bonus offer from the importers.





Volkswagen Australia made the \$12,000 bonus available on run-out Touareg models (expiring 31 March 2024) - ahead of the facelifted version launching in the coming months.

Buyers could get a Volkswagen Touareg 170TDI from \$86,020 drive-away based on a Sydney 2000 postcode - as an example - which is powered by a 3.0-litre turbo-diesel V6 engine producing 170 kW and 500 Nm, powering all four wheels through an eight-speed automatic transmission.

The Touareg 170TDI comes standard with dual-zone climate control, leather-appointed trim with heated front seats, a 23.4-cm infotainment touchscreen with rear-view camera, Apple CarPlay and Android Auto, park assist, wireless smartphone charging, USB and USB-C ports, a powered tailgate, LED headlights and fog-lights, and 19-inch alloy wheels.

Volkswagen's IQ.Drive safety suite also comes standard, with radar cruise control, lane-keep assist, lane centring assist, Emergency Assist, autonomous emergency braking with pedestrian recognition, blind-spot monitoring, and front and rear cross-traffic alert.

The Touareg 210TDI Elegance adds ventilated front seats with massage function, a 15-inch infotainment screen with DAB+ digital radio, a head-up display, air suspension, matrix LED headlights, 'premium' LED tail-lights with scrolling indicators, and 20-inch alloy wheels.

Now priced from \$105,998 drive-away (Sydney 2000 residence) - down from \$117,998 - the Touareg 210TDI Elegance also gets a 3.0-litre turbo-diesel V6 - this time tuned to 210 kW and 600 Nm - offering a 0-100 km/h time of 6.1 seconds.

Step up to the range-topping Touareg 210TDI R-Line - now priced from \$115,763 drive-away (Sydney 2000 residence), and buyers get front seat and mirror memory function, sports pedals, R-Line leather trim, paddle-shifters, privacy tint, rear-wheel steering, active roll stabilisation, an R-Line body kit, and the 210 kW/600 Nm 3.0-litre turbo-



diesel V6 under the bonnet.

Volkswagen is now clearing stock to make way for the facelifted Touareg, which is due in local VW showrooms in May 2024.

The Touareg R performance SUV will join the updated range, priced from \$129,990 before on-road costs, being the first plug-in hybrid vehicle sold locally by the German car giant - offering 51 km of claimed electric-only range from a 14.1 kWh battery and a 100 kW/400 Nm electric motor, and a combined output of 340 kW/700 Nm when working with its 3.0-litre turbo-petrol V6 engine.

## Takata case against VW ends.

A class-action appeal, which was seeking to receive compensation from Volkswagen in the wake of the Takata scandal, has been struck down by the High Court of Australia. The Takata case had resulted in millions of cars being recalled for potentially fatal airbags, in Australia and across the world.

The plaintiff for the case had sought to challenge a previous ruling which determined the risk from the Takata airbags fitted to his Volkswagen was "merely speculative," according to website Lawyerly.

As previously reported, the class action against Volkswagen had claimed the Takata airbags - which were fitted to an estimated 100 million cars globally, in models from two dozen brands - were not "fit for purpose" under Australian Consumer Law.



However it's understood Volkswagen had replaced the potentially faulty airbag in the plaintiff's car in 2019 at no cost to him, as part of a precautionary recall.

The NSW Supreme Court judge concluded the plaintiff in the class-action lawsuit had not reasonably established that the Takata airbag in his Volkswagen had degraded in such a way as to become dangerous - nor had it injured him or failed to inflate - telling the court: "There is thus no evidence, in fact, the airbag in his would not have deployed as intended."

The judge explained the plaintiff was "only entitled to damages for the loss that he has actually suffered."

The Supreme Court later ruled the plaintiff and the litigation funder who financed the lawsuit were liable for Volkswagen's legal defence costs.

In March 2021, government authorities announced more than 4.1 million faulty Takata airbags had been replaced in Australia, across 3.06 million cars - representing 99.9 per

cent of vehicles delivered locally with the potentially-deadly airbags.

By November 2022, that figure has increased to 100 per cent, excluding vehicles which had been written off, scrapped, or had been unregistered for more than two years.

It's estimated 36 people have died around the world and more than 350 seriously injured as a result of the Takata airbags, which it was discovered could degrade over time and either rupture or expel shrapnel at the driver or passenger when inflated.

The latest decision by the High Court to refuse the appeal brings the class action - which was first filed in 2017 - to an end.

## VW cost-saving programme.

Volkswagen is planning to save a reported 10 billion Euro (\$AU16.2 billion) by introducing a new cost-cutting program - dubbed the 'Accelerate Forward/ Road to 6.5' - which will see the development time of new vehicles slashed from 50 months to 36 months.

According to VW, the savings initiative aims to generate a 6.5 per cent return on sales by 2026 and will see a restructure in the brand's "administration, technical development, material costs, products, price/mix, vehicle constructions as well as sales and quality."

Volkswagen has previously mentioned the development, design and engineering of a new vehicle normally took more than four years - and the car manufacturer claims this move was made in part to introduce new models faster into the market "without sacrificing quality or safety."



As part of the program, Volkswagen plans to reduce the number of test vehicles during the technical development period by 50 per cent, which could potentially save the company approximately 400 million Euro (\$AU647.6 million)

Volkswagen management claims "workforce reduction measures" are in place during the cost-cutting initiative and will reportedly see a hiring freeze as well as partial retirement offered to employees born in 1967 or 1968, or for severely handicapped employees.

The German automaker projects the program will generate earnings of up to 4 billion Euro (\$AU6.4 billion) as

early as 2024.

Other measures in the savings initiative include "improved procurement services" which the company projects to generate an annual savings of more than 320 million Euro (\$AU518.2 million) - an unspecified "enhanced after-sales business" which it claims will earn more than 250 million Euro (\$AU408 million) for the brand yearly - and further optimisation of production times allegedly saving the company more than 200 million Euro (\$AU323 million) annually.

## Rubber Ducky yellow.

Volkswagen's UK arm has turned to members of the public to decide on a name for a new colour on the 2024 T-Cross SUV.

Following a social media poll, 'Rubber Ducky' emerged as the winner for the T-Cross's vibrant yellow hue.

According to the German automaker, Rubber Ducky Yellow managed to gain 46 per cent of the overall vote.



"Some might say putting a paint name to public vote is a quackers idea," joked Oliver Lowe, T-Cross Product Manager at Volkswagen UK, in a written media statement.

"But we were confident people wouldn't get in a flap while trying to decide on a new name, and we think Rubber Ducky Yellow was a really eggs-cellent choice." Groan.

Alongside this new shade of yellow, Volkswagen added Clear Blue Metallic, Kings Red Metallic to the paint options on the 2024 T-Cross.

The 2024 T-Cross gains a revised front grille, new front and rear bumpers, and X-shaped tail-lights on the outside.

On the inside, a digital instrument cluster is now standard across the range, and range-topping variants get a 23.4 cm touchscreen infotainment system.

The 2024 Volkswagen T-Cross is due in Australia this year, which will replace the current model that has been on sale since 2020.

It remains to be seen whether or not Rubber Ducky Yellow will be offered with the T-Cross locally.

## Amarok SUV?

An SUV version of the Volkswagen Amarok - a twin to the Ford Ranger ute and Ford Everest SUV - was on the drawing board early in the design process of the new ute.



However it's not confirmed whether an Amarok wagon ever proceeded beyond the sketch phase. Volkswagen executives in Germany have ranged from hesitant to interested when asked about the potential for a VW twin to the Ford Everest.

A sketch posted online by Volkswagen Commercial Vehicles design boss Albert Kirzinger shows Volkswagen was at one point considering an Everest-like Amarok wagon.

"Exploring design ideas for the Amarok pickup truck! Our research phase back in the day took us on an off-road journey, and here's a sneak peek with a rendering featuring a fully closed pick-up bed," the executive said on corporate social-media platform LinkedIn.

While Mr Kirzinger describes the car pictured as having a "fully closed pick-up bed," it is not a ute with a canopy. Rather, it is a true Ford Everest or Isuzu MU-X-esque five-door wagon with a shorter wheelbase than a dual-cab ute, and bespoke bodywork.

Volkswagen has previously said there are no current plans for an Amarok-based wagon, given VW already has T-Cross, T-Roc, Tiguan/Allspace and Touareg SUVs in most markets, the Atlas and Taos in North America, and unique Chinese VW SUVs such as the Tayron, Talagon, Tavendor and others. But some executives have expressed an intention for one, with a caveat: it would be electric, rather than petrol or diesel-powered.

"I think in the next 12 months, we will have more of a decision about this topic," Waldemar Bauf, VW Commercial Vehicles product planner, said in early December 2022.

"If you ask me, if I bring [an electric Amarok], then I will bring both [an electric Amarok ute and wagon]."

Asked in the comments of the LinkedIn post if sharing the sketch "a hint that there is a VW sibling of the Everest on the way," Mr Kirzinger did not confirm it was the case, but did not rule it out: "Sorry - but no further hint."

## Seat saved - for the moment.

Volkswagen-owned Spanish car maker Seat may be thrown a lifeline with a new electric car, rather than meet its demise by the end of the decade, according to a new report.

Last year the Seat car marque was in line to be phased out and turned into a maker of mopeds and e-scooters amid declining sales, and the growth of its more popular and profitable Cupra sibling brand.

Now a report from the UK's Autocar claims it may be saved from death with a new entry-level model based on Volkswagen's upcoming ID.1 electric city car.

It was previously expected there would be no more new Seat cars after the current models reach the end of their life cycles, due in the next few years.

Seat and Cupra UK boss Marcus Gossen said that Seat "will have a car in five years' time," and that "we're working hard to have the right entry level for the [Volkswagen] Group, and the lead for that is Seat SA in Spain."

The executive's comments are carefully worded, as the Seat SA organisation (which also includes Cupra) is known to be taking the lead on the VW Group's new electric city car projects. There is a chance the life cycles of the brand's current cars may be extended to last for another five years.

Autocar claims Seat could gain a version of the upcoming Volkswagen ID.1, due in 2027 as the company's entry-level electric vehicle priced from about £20,000 (\$AU38,600).

This ID.1 will be smaller than the Polo-sized ID.2 (which will be twinned with the Cupra Raval, with development of both cars led by Cupra), but is expected to share many components with the larger hatch, including a shortened version of Volkswagen's front-wheel drive MEB Entry platform.

If a Seat version of the ID.1 becomes a reality, Autocar speculates it would be cheaper than the Volkswagen, and will represent the entry point into the entire VW Group range, given the Seat brand is positioned below Volkswagen within the Group.

"There's no statement about [an electric] product for Seat today. There's always room for dreams," said Mr Gossen. "With the ID.1, you only make it work by sharing [technology]."

After being acquired from the Spanish government in 1986 by the Volkswagen Group, Seat began selling lower-cost vehicles based on Volkswagen underpinnings, something it continues to do in almost 40 countries, including New Zealand.

In Australia, Seat was sold in Australia from 1995-99 under previous importers TKM/Inchcape as a 'cheaper Volkswagen,' but without success. Seat re-entered our market in 2022, under the guise of its performance-oriented off-shoot Cupra.

The Cupra Ateca and Cupra Leon are high-performance variants of vehicles which Seat sells in international markets with the same name. The Cupra Formentor and Born are exclusive to Cupra, though the latter is based on the VW ID.3.





This year we had a very good turnout of between 30-35 cars, with a mixture of Kombis, Beetles, Golfs, a Karmann Ghia, new and old VWs.

Parking at Wollongong Lighthouse, where we start from, parking was at a premium due to such fantastic weather. Half of Wollongong had come out for a day at the water's edge. After a bit of car shuffling, Flat Four members were able to get everybody parked safely.

After a quick chat by my dad Kevin, about the 'do's and don'ts' for the cruise, everybody piled into their VWs for the 40-minute cruise to Kiama. It was a successful cruise down to Kiama lighthouse.

Off we went, with Dad in front in 'Oscar,' our green Kombi, with everybody following. Unfortunately, getting out of

Wollongong is always the hardest part, with multiple traffic lights causing the group to split up. Before we got onto the freeway, the group was able to bunch back up and cruise together.

Down the freeway, we exited at Albion Park to cruise

## Lighthouse to Lighthouse Cruise 2024.

Flat Four VW Club's annual Lighthouse to Lighthouse Cruise was held on Saturday 9th March.



the picturesque road through the farms of Jamberoo and along the river at Minnamurra before ending back in Kiama. What a sight it must have been for the people walking the main street of Kiama as the line of VWs roared up towards the Lighthouse.

Parking at the Lighthouse was on top of the grassed hill area as always with plenty of room. Once parked everyone got out and looked at the cars or went for a walk to the Blow Hole.

Afterwards, a lot of people went to Kiama Leagues club, to have some dinner and a chat. I think the cruise was again successful. To anyone who hasn't been before, look out for next year's flyer and come join us. You won't be sorry and you will have an awesome time!

Till next time

Maddisyn Critcher



## The updated Volkswagen.

*Popular Science magazine, April 1958*

Noisy transmission, but can 200,000 US owners be wrong?

The VW has won the popularity sweepstakes among imported cars hands down, and 200,000 U.S. owners can't be wrong. This vehicle is exceptionally well made and rugged. It probably is the most potentially trouble-free car sold here.

But, always carry a spare fan belt along - belt breakage is the VW's sole design weakness.

A big rear window now, for the first time, affords adequate rear visibility. Manoeuvrability and handling characteristics are excellent. The uninitiated will find the scanty torque output annoying.

The front end wind-wanders when the forward-positioned fuel tank runs low. An optional gas gauge is welcome. Otherwise, the driver doesn't know that his main tank is dry and that he must turn on his reserve, until the engine sputters and dies.

The springing is hard at light load. The transmission is excessively noisy. On the car tested, the shift lever occasionally jumped out of first gear on long, steep hills. First gear needs synchronizing. A tricky shift into reverse becomes a chore when the gears don't mesh readily.

Some owners have nightmares that an elephantine U.S. car parked ahead of them will back on to that sloping front end, sight unseen.



## Pets and bugs.

I'm a bit of a roller coaster toaster.

I'll either be excited about something or I will be a little down over other things, there's not much in between for me. If it's not sunshine and lollipops, I get a little bored.

So the other day when I was sitting on the couch, a bit depressed about nothing, I decided to put YouTube on the TV.

I started watching anything about the Volkswagen Beetle - out of all things. There are some pretty good videos and movies on YouTube.

After an hour or so, I was happy again and excited to do some work on a Bug.

Out of everything in my life, the Volkswagen Beetle makes me happy and I love all of them. It's simplicity and it's happy friendly curved organic design is just brilliant.

To me it almost looks like it designed itself, like in nature, and it probably did over time.

Driving one will definitely make you feel good and the smell of that petrol, oil, cooked coconut husk interior is divine to me.

It's a wartime vehicle that was made to keep going easily and that's perfect for me.

I think it's the best motor vehicle ever made.

Volkswagen could only dream about producing something like that ever again. Honest, rugged, reliable, simple, all the things that Volkswagen aren't anymore.

These days Volkswagen knows nothing about their Australian past, their cars are overly complicated, fairly expensive and tend to break or fail more often than they should.

That's hard to get used to, remembering Volkswagen's more simple times. That's okay, as a company Volkswagen are just trying to stay alive and relevant in a different market.



On different note, it's funny how our pets can sense that we're feeling a little low. They get in our face and try to make us feel better again.

Little troopers. If you're having a bad day, or things aren't exactly working out, pat your furry friend and head out to the garage and tinker with a Volkswagen Beetle.

It's like a massive 20,000 piece 3D jigsaw puzzle that brings joy to most everyone.

Ashley Day.

## VW Nationals Car Show Entry Forms.

Opposite are the entry forms for this year's VW Nationals Show and Shine on Sunday 26th May. All the show entry cars will be required to fill one out and hand it in as they enter the show area.

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

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

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

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

If you are still uncertain, just use the common sense rule. If it looks like it's modified, then it is.

The Concours Class is for immaculate stock-standard VWs only, 10 years old or more. This is the only category that is judged by a panel of VW industry experts.

All the other categories are all peer-judged. All car entries receive a judging sheet to allow you to choose up to 20 VWs of any sort that you think should win a trophy. Spectators also get one vote with their People's Choice tickets. All votes are tabulated by computer to determine the winners. All categories will have a First Place trophy, while the most popular categories will have a Second prize as well.

If you can bring this sheet already filled out on the day, and use the Tap-And-Go payment, it should be a very quick trip through the entry gate! Don't forget to stop for your photo - you might win a trophy!

You can also download the forms from the Club website:

[www.clubvw.org.au/vw-nationals/vwnationals2024/](http://www.clubvw.org.au/vw-nationals/vwnationals2024/)



# VW Nationals 2024

## Air-cooled Show Entry Form



Name:

Entrant No:

Official use only.

Contact Number (on the day):

E-mail:

Rego No:

Model:

Year:

Vehicle Description:

**Category Entered:**  
*(please choose from listing below)*

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

\* Vehicles may only be entered in ONE category \*

All car show entries are automatically entered into People's Choice, Pam Withers Award and David Birchall COTD.

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

### Air-cooled Car Show Categories:

#: Categories

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

#: Categories

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

Automatic Entry (do not choose)

- 39 People's Choice - Air-cooled
- 41 Pam Withers Award
- 42 David Birchall Car of the Day



# VW Nationals 2024

## Water-cooled Show Entry Form



Name:

Entrant No:

Official use only.

Contact Number (on the day):

E-mail:

Rego No:

Model:

Year:

Vehicle Description:

Category Entered:  
(please choose from listing below)

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

\* Vehicles may only be entered in ONE category \*

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

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

### Water-cooled Car Show Categories:

**#: Categories**

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

**#: Categories**

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

**Automatic Entry (do not choose):**

- 40 People's Choice - Water-cooled
- 41 Pam Withers Award
- 42 David Birchall Car of the Day



# Keep it simple stupid (K.I.S.S).

Here's the problem. I had a 1995 Mk3 Golf that wouldn't start.

I tried changing the coil pack, computer, distributor, spark plugs, oil, petrol, starter relay amongst other things.

Still nothing.

So I took the car to a mechanic. Mk3 Golfs can have problems with power supply relays or crank angle sensors (those parts were made in Italy in those days) but they weren't the issue this time.



He couldn't get it started either.

He got an auto electrical expert to have a look at it and it was diagnosed as having immobiliser problems.

He said the key may not have been talking to the car?

The auto electrician left and never came back.

We tried to get him back to repair the car but he wasn't interested.

In fact, I couldn't find any auto electricians that wanted to help.

I was left with a car that nobody is interested in fixing, not for any money. Everyone just wanted to wash their hands of it.

So that was the end for this car and it was dismantled for parts.

It's a shame because the car was in good condition otherwise.

Therein lies the problem and the secret to picking a classic that will go up in value instead of being worth nothing and dismantled for spares.

Modern day mechanics don't want to work on cars that they can't plug their default code computer into.

It tells them the problem with the car and they change that part.



So they can fix new cars but not always old ones because old cars don't have a modern computer.

Modern auto electricians are lazy.

They would rather be fitting accessories to new four wheel drives and charging heaps of money, not working on a car that was around before they were born.

Can you really blame them?

Sticking to the more simple Volkswagens and Porsches will guarantee future value.

If you or other people can work on a car themselves then it will always be worth something.

Here's the models I suggest: Volkswagen Beetles, pre-'79 Kombis, Karmann Ghias, Mk1 Golfs, Country Buggies/181s and Porsche 356, 914 or early 911s.

Why make work hard for yourself, keep it simple stupid and you'll be fine.

Just to stress this one last time.

If a car can be worked on by an average person, it will always go up in value. It's as simple as that.

Cars to avoid are anything built after 1993, in my opinion.

If you can't find anyone to work on later models, then you run the risk of your classic becoming just spare parts for someone else.

Ashley Day.





## Flat Four Show n Shine.

On Sunday the 24th of March we had our Flat Four Show 'n' Shine at Kelso Park Milperra!

It was a wonderful turn out! We had around 50 cars show up, mostly Beetles but a nice wide range of Volkswagens. The day started off a little bit doubtful due to the weather but ended up being quite a beautiful sunny day!

The wonderful members of our club did a great job running the event! We had bacon & egg rolls, a coffee van running, muffins and soft drinks!

We had two of our Hubcap trophies to give out on the day, they were awarded to Finn with his Type 34 Karmann



Ghia and Matthew with his 56 Oval.

Our Show 'n' Shine is a great day to relax and catch up with old and new friends, talk about shared interests and our love for cars!

The day was all wrapped up and we were home before lunch time!

We would like to thank our sponsors, Boris at Vintage Vee-Dub supplies, Brad at West Side Mufflers, and the team at Shannons.

And we would love to thank all those who came along and supported our event and would love to see you all again next year!

Lilly Fleming-Morris





"Hmm, fair enough," says the boss. "Right, here's your second question. Use the same rules, but this time the number is 99."

The Irishman stares into space for a moment, then picks up the picture that he has just drawn and scrawls a little smudge on each tree.

"Ere you go," he says.

The boss scratches his head and says, "How on earth do you get that to represent 99?"

"Why, each of da trees is dirty now. So, it's dirty tree, and dirty tree, plus dirty tree. Dat makes 99."

The boss is getting worried that he's going to actually have to hire this Irishman, so he says, "All right, last question. Same rules again, but this time I want you to represent the number 100."

The Irishman stares into space some more, then he picks up the picture again and makes a little mark at the base of each tree.

"Ere you go. One hundred."

The boss looks at the drawing. "You must be nuts if you think that represents a hundred!"

The Irishman leans forward and points to the marks at the base of each tree and explains, "A little dog comes along and poops beside each tree. So now you got dirty tree and a turd, dirty tree and a turd, and dirty tree and a turd, which makes ONE HUNDRED!"

The Irishman got the job. And until last month he was head of Qantas.

## An old joke updated.

An Irishman wants a job, but the foreman won't hire him until he passes a little maths test. He gives the Irishman a pencil and a piece of paper.

"Here is your first question," the foreman tells him. "Without using numbers, represent the number 9."

"Without numbers?" the Irishman says. "Dat's easy." He picks up the pencil and draws a tree. Then a second tree, and finally a third one.

"What's this?" the boss asks.

"Don't you see it? Tree and tree plus tree makes 9," says the Irishman.



# Klub Korrespondenz.

From: Andreas Klyne  
 Email: [andreas@klyne.de](mailto:andreas@klyne.de)  
 Date: 07:25:36 24/03/2024

Servus to the VW club at the other side of the world!  
 My name is Andreas Klyne and I am a VW T3 WBX hobbyist from Germany. Besides the more 'mechanical' issues of my bus, I am into retro computing and 8-bit software archaeology.

So the Digifant engine controller (as fitted to 2.1-litre T3 Transporters) is currently my victim. There is hardly any useful information available regarding the engine software, so I had to disassemble and reconstruct the entire source code on my own.

I did this not only for all variants available for the bus, I also reconstructed the code for several other models (ie. Corrado, Golf, Passat).

Now I came across rumours saying that the engine control software of the Australian T3 is slightly different. As every collector I need to know if this is true - and if so I'd like to find someone in your club who can help me with this topic. I would really appreciate if you could forward my enquiry accordingly.

Many thanks in advance

Andreas

Thanks for your message (below), left on the Club VW Sydney webpage. It is always nice to hear from VW enthusiasts around the world.

I have never heard any rumours of our T3 models being any different from the German versions, but I would think it was unlikely. We didn't get the T2 Transporter until 1982, in just two versions - Kombi and Microbus. These had the 51 kW 1970cc Type 4 hydraulic engine with L-Jetronic fuel injection. Only 435 were sold in 1982, and just 179 in 1983 - in the whole country over the whole year.

In Australia the 1.9-litre 63 kW wasserboxer engine arrived in 1984. These had the Bosch Digi-Jet L-Jetronic system. Just 262 were sold in the whole of Australia in 1984, 393 in 1985 and 123 in 1986. The last of these had the new 2.1-litre engine with Digifant. For Australia our engines were the 70 kW version - due to our country converting to lead-free fuel in 1986, the German leaded 84 kW version was not sold here.

LNC lost the Australian VW franchise in 1987 and no vehicles were imported at all. 48 old-stock vehicle sales were recorded.

A big relaunch in 1989 saw Ateco bring in panel vans, single and double-cab pickups, Kombis and Caravelles, all with the same 2.1-litre 70 kW Digifant engine. 1,097 were sold in 1989, 1,075 in 1990 and 665 in 1991. The T4 was introduced here (by another new importer, TKM/Inchcape) in 1992 but some trickle sales of Syncro T3s extended into 1993.

With such a small number of sales I think it highly unlikely that there was a special build of Digifant modules just for Australia. Our stated power outputs were identical with Europe. However, it might be possible that a change may have been made to suit the engines to our locally-made lead-free fuel, which was lower octane in those days (usually 91-93). Special 96 octane unleaded was not available here until 1987. Even today, 98 is as high as you can get at most petrol stations.

Thank you very much for your quick response and will to help me with the Digifant software. Now that you told me the very low number of sales in Australia I still wonder how

you managed to run a club with a sufficient number of members - thumbs up! What about spare part situation - must be a nightmare?

The engines you mention seem to be identical to the ones in Germany. The MV 70 kW (Digifant) is recommended to use 95 octane and the DJ 84 kW (Digijet) must use 98 octane. The DJ was actually the first to be released and with the advent of catalytic converters VW made a low compression version because the first lead free fuel here had only 95 octane. Now I made my own engine - big bore 2.25 L, 10.5:1 compression ratio and a special 'torque' camshaft. The target is 120 hp / 88 kW but requires 98 octane running on Digifant. For this I need to modify the ignition and VE map and I collect all kinds of information of how to do this best. I even wrote my own Digifant software that can modify these maps on the fly while driving.

Here I'd like to share my source of the information:  
[www.youtube.com/watch?v=t7EqM\\_xgRWY](http://www.youtube.com/watch?v=t7EqM_xgRWY)

The barefoot forge are guys from the US and at minute 2:10 they talk about this special Australian version of the code.

Before anyone rips apart the Digifant ECU - this is my list of software variants for the T3 I reconstructed already:

Manufacturer	number	Software	VW	Number	
Sticker	Size	Remarks			
Triumpf	Adler	FABB02	03.03	025906021	F -
	2 kB	Digijet			
Triumpf	Adler	FAEB02	02.02	025906022	-
	4 kB	= Bosch 1267355501			
BOSCH	0261200065	1267355343		025906022	
brown	4 kB				
BOSCH	0261200065	1267355501		025906022	
brown	4 kB	= TA FAEB02 02.02			
BOSCH	0261200284	1267355791		025906022	D
mustard	8 kB	CARAT (no digi lag)			
BOSCH	0261200284	1267356185		025906022	D
mustard	8 kB	STANDARD			
BOSCH	0261200285	1267357392		025906022	D
silver	32 kB	= 1267356185 (only 8 kB used)			

The software version can be found on the sticker, that covers the erase window of the EPROM chip. If anyone needs help to get access to the chip inside the Digifant, let me know.

The late Digifants of the VW T3 are a low cost derivative of the Corrado G60. If you ever wondered why so many electronic components are missing on the PCB, no integrated idle stabilization, no knock sensors, no MAP sensor - that's why. If someone is interested in that I can provide the detailed story. It also contains OBD1 capability, but that was never officially published, but it works.

If any of your members are interested in this subject, I would love to hear from them! Please email me.

Kind regards

Andreas Klyne  
 Email: [andreas@klyne.de](mailto:andreas@klyne.de)



*Limited stock!*





The star of the new generation Golf range — the VR6 hatch.

## Golf VR6 shines bright.

*Daily Telegraph Mirror, Friday 4 October 1991*

Volkswagen's latest generation Golf may never outsell the Japanese hatches in Australia . . . but when the new model arrives next year it should have no trouble outrunning them. A red-hot performance version of the stylish German hatch will be the star attraction in the revamped line-up and is due to arrive in the second half of 1992.

According to Peter Ruefli, the general manager of Australian VW importers, TKM Automotive, the third generation Golf could well be the car that puts the German manufacturer back into the spotlight in Australia.

Ruefli, who is also guiding Audi's push into the cut-throat luxury market in Australia, believes that while the numbers will remain low, the impact made by the new range of VW products will, at the very least, give the company a much greater profile among buyers.

"I believe the Golf has been positioned wrongly on the market," explained Ruefli this week.

Certainly the current two models, the Golf 2 GTI and the aged Golf 1 Cabriolet, have hardly been volume sellers in Australia, appealing only to VW enthusiasts, or those who harbour hidden desires to slip back to their 'flowers in the hair' days in a Beetle or Kombi, or those few remaining souls intent on holding out against the Japanese market onslaught.

But the new generation Golf will provide something for the enthusiast - the driver who wants bulk performance without committing himself to a lifetime of repayments for the pleasure.

Rather than trying to go head-to-head with the Japanese at their own game - low priced, high feature transport - the headliner of Golf, the Next Generation (no, it's not a new TV series) will be a car that can carve up twin-cam Corollas, pulverise performance Pulsars, nuke any Nova and even give

a few so-called performance specials a run for their money.

The star of the new generation Golf range is, quite obviously, the potent V6-engined version which will stake its claim as the hottest of the hot hatches available in Australia.

The Golf VR6 features a 2.8-litre V6 fuel-injected double overhead cam engine packed into a small hatch package that weighs only 1155 kg.

With an impressive 128 kW of power and 235 Nm of torque, the VR6 is destined to be a hatch for those in a hurry.

Also on Ruefli's shopping list is a more basic four-cylinder version, probably either a 1.8 or two-litre GL spec model.

"Of them all, the VR6, as a niche model, has the most opportunity," said Ruefli.

"It is the performance leader - a real specialty car - and is one of the few cars of its size with such performance potential."

It is hoped that the VR6 can lob on the showroom floor in Australia priced in the "mid to high 30s," according to Ruefli.

The current GTI, which really isn't the rocket the badge implies, is around \$32,000 so the newcomer will be at least \$36,000 and probably a touch more.

However, it is believed the GL version will be under \$30,000, although the exchange rate may play havoc with that before it arrives.

(The Golf VR6 went on sale in 1994 for \$44,990, soon increasing to \$46,990. The 2.0 GL was \$30,490. In 1996 the 1.8 CL joined the range for \$26,990 - Ed.)

Ironically, the incredible success of the car in Europe means that the earliest Australia will see it will be in the third quarter of next year, with the German factory currently working hard to satisfy demand for the left-hand drive markets.

Although the specifications of the Aussie versions are yet to be decided, the VR6 is a definite starter as is the all-new Cabriolet version, which is yet to debut in Europe.

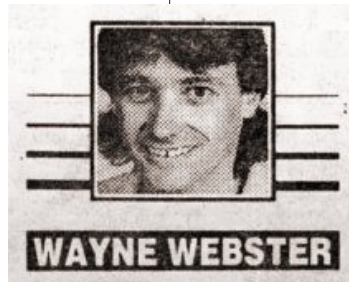
Those with good memories of the old VW Kombi should act quickly if they want one as a memento, for it's almost certain that it also will bite the dust in 1992.

VW's all-new commercial range, the front wheel drive T4 series, is headed to Australia.

The first arrivals, the commercial van and probably a cab-chassis, will be here in June, while the luxurious Caravelle - the German rival for the top-of-the-line Toyota Tarago - will probably drive off the boat at almost the same time as the Golf lobs.

It's likely the Caravelle will only be available in the single 'with everything' specification.

After riding around Germany a couple of weeks ago in the very basic version, it's fair to say that Australian drivers will be impressed with the comfort, quietness and road manners of the front-engined, front wheel drive bus . . . despite the Golf-based mechanicals being the very opposite of what VW Kombis were originally famous for.



Wayne Webster



Fast wagon . . . Audi's fiery RS2, which was jointly developed with Porsche, could be a starter in Australia

## Audi and VW to revamp line-up.

*The Australian, Saturday 25 August 1994*

The model line-ups for Audi and Volkswagen in Australia will be expanded and revamped during the next 18 months.

And for Audi, that could mean the appearance of the much-vaunted 80 RS2 Avant sometime next year. Powered by a 2.2-litre, five-cylinder turbocharged engine, the four-wheel-drive RS2 was jointly developed by Porsche and Audi.

It is based on the Audi 80 Estate S2, but according to road-test reports from Europe, it is nothing like anything Audi has built before.

The RS2 features massive power and torque, and can reach 0-100 km/h in less than five seconds. The speedometer is calibrated to 300 km/h.

The general manager of Audi and Volkswagen, Mr Peter Ruefli, said if the RS2 came to Australia it would be sold in very small numbers through selected Audi dealers.

"We believe we could sell between 15 and 20 RS2s a year, but the car is at least five to six months away if it proves to be a viable option for Australia," Mr Ruefli said.

The cost of engineering the car to meet Australian Design Rules may prove too restrictive. Mr Ruefli would not be drawn on a possible price for the RS2, although expect it to be more than \$140,000.

But the first new Audi model to appear will be the A6, the car that will replace the existing 100. Due late next month or early October, the A6 will be used by Audi to relaunch the brand and increase market awareness.

Audi sells between 10 and 15 100 models a month, but is hoping to lift sales to about 30 with the A6.

Specification levels for the A6 are expected to be increased slightly over the existing 100 range, and it will feature a more responsive automatic transmission.

Audi may drop the 2.8-litre V6 models, including the quattro, from the A6 because of poor sales and high price in its existing 100 guise. But a 2.6-litre quattro will be available, and Audi is also considering importing a 2.5-litre turbo diesel variant.

Prices have not been confirmed, but expect them to start about \$68,000 for the 2.6-litre to mid \$70,000 for the quattro.

Later in the year Audi will release the 80 Avant wagon,

which will also be powered by the 2.6-litre V6 engine. This car will be priced in the early to mid \$50,000 range.

A 1.9-litre turbo diesel 80 is on the cards, which will have the same specifications as the four-cylinder, 2.0-litre 80, but priced slightly above the \$40,000 model.

Next year Audi will launch the all-alloy A8, which debuted at last year's Frankfurt Motor Show. This car will be Audi's first serious attempt to compete against the S-Class Mercedes-Benz and 7-Series BMW.

Two versions will be available - a 2.8-litre V6 and a 4.2-litre V8. Expect pricing to start about \$160,000 for the base model and about \$210,000 for the V8.

Volkswagen will launch three new models at the Sydney International Motor Show in November - the Vento, Passat and Golf Cabriolet.

Pricing for the Passat, which will be powered by a six-cylinder engine, may start at about \$37,000, with the range-topping model hitting the \$45,000 mark.



The Vento is expected to be priced in the \$30,000 range, while the Cabriolet could be about \$39,000.

In the second quarter of next year VW may import the 1.9-litre turbo diesel Golf for about \$30,000. As with all other VWs coming to Australia, it will feature dual airbags.

VW's Spanish-built 1.6-litre small car, the Polo, is tipped as a starter here by the middle of next year, and Mr Ruefli said it would be priced under \$20,000.

Also being considered is the Golf Ecomatic, which is undergoing trials in Australia to test market reaction. The Ecomatic is said to cut exhaust emission dramatically as the diesel engine switches off when not being used and instantly starts when needed.

If this car proves viable for Australia it could sell for about \$32,000.

Elizabeth Tuckey



## Audi Ur-Quattro is a classic.

*Hagerty's Auto News, May 2023*

If you're an enthusiast on a budget, many of the 'fun' cars on the lot these days are Japanese compacts sporting a small-displacement turbo engine and all-wheel drive. For a fun, practical car, that combination is nearly *de rigueur* at this point. In 1980, though, a sporty car with a turbo engine spinning four wheels was as quirky as it was prescient. Rally-bred Subaru Imprezas and Mitsubishi Evos were still more than a generation away. The engineering wizards at Porsche wouldn't put their AWD tech on the road for another six years. Even the dirt and gravel stages of the World Rally Championship were still two-wheel drive territory.

The original Audi Quattro changed that, maximizing the benefits of AWD while minimizing its shortcomings, revolutionizing rally competition and showing a new way to build a performance car in the process. After the Quattro bowed out in 1991, quattro (with a lowercase "q") became part of the Audi lexicon, referring to the company's all-wheel drive system. To clear up confusion, the car that started it all is now commonly referred to as the Ur-Quattro, Ur- being a German prefix for 'original.' On the collector car scene, it has gained a significant following in recent years. That's unsurprising, since it has all the clever engineering, practicality, premium German badges, and of course box flares that younger enthusiasts love. Appreciation for cars with rally heritage has also grown considerably. But given how rare and revolutionary the Ur-Quattro is, it's not an unobtainable unicorn.

Now firmly part of the German Big Three, Audi was a different company entirely in the 1970s, lagging well behind BMW and Mercedes-Benz. To burnish the company's performance image, Audi turned not to sports or touring car racing, but to rallying. In 1977, a team of engineers under technical director Ferdinand Piech began work on an Audi-based prototype that used a four-wheel drive from the Audi-designed Volkswagen Iltis, a NATO military vehicle (which won the Paris-Dakar Rally in 1980). The advantages of all-weather and all-surface traction in high-speed driving were

obvious, but AWD wasn't a simple solution. Hefty transfer cases added extra bulk and raised ground clearance, neither of which are ideal in a race car.

The Quattro, based on the front-drive Audi 80, brilliantly fixed that with something that was cleaner and lighter than a traditional transfer case. The inline five-cylinder and FWD transaxle layout meant that a propshaft could go straight out the back of the gearbox to the rear axle. The hollow output shaft turned a differential mounted behind the gearbox, then a secondary shaft inside of it would send drive back to the front axle. Cable-operated (pneumatic

from 1982) diff locks on the rear and centre diffs could be activated by a switch on the centre console. The 2.1-litre single overhead cam inline turbocharged and intercooled five-cylinder divided its 147 kW evenly to all four of its 15-inch wheels through that novel system, shifting via five-speed manual.

At about 1275 kg the new Quattro was no featherweight, but it was no pig, either, especially considering its room for four and then-modern convenience features.

Launched at the Geneva Motor Show in 1980, the Quattro wasn't the first all-wheel drive performance car. That honour goes to Britain's Jensen FF of 1966, but the Audi made a much bigger splash. Car and Driver suggested it "gives birth to new examinations of the automobile as we know it." Britain's CAR Magazine concluded "through its sheer ability and the loveliness of its feel and character, it's the nicest car we've ever driven" and Autocar mused that "getting back into an ordinary car is like stepping back in the past." Sure, car mags are prone to hyperbole, but that's still high praise.

Just 400 examples were required for World Rally Championship homologation. The cars were partially hand-built on a dedicated line in Ingolstadt, but demand became high enough for the Quattro to become an actual volume seller. Priced high but competitively (it sold for about as much as a Range Rover in the UK), and with "twice the drive of any other sports car" as one ad playfully puts it, the sporty all-weather Audi surprisingly resonated with European (and, eventually, American) buyers.







In 1982's World Rally Championship, Audi took the manufacturer's title with the Quattro, and Audi pilot Michèle Mouton's second place in the driver's title is the closest we've ever come to a female world champion in top-level motorsports. All-wheel drive was clearly the sport's future, and Audi's Hannu Mikkola won the driver's title in 1983, although Lancia's rear-drive 037 snatched the manufacturer's title from Audi by just 2 points. The 1984 season saw the introduction of the Sport Quattro, a highly-altered version of the earlier car with 32 cm cut out of its wheelbase, a wider track, a carbon-kevlar body, and a highly modified engine. Audi took both titles that year, and no two-wheel drive car would ever win the WRC again. Just 224 road-going versions were built and sold at a massive price when new. Today they're worth several times as much as a regular Ur-Quattro.

Ironically though, the Ur-Quattro had more rally success than the more outlandish Sport Quattro. The Group B era of the WRC saw major manufacturers spending Formula 1-level budgets into their rally efforts, and by the mid-1980s the competition was catching up. Peugeot in particular brought the heat, winning driver's and manufacturer's titles in 1985 and 1986. Group B specs ended after 1986 in the WRC, and while Audi finished second in the manufacturer's title in 1987, its era in international rallying was over. They'd made their impression, though: the book on how to build a rally car was rewritten and the brand had established its identity.

Back on the road, Audi continually improved the Quattro. A digital dashboard with LCD screen arrived for 1983, and in 1985 Audi started galvanizing the car's body shell and added updates to the grille, trim, and headlights. The 1987 Quattro introduced larger 2.2-litre displacement (same power but more torque) for the five-cylinder engine, as well as a Torsen centre diff to replace the manual locking unit. The 1989 Quattro got a four-valve head and dual overhead cams, bumping power to 162 kW and giving the car a 220 km/h top speed. The last Quattro left the factory in spring, 1991, with a total of 11,452 being built.

Unfortunately, no Audi Quattros were ever sold in Australia. LNC Industries did ship in one well-used demonstrator in April 1980 and displayed it at the Melbourne Motor Show. Before it

was returned to Europe, it was also on display at some Sydney VW dealerships such as Lanock Motors, Larke Hoskins, Murphy Johnstone, Marshalls and Dick Swanton. There are a few Audi Quattros in Australia today, but they are all private imports from Europe.

Enthusiasts divide Quattros between 'WR' models made from 1980-87, 'MB' models from 1987 to mid-1989, and 'RR' models with the twin-cam engine from then on. The USA only got one Quattro, as it was only sold there from 1983-86. As is so often the case, it was also watered down from what those lucky Europeans got. Lower boost, a different cam and emissions equipment stifled horsepower to about 160 (119 kW), although that was still plenty of oomph in the mid-1980s - remember, a Porsche 911 SC was only pumping out 172 ponies back then. U.S.-spec cars also have heavier impact bumpers and four sealed-beam headlights instead of the two in Europe. Just 664 came to the U.S.



As such, they're relatively obscure in the USA, so most vehicles for sale are from Europe and the UK. If you do come across one, check the service records as these cars do have their issues. Electrical problems aren't uncommon, and like many early turbo cars in general, heat soak after hard runs can cook oil and lead to issues with the turbocharger. In the Audi's case, the factory KKK unit is considerably more expensive to replace than more common modern turbos. Audi Tradition

The Audi Quattro experience starts here.

<p><b>LONDON NW8</b> Dovercourt St John's Wood, 30-34 St John's Wood Road. Tel: 01-286 8000.</p> <p><b>YORKSHIRE</b> Massingford Limited, Ripon Road, Harrogate. Tel: 0423 55141</p>	<p><b>LONDON SW11</b> Jack Barclay European, 100 York Road, Battersea. Tel: 01-228 6444.</p> <p><b>CARDIFF EAST</b> J.B. (Car &amp; Truck) Limited, 115 City Road, Cardiff. Tel: Cardiff 490311/2.</p>	<p><b>SURREY</b> Central Garage (Surrey) Limited, 22 Portsmouth Road, Cobham. Tel: Cobham 7141.</p> <p><b>GLASGOW</b> Ian Skelly Limited, 29 Dalmarock Road, Rutherglen, East Glasgow. Tel: 041-647 0511.</p>	<p><b>BIRMINGHAM</b> Smithfield Garage Limited, Digbeth. Tel: 021-643 7341/0275.</p> <p><b>COUNTY ANTRIM</b> Isaac Agnew Limited, 45 Mallusk Road, Newtownabbey. Tel: Glengormley (02313) 7111.</p>
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**quattro. V-A-G Audi**



does sell parts for older cars, but sourcing bits for a Quattro isn't as straightforward as it is for more common classics.

If you want a comfortable all-wheel drive performance car with turbo power, rally pedigree, and a distinctive exhaust note, the sensible thing would be to run out and buy a Subaru WRX - or much better still, a Golf R. But this hobby isn't about the sensible thing, is it? If you're tempted by the song of a vintage Audi five, current Ur-Quattro values in the Hagerty Price Guide range from US\$20,900 to a rough but running condition car to US\$90,900 for a perfect low-mile concours queen.

These cars had little more than a cult following until rally history and cars from the Group B era started to gain some notoriety in the mid-2010s. At the beginning of 2015, the #2 (Excellent) value for an Ur-Quattro was just US\$19,800. Then, one of those very rare homologation special Sport Quattros sold for US\$402,500 in Scottsdale and values for all of Audi's Group B era models started to climb.

The most recent massive sale for a U.S.-spec car was an ex-factory demonstration and executive vehicle used at the 1984 Olympics in Los Angeles, and it sold for US\$81,900 in 2021. European market cars, which are better and much more common, have also been imported here in noticeable numbers, as even the newest foreign market Ur-Quattros have been eligible for our 25-year import rule since 2016.

Although clean Ur-Quattros have more than tripled in value in less than a decade, they're still comfortably cheaper than another beautiful box-flared German from the Eighties - the E30 BMW M3. It's also way cheaper than the only other homologation specials with Group B rally-winning heritage: the Peugeot 205 T16 and Lancia 037 are well into six figures. This may be part of the reason why Ur-Quattros are so popular with younger enthusiasts despite being well out of 'entry-level' territory.

Boxy, distinctive and forward-thinking, the Ur-Quattro



is arguably as important to rallying as the mid-engine cars were to open-wheel racing. And while they aren't cheap or easy to find, they're one of the few rare but attainable icons left out there.

Andrew Norton

## When the Quattro came to Hurstville.

By 1980, Volkswagen was pretty much finished in Australia. The Melbourne factory had been sold to Nissan four years earlier and all VWs were fully imported - which meant no more tax subsidies for local assembly; import quota limits and full import duties now applied.

Volkswagens and Audis were imported not by a VW-owned company like they are today, but by a third-party importer - LNC Industries (Land Rover distributors then). They had gained the NSW VW franchise in 1954 and formed Lanock Motors. However VW wasn't their only business. They expanded through the 1960s by taking on other makes - Rambler, Colt/Bellett, Chrysler, Commer, Audi, Fiat, Renault and Lancia. LNC gained the national Volkswagen-Audi franchise in 1968 and bought up all the VW distributors in other states, as well the Sopru camper conversion company.

In the 1970s they took on Jeep, Subaru and Honda, the last two of which became their major sellers. VW dealers across the country became Subaru dealers - first as a side business, then the main business. After VWs became fully imported for 1977, prices rose by 20% across the range. VW sales dropped alarmingly - 1979's sales figure was just 16% of what it had been in 1976. LNC was not concerned as they concentrated on their Subaru and Honda businesses, with Audi, Fiat, Renault and Lancia to take care of the higher-end market.

In 1980 LNC discontinued the superceded T2 Transporter, and ended imports of the petrol Golf and Passat. Only the diesel Golf and Passat would continue. In 1980 a Golf GLD cost \$9,998, compared with the Datsun Sunny/Stanza (\$5,700-\$6,280), Ford Escort (\$5,340-\$6,700), Holden Gemini (\$5,595-\$6,244), Mazda 323 (\$5,530-\$6,255), Mitsubishi Colt/Lancer (\$6,495-\$6,635) or Toyota Corolla (\$5,400-\$6,550). The Passat GLD was \$11,599 for the sedan and \$11,998 for the wagon - you could buy a 4.1-litre Ford Fairmont sedan and wagon, or a 3.3-litre Holden Commodore SL sedan and wagon, for less.

The only Audis that LNC were importing in 1980-81 were three models of the 5E range, the local name for the second generation 'C2' Audi 100. The base 5E GL was \$16,445; the 5E GL auto was \$17,945 and the top-spec luxury 5E CD was \$22,995. All three had the same engine - the 2144cc five-cylinder with 101 kW. These were about the same prices as the Alfa Romeo Guiletta and Alfetta; cheaper than the BMW 323 but dearer than the 318; cheaper than the Fiat 132, dearer than the Peugeot 504, about the same as the non-turbo Saab 900 and dearer than the Volvo 244.

VW's local sales would drop another 61% in 1980, to below 1,000 sales for the first time ever, and the diesel Golf and Passat would both be discontinued in 1981 when VW

# Beauty & 'The Beast'



**Audi 5E German Luxury Car. \$16,965.\* Audi Quattro 4 wheel drive rally car. Star of the Melbourne Motor Show.**

Germany's Audi Quattro was the undoubted star of the Melbourne Motor Show.

But by the time Sydney's Motor Show begins, the four-wheel-drive Quattro will be back in Europe.

Being beastly to all the other car makers who hoped to win rallies this year.

With its advanced four-wheel-drive and 5 cylinder turbo charged engine it fairly howls up and down mountain roads.

At speeds which have left the opposition gasping.

On its first outing it won the Janner Rally in Austria by a staggering 21 minutes! (Where usually only seconds separate the winners).

And followed that up by winning the Swedish Rally, which counts towards the World Rally Championship.

Before it goes back to Europe, however, you can still see the 'Beast'.

At one or another of Sydney's leading Audi dealers.

When and where is listed below.

You can also see a car that has a lot of the 'Beast' in it.

Our beautiful Audi 5E.

The 5E was designed by Dr. Ferdinand Piech.

The same man who designed the beastly Quattro.

It has the same radical 5 cylinder fuel injected engine (in non-turbo form). And the same sort of design genius devoted to its handling, braking and roadholding.

And while the 'Beast' has the edge for speed, the 5E has it for civilized comfort.

Dr. Piech, you see, believes in luxury as well as performance.

At only \$16,965\* no other German luxury car can touch it.

Beauty and the 'Beast' will be playing at an Audi dealer near you soon.

Catch it while you can.

#### WHERE TO SEE THE 'BEAST'

Lanock Motors, St. Leonards	April 15 - 18 (incl.)
Lanock Motors, Camperdown	April 19 - 22 (incl.)
Larke Hoskins, Bondi Junction	April 23 - 25 (incl.)
Murphy Johnston Imported Cars, Brookvale	April 26 - 29 (incl.)
Marshalls Motors, Parramatta	April 30 - May 3 (incl.)
Dick Swanton Pty. Ltd., Hurstville	May 4 - 7 (incl.)



Volkswagen Australia Pty. Ltd.  
(A Division of LNC Industries Limited.)

(\*Plus on road costs. Price quoted includes factory rebate. Price will vary according to model and level of equipment. Alloy wheels shown optional extra.)

sales dropped a further 55% to just 442 old-stock sales across the whole country. The T3 Transporter would not go on local sale until 1982.

So in this dismal VW atmosphere, it was with some surprise and joy that this ad was spotted in the Sunday paper in late April 1981. Naturally we had read all about the fabulous Audi Quattro in UK magazines and how it was blitzing the competition in rallies in Europe. We knew it would never be sold here, so the chances of actually seeing one in the flesh - nil.

Yet here we were! As the ad said, LNC had brought in an Audi Quattro for display at the Melbourne motor show, which in those days was held over the Easter weekend - in 1981, that was Friday 17th to Monday 20th April. However, by the time the Sydney Motor began (usually September/October), the Quattro would be back in Europe - 'being beastly to all the other car makers who hoped to win rallies this year.' But you could still see the Quattro in Sydney - at one or another of Sydney's leading Audi dealers, on a given date. 'Catch it while you can.' - !

It would be at no less than six different VW-Audi dealers, for four days at a time. Not surprisingly it began at the biggest dealer of the time, Lanock Motors at St Leonards, then at Camperdown. These were the only two left - Lanock's other branches at William St City, Five Dock, Maroubra,

Bondi Beach, Killara and Hornsby had already closed. Then at Larke Hoskins at Bondi Junction - one of LNC's Fiat-Renault-Lancia dealerships that now also sold Audi. Larke Hoskins actually predates LNC and was an Austin-Morris-BMC dealer chain in the 1950s and '60s.

Then Murphy Johnson Imported Cars at Brookvale, a short-lived VW dealership that took on the VW-Audi franchise in addition to LNC's other makes after earlier Manly VW dealers Freshwater Motors, and the Manly Repair Centre, folded. Likewise Marshalls Motors at Parramatta, more famous as a giant Mercedes-Benz dealership. They sold VW-Audis in Parramatta after Lennox Motors went out of business, up to the change of importers in 1988.

Finally, my 'local' VW dealer, Dick Swanton Pty Ltd at Hurstville. They were a long-time VW dealer, having first sold and serviced VWs from their premises at 10 Hudson St in 1959. They eventually out-grew this site by the mid-1970s and moved to a new larger site on 67 Forest Rd in 1977, just after the bend next to Durham St. It was a terrific site with great exposure - as you drove along Forest Rd from the railway station, it opened up in front of you with the Volkswagen signs lit up and the streamers flying.

People who lived in the area at that time would remember the Dick Swanton VW ads on the back of the local black and white buses in the 1970s and into the 1980s - still



floor, '70s wood panel walls and green-painted ceiling. There in the middle of the floor was the Quattro. It was a road version, and a well-used demonstrator by the looks of it - the driver's floor was scuffed and dirty. It was left-hand drive and metallic silver, apparently completely standard. It had one information board on the dashboard, and another leaning against the front wheel.

It was great to look it over, sit inside, peer into the engine, and get down on your hands and knees to peer underneath. The elderly salesman (didn't get his name, sorry) didn't know much about it apart from what was written on the boards. He didn't know where the car was going after it was picked up. We were the only people there to look at it.

We were glad to be part of this minor part of Australian VW-Audi history. And the Audi Quattro never was sold in Australia. LNC lost the VW franchise in 1987, replaced by Ateco Industries, and later TKM/Inchcape in 1990. I would later buy my first VW, the ruby red '64 Beetle, from Swantons the following year and I had it serviced there a few times. I bought lots of VW parts there too.

Dick Swanton Pty Ltd closed down in 1989. The property is still there, though nowadays divided into two by a fence. The southern and rear section is now the service centre for Fergusons Toyota, while the front is a car wash and the northern end is a tyre shop. It's still recognisable from the Swantons days.

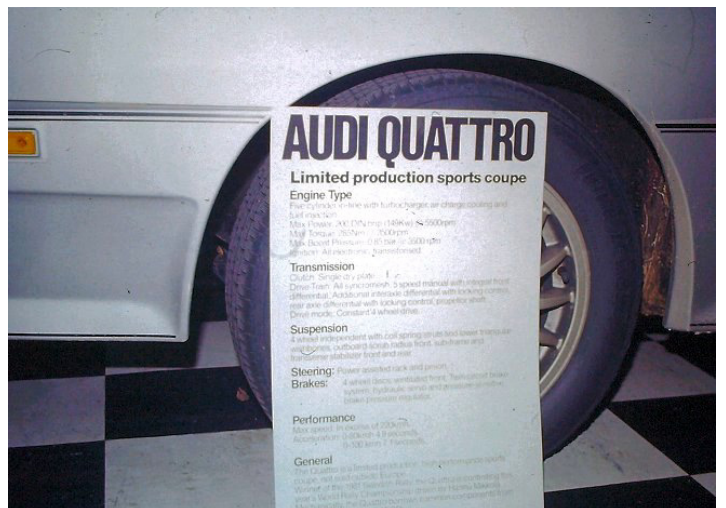
Phil Matthews

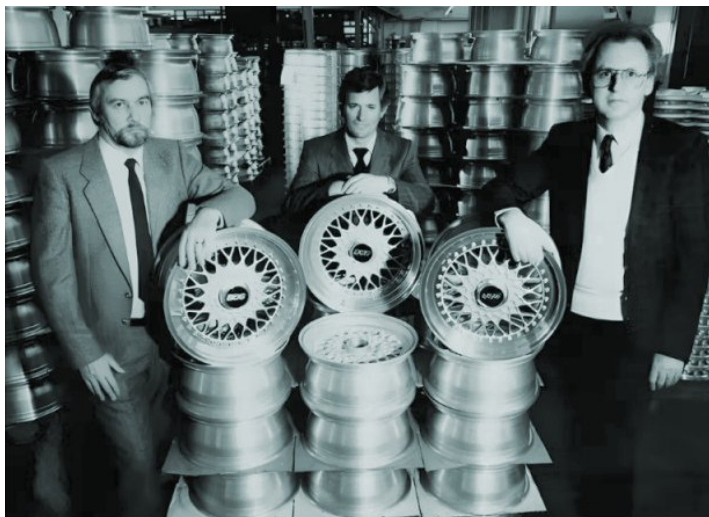
with a Beetle on them.

The Quattro was scheduled to be on display at Dick Swanton's showroom from Monday 4th to Thursday 7th May 1981, which meant (in those days) visiting after school - I did my HSC that year. My late dad Peter agreed to drive me and my brother Simon over and have a look at the Audi Quattro.

The text of the newspaper ad seemed to imply that it would be not just an Audi Quattro, but a full-on rally Audi Quattro - which was why it had to be back in Europe? We were looking forward to seeing it.

On arriving at Swantons, we walked into their tiny little old-school showroom, with its black and white lino tile





BBS founders Heinrich Baumgartner (middle) and Klaus Brand (left) strike a pose with the new RS wheels. BBS

## The BBS RS wheel.

If imitation is the sincerest form of flattery, the impact of an aftermarket wheel could be measured by the number of replicas that pop up after its release. Many companies have tried to clone the evergreen mesh design of the BBS RS wheel, but none have seen the same success.

Heinrich Baumgartner and Klaus Brand founded BBS (Baumgartner Brand Schiltach) in Schiltach, Germany, in 1970. The company initially made lightweight plastic body panels for club racers but quickly shifted its focus to creating wheels for motorsports. As early as 1972, BBS was supplying its first three-piece wheel to race teams.

A three-piece wheel is typically composed of a forged aluminium face and spun aluminium inner barrels and outer lips (more exotic materials like magnesium or carbon fibre have been used as well). The assembly is then bolted together and sealed up with either silicone sealant, or a metal and rubber gasket. Some three-piece wheels, particularly from Japanese manufacturers, are welded together.

In racing applications with specialized size requirements, the modular nature of a three-piece saves on manufacturing costs as the same face can be used for different wheel widths. Also, if a part of the wheel gets damaged, that component can be replaced without scrapping the entire wheel. The design became widely used in motorsports, with BBS wheels showing up on everything from touring and endurance cars to formula racers.

To capitalize on its motorsports fame, BBS launched the RS wheel in 1983. It was the first three-piece wheel intended for OEM use. The faces were created by heating up a chunk of aluminium and pressing it into a mould with 6500



tonnes of pressure. The process, called die forging, made for a very strong wheel. The RS looked like it belonged on a touring car and used the same three-piece construction as the racing wheels but was available from the dealership as an option for your Porsche, Volkswagen, or Audi. Optioning the RS on a new car would cost you dearly, though, setting you back a cool \$2000.

BBS didn't just sell the RS to car manufacturers, however. Anyone with means who wanted to add racing style to their street car could buy a set. Some of the more outlandish '80s tuners such as Gemballa used deep-dish RS wheels on their wide-body demo cars. Diameters ranged from 14 to 18 inches and were available in several widths. Most RS faces came in either silver or gold, but limited runs of other colour schemes appeared throughout the wheel's 12-year production run; the Prima Donna, for example, had a white face with gold hardware.

The RS remains sought after today thanks to its classic



looks and motorsports connection. As such, expect to pay upward of \$2500 for a set. Larger and wider wheels usually command a hefty premium. Curbed lips or cracked barrels aren't the end of the world - some companies still offer replacement parts for the RS. The silicone seal can leak on wheels that haven't been taken apart in a while, but the fix is easy: Just remove the old silicone and reapply.

If you don't like cleaning wheels, the RS isn't for you. Scrubbing dirt and grime from the many spokes will test your patience. Beware of one-piece cast-aluminium replicas. They are everywhere, and unscrupulous sellers might try to make a quick buck from the uninitiated.

If you need the perfect wheel to complement your '80s-era VW-Audi ride or modern show car, find yourself a set of the original RS wheels.

Chris Stark



who apparently understood such construction projects, MIRA designer Michtl actually realized his idea for the Beetle panel van.

The MIRA 1600 served as the basic model and had to be dismantled specifically for this purpose. The rear part of the Beetle body was separated behind the B-pillar and the floor pan was reinforced in the rear area for stability reasons. Instead of the round rear typical of the Beetle, the new Michtl Beetle now had a box body. It came from a discarded Renault Fourgonette, the delivery van version of the Renault R4, and after widening the Beetle's B-pillar, which was quite narrow in itself, and the two rear fenders, it fit like a glove.

## Michtl's Mira 1600 - A Beetle panel van.

*Gute Fahrt magazine, Germany (1990)*

Regensburg graduate engineer Rainer Michtl is a gifted inventor in theory and practice. He built the highest Beetle in Germany with a ground clearance of 39 cm as well as a Beetle panel van - a successful cross between Volkswagen and Renault.

While attending an off-road meeting in the Munich area, Michtl discovered a raised, off-road Beetle whose owner had completed several trips to Africa without any problems in his self-built Volkswagen. That was the deciding factor in designing such a Beetle-based vehicle.

Michtl's beetle project gradually took shape, but initially at his desk at home. The result is impressive: a 240-page manual in DIN A5 format with more than 200 illustrations; a technically sound compendium on the subject of converting a Beetle into an off-road vehicle with detailed suggestions. Michtl sends his Beetle book to interested parties at cost price.

After the theory came the practical part, because of course Beetle enthusiast Michtl also put his idea into practice. The study object was a '73 Beetle of the type 1300 L, which had previously served for eight years in a monastery near Regensburg.

In collaboration with the owner of a specialist workshop in Regensburg, the MIRA 1600 (MIRA = Michtl and Rainer), an off-road Beetle with a raised chassis and numerous other modifications, was created. In 1983 the time had come: the MIRA passed its 'baptism of fire' in open areas after the TÜV, which had already been involved in the planning phase, had also given its blessing.

GUTE FAHRT reported in issue 10/83 on the occasion of a report on the longest beetle cruise convoy in the world: "A few rarities could also be admired, such as the longest legged beetle in Germany, a Volkswagen with 39 centimetres of ground clearance..."

But the success didn't let Rainer Michtl rest. The idea of building a Beetle panel van fascinated him.

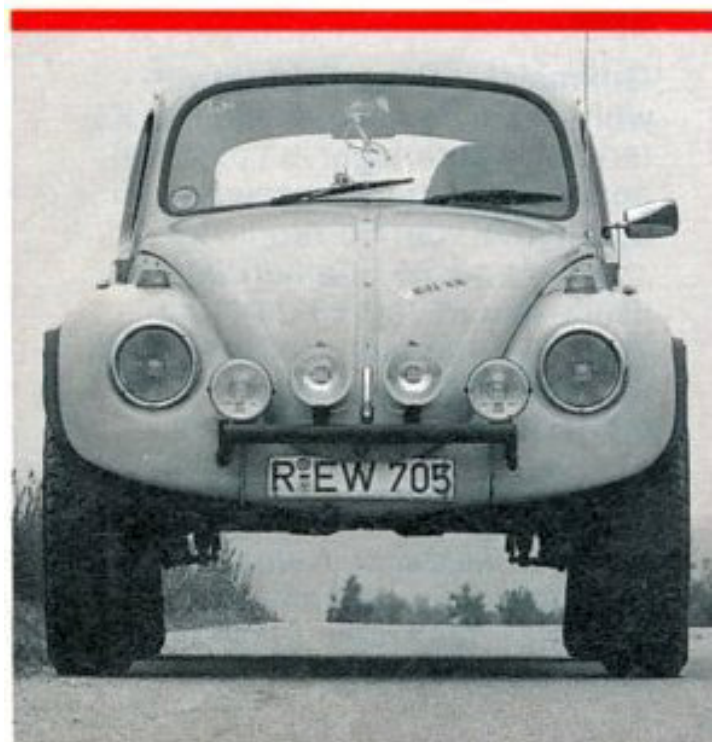
After extensive consultation with the Regensburg TÜV,

In order to lower the rear loading sill, Michtl replaced the somewhat bulky Beetle engine with the standing fan, with the flat engine from the VW Type 3 (VW 1500/1600), namely the N version with a single carburettor, 1600 cubic centimetres displacement and 45 hp. To improve engine cooling, Michtl installed a large oil cooler from the Audi 100 on the solid front bumper, also an in-house development.

MIRA designer Michtl presented the almost finished vehicle to the Regensburg TÜV and received the required TÜV sticker straight away. Only then was the car painted.

Michtl's Beetle panel van is practical proof of the universal usability of the Beetle chassis. Due to the conversion work and the necessary body reinforcements, the curb weight climbed to around 900 kilograms, but the MIRA panel van is approved as a truck for 5 people, suitable for the Michtl family.

### Michtl's Mira 1: Mit 39 cm Bodenfreiheit der höchste Käfer Deutschlands



There is plenty of space inside the Beetle panel van. The rear seat back can be folded down completely. This creates a large loading area that can also serve as a place to sleep in an emergency. Otherwise, the MIRA 1600 panel van is unproblematic and has proven itself well on numerous family trips.

Hans Joachim Kiersy

## Losing my religion.

I'm not into Jesus, God, or anything like that. Maybe life is bigger than all that?

I have Volkswagen as my religion and it seems to be working fine for me.

So you know in life when someone is trying to push their religious beliefs on you, it can be a little annoying, but it doesn't have to be like that.



I take my time and listen, maybe five or ten minutes. I say that's a pretty groovy religion and then I move into my presentation.

I tell them I love Volkswagens and ask - what type of car do they drive?

Most religious people I ask drive Toyotas, for some reason.

After telling them to sell it, I explain that a Volkswagen



would be much better for them.

Then I move onto mentioning about Club Vee Dub Sydney. You should buy a VW and join our club!

Finally I mention what a great group of people are in our club.

If people want to push their beliefs on me, that's fine as long as they listen to mine, it's only fair.

Everybody needs to have something to believe in, I suppose?

But, don't worry! I won't be losing my favourite religion anytime soon.

How about you?

Ashley Day.

**Authorised VOLKSWAGEN Workshop**



**Specialising in Service — Repairs —  
Parts — Diagnosis — at  
MULLER & MULLER,  
Lakemba  
999 CANTERBURY ROAD, 2195  
(Cnr. Croydon Street)  
Telephone 759-2078**

# Oscar's Scrapbook.

**HANDBOOK FOR WOMEN DRIVERS -**  
packed with expert advice on GOOD MOTORING



## I converted my old VW Bug to clean electric power!




I recently found an old picture of myself, young and pretty and falling in love with my future husband. When I showed him the photo, he said "WOW, look at that !!"



"That's my old Volkswagen !"





**BOB ROGERS**  
Every morning at 9.00  
on the  
**BRIGHTER**  
**2UE**  
FIRST IN SYDNEY

**PS PICTURE NEWS**



"SNORKEL" EXHAUSTS and propeller are fitted to the back.

◀ **AT HOME AT SEA**, the VW goes off for a jaunty sail.

**"Boatswagen" takes to the water**

A dealer in Sydney, Australia, dramatizes the tight construction of Volkswagen sedans by taking prospects for a demonstration ride in the harbor. He drives a 10-inch propeller with the generator drive pulley and steers by turning the front wheels. The engine compartment rides partly submerged—ignition is

sealed and there are extensions on the carburetor, oil-filler pipe, and exhaust stacks. To keep passenger space dry, heavy grease was smeared on the rubber door and window seals. Masking tape makes the hood tight. The modified VW has sailed for as long as 20 minutes, shipping only "a very little water."

POPULAR SCIENCE MAY 1960

RIVIERA?  
Non!  
TAHITI?  
UGH!

Edward Small  
with  
**BOB HOPE**  
**TUESDAY WELD**  
**FRANKIE AVALON**  
**DINA MERRILL**

**"I'll Take Sweden"**  
Yah...  
Yah!!!  
\*English translation!  
Yah...  
Yah...  
Yah!!!

starring **Jeremy Slate**  
Screenplay by NAT PERRIN, BOB FISHER and ARTHUR MARK Story by NAT PERRIN  
Music by JIMMIE HASKELL and "BY" DUNHAM Associate Producer ALEX GOTTLIEB  
Directed by FREDERICK DE CORDOVA An EDWARD SMALL PRODUCTION  
Not Suitable for Children  
**TECHNICOLOR**  
Presenting the **UNITED ARTISTS**

Commencing  
**TOMORROW!**  
Daily at 10.55am,  
1.55, 5 and 8pm.



Plus selected featurettes.  
Plans theatre (487 George St.), D.J.'s and Mitchell's.  
● **LAST DAY—"DO NOT DISTURB,"** Doris Day, Rod Taylor (A).



VWcult.com

**The Biggest Set In Town!**

**Widetrac introduce the new wider 60-series tires**

In recent years the big news in passenger car tires has been the wide wide ones making the scene. Tread widths formerly available only for race-track machines are now designed for street car use and meet all the tough standards of the U.S. Department of Transportation. These new, wider, 60-series tires put up to 10" of tread on the road and match great looks with really great performance. Widetrac has them in these three big name makes.



## The late news.

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

The former NSW Premier's bad luck continues in retirement. Last week he cleaned out his attic and found an old painting and an ancient violin. Experts said they were indeed a Rembrandt and a Stradivarius, but Rembrandt was a terrible violin maker and Stradivari couldn't paint to save his life.

A disgruntled worker at the Corningware pottery factory decided to protest yesterday by locking himself into the kiln. Management fired him.

Good advice has come in on what you should do if you are annoyed by an actor knocking on your door. You can get rid of him by paying for the pizza.

Former US President Barack Obama went to a fancy dress ball in Washington DC last week. Instead of a costume, however, he arrived carrying his wife on his back. He told guests he was dressed as a snail. And what about your wife, they asked? Obama replied 'that's Michelle.'

A Gympie man was pulled over by police yesterday and booked for not wearing glasses while driving. The man protested they couldn't do that as he had contacts. "I don't care who you know," the policeman replied, "You're still getting a ticket."

The recent recall of various Hyundai vehicles continues, with dealers unable to fix some serious issues with the brakes. However there is some good news for owners - they have discovered how to make the horn louder.

Two men met 200 m up in the air yesterday. The one coming down said, 'do you know anything about parachutes?' The one going up said, 'No, do you know anything about gas cookers?'

A boy was sent to the principal's office at St Aloysius College yesterday, after drawing an aeroplane during Bible class. However the boy explained that he drew the Flight Into Egypt, including Pontius the pilot.

A man was rushed to hospital yesterday, telling paramedics that he suffered from water on the brain. Doctors fixed the problem by giving him a tap on the head.

Greens leader Adam Bandt was facing charges of theft last night, as he had still not paid for the solar panels fitted to his house last year. However he said he didn't know he had to - he was told they would pay for themselves in 12 months.

On the Better Homes and Gardens TV show last night, Graham Ross told viewers he recommended spreading cow manure on his rhubarb. Curtis Stone said he normally puts custard on his.

In darkest Transylvania last month, during the most recent full moon, a new horrifying creature was spotted for the first time. It was large and hairy, with sharp claws and teeth, with Bonds Y-front briefs on its head. It was the underwear wolf.

Luna Park has unveiled its all-new ride for the coming season, built entirely of cast iron. It's the new ferrous wheel.

A new, more potent strain of the covid virus has been identified in England. It's been named the Heathrow variant - because it's terminal.

Next month we'll be posing the question: Karl Marx's grave - is it a communist plot?

At the entomology department at the Australian Museum yesterday, there was a demonstration race between two silk worms. It ended in a tie.

Sport. A new demonstration sport will be added to the upcoming Tokyo Olympics in Japan - Reverse Origami. Viewers will be excited to see the action unfold.

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

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## The birds and the beetles

started something.

A new place to put the engine. In the back.

Having them up front went out with the buggy whip.

Others have followed the VW's rear engine efficiency. (Like the bird.)

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