

Zeitschrift



The world's oldest VW Bus.

April 2025

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Canberra Cars n Coffee
World's Oldest VW Bus
More Ash articles**

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I Check 40 Cars a Week
Plus lots more...**



The Legend Never Dies

Club VeeDub Sydney.
www.clubvw.org.au

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



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Council Rep:	David Cook	clubveedubact@gmail.com(council)
Ordinary Members:	Paul Cross; Jim Smith; David Brinton	

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.

Club VeeDub monthly meetings are held at **Canley Heights RSL Club**, 26 Humphries Rd, Wakeley NSW 2176, on the **third Monday of each month**, from 7:30 pm. All our members, friends and visitors are most welcome.

Correspondence.

Club VeeDub Sydney
PO Box 1340
Camden NSW 2570



Facebook:

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

Our magazine.

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

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

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

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

We thank our VW Nationals sponsors:

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See the back page for all 2024 VW Nationals sponsors

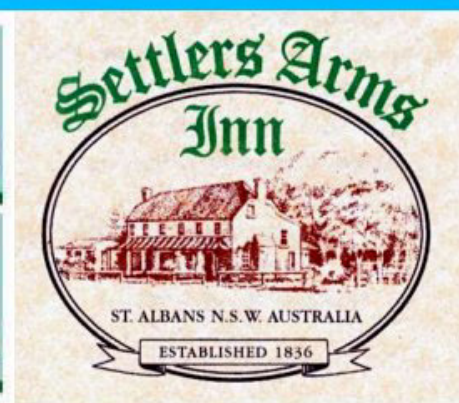
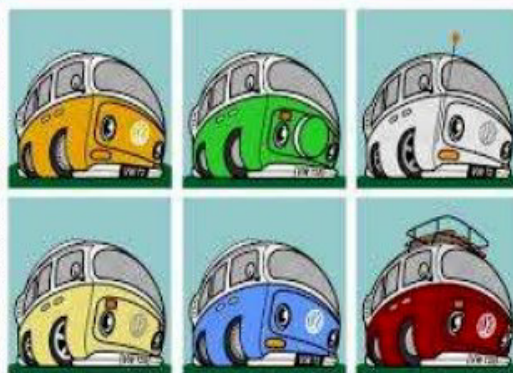
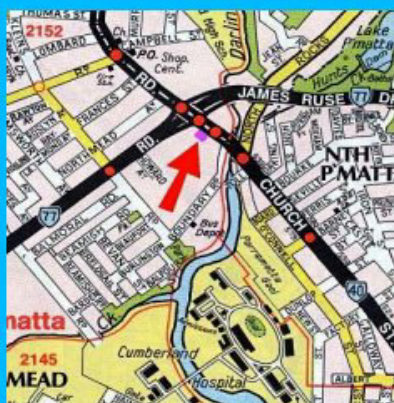
*Please have respect for the committee members and their families
by only phoning at reasonable hours.*



ANNIVERSARY CRUISE!

SUNDAY 13TH APRIL

- ❖ *Meet at Hungry Jack's at North Parramatta (near Supercheap Auto) from 8:30am*
- ❖ *Depart about 9:30am after having a relaxing brekkie and coffees. Take your info sheets.*
- ❖ *Follow the Navigation instructions and answer the trivia questions along the way! (hint: bring a friend or co-driver along to help!)*
- ❖ *Finish at Settlers Arms Inn at St. Albans for lunch and drinks. All tarmac roads; no dirt or gravel! :) Organised by Phil and Kylie! :)*



PRE - NATIONALS

Cruise

Saturday 24th May 8 am for 8:30 am departure
19 Stoddart Rd, Prospect (Home Maker Center)

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

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



Organiser: Paul Stewert 0449 238 234



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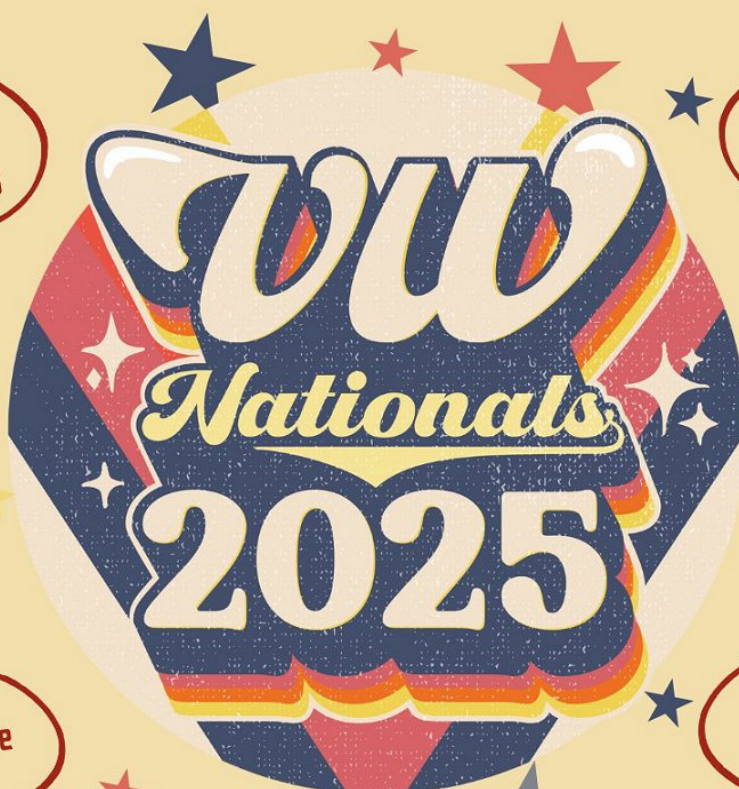
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Entry

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VW
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PAUL MCKINLEY 'CLOSING DOWN' SALE



VALE PAUL MCKINLEY, LIFELONG MEMBER OF THE VOLKSWAGEN COMMUNITY

Paul McKinley, an original member of Club VeeDub, sadly passed away in 2024. He has been collecting Volkswagen parts for over 40 years. His family has made the difficult decision to sell his entire collection. Come down to the Swap Meet at the 2025 VW Nationals to get your hands on some rare and wonderful Volkswagen Parts.

VW NATIONALS - 25TH MAY, FAIRFIELD SHOWGROUNDS

Von der Frau Präsidentin.

Nur noch ein Monat bis zu unserer großen Show! (just one month to go to our big show!)

Well I don't know about you guys but March was a crazy month for me, I have been taking care of my elderly dad so I haven't been able to go to many events recently.

I am still in full swing of finalising the 2024 VW Nationals. The sponsorships have been rolling in and we are technically past our close-off date, but 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 some nice food trucks booked in, and the 49 trophies have been ordered. We've gone for the steering wheel design, which was a popular choice at the last meeting. The show entry forms are now available on the club website if you want to print it off and fill it in now. Just bring it along on the day - that will save some time at the gate! Go to <https://www.clubvw.org.au/vw-nationals/vw-nationals-2025/> and scroll down. They're also in the middle of this issue!

Merch is being sorted, and we will have several different shirts to choose from this year - a VW Nationals shirt, and a 40 Years anniversary shirt that Eddie and his daughter have put together.

Paul and the Eurocruisers have confirmed that the Pre-Nationals Cruise to Wisemans Ferry is on again, on Saturday 24th May. This is an enjoyable relaxing day before the craziness of Sunday!

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! The more hands on deck the better, we would really appreciate your help.

Flat Four ran two events in March, the Kiama Lighthouse Cruise and the Kelso Park Show n Shine. I couldn't make either of them, but there are event photos in this issue.

Our coming event for April is the club's 40th Anniversary Cruise on Sunday 13th April. We'll be having a 'signpost rally,' or a navigation cruise, from Hungry Jacks at North Parramatta to St Albans. There are trophies for the best entrants. Don't forget to bring a friend to navigate / write down the answers!

Our general meeting is on Monday 21st April, at our great new venue Canley Heights RSL. They are still doing renovations and Easter functions, so we may be moved to the pizza restaurant area this time; we'll find out on the night. See you there!



At our meetings we have our 'magazine exchange.' It's the portable shelf with printed copies of the latest magazine - the ONLY place you can get these - as well as older issues and other old VW magazines. They are free to take! And it's an exchange - if you have any old VW magazines at home you no longer want, please bring them along and someone else can enjoy them.

A reminder for our Historic Plate members - we do expect to see your historic VW at the VW Nationals - that's why you joined the club and got historic plates, yes? And remember if you have any questions on Historic Plates - whether for info, or new applications, or renewals - you contact the Club's Historic Registrar, John Ladomatos. His details are on the committee page.

Until next month (bis nächsten Monat)

Lee Woods



Kanberra Kapitel report.

Hello from the Capital.

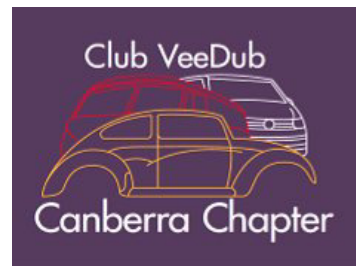
A lot happened last month, waren wir fleißig. See further in the mag for some reports of the events.

For April we run into a lot of non-VW events (ie Easter, ANZAC Day) so the local club will have nothing formal planned.

The next big event is gathering some members to go up the the Nationals late May and we are starting talks with the local authorities on how we can get our big Canberra event in September locked in (German Auto Day 2025).

As always keep an eye on the social pages for any impromptu events (ie flags cruise).

-Aldred



Klub Kalender.

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

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

April.

Tuesday 1st:- Canberra General Meeting at the Spanish Australian Club, 5 Narupai St Narrabundah, from 7:30pm.

Sunday 6th:- Boots and Utes VW swapmeet at Berry Bowling Club. A compact car boot sales day! Cram your old VW goodies in your boot or ute and bring them along. VW theme - spare parts, books, magazines, craft etc. Or just show off your VW! From 10am. Organised by the Shoalhaven VW Club. Dave Baecker 0402 003965

Friday 11th:- Magazine Cut-off Date for articles, letters and For-Sales.

Sunday 13th:- Club Veedub 40th Anniversary Cruise. Celebrate our club's 40th birthday by coming on a navigation run to the same destination as our first run in 1985! Meet at Hungry Jack's at North Parramatta, off Church St near Supercheap Auto, from 8:30am. Bring a friend to navigate! We'll depart at 9:30am after coffees. Follow the instructions, spot the landmarks, answer the questions. Cruise to St Albans (where we went in 1985!) for a beer and a country pub lunch if you wish. All tarmac, no gravel roads! (we made that mistake in 1985...) Trophies for 1st and 2nd.

Monday 14th:- Committee Meeting at Canley Heights RSL Club, 26 Humphries Rd, Wakeley, 7:30 pm. Tonight we will be meeting in the pizza area (tuen left at the entry) as the auditorium is unavailable.

Monday 21st:- CLUB VW MONTHLY MEETING at Canley Heights RSL Club, 26 Humphries Rd, Wakeley. Come and see our new meeting venue in the club's auditorium! Please join the RSL Club while you're there, it's only \$3 per year or \$9 for 5 years. Central location, plenty of parking. Enjoy the club's bistro and sports bar too. Lots of fun, all welcome. 7:30pm start.

May.

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

Friday 9th:- Magazine Cut-off Date for articles, letters and For-Sales.

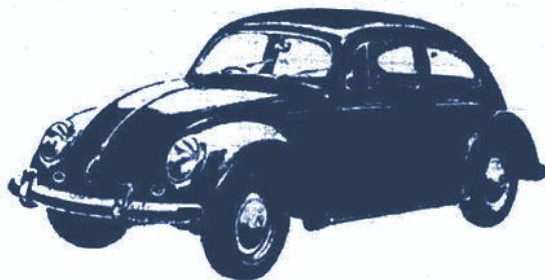
Monday 12th:- Committee Meeting at Canley Heights RSL Club, 26 Humphries Rd, Wakeley, 7:30pm.

Monday 19th:- CLUB VW MONTHLY MEETING at Canley Heights RSL Club, 26 Humphries Rd, Wakeley. Come and see our new meeting venue in the club's auditorium! Please join the RSL Club while you're there, it's only \$3 per year or \$9 for 5 years. Central location, plenty of parking. Enjoy the club's bistro and sports bar too. Lots of fun, all welcome. 7:30pm start.

SUNDAY 25th: VW NATIONALS 2025 at Fairfield Showgrounds, Smithfield Rd Prarieewood. Our biggest VW show of the year is on again! 44 peer-judged categories, plus special

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judged Concours and perpetual trophy categories including the David Birchall Car of the Day. VW trader and market stands, new car display, swap meet, kids activities, music and entertainment, great food and drink, VW family fun all day. Gates open 7:30am.

June.

Tuesday 3rd:- Canberra General Meeting at the Spanish Australian Club, 5 Narupai St Narrabundah, from 7:30pm.

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

Monday 9th:- Committee Meeting at Canley Heights RSL Club, 26 Humphries Rd, Wakeley, 7:30pm.

Monday 16th:- CLUB VW MONTHLY MEETING at Canley Heights RSL Club, 26 Humphries Rd, Wakeley. Come and see our new meeting venue in the club's auditorium! Please join the RSL Club while you're there, it's only \$3 per year or \$9 for 5 years. Central location, plenty of parking. Enjoy the club's bistro and sports bar too. Lots of fun, all welcome. 7:30pm start.

July.

Tuesday 1st:- Canberra General Meeting at the Spanish Australian Club, 5 Narupai St Narrabundah, from 7:30pm.

Friday 11th:- Magazine Cut-off Date for articles, letters and For-Sales.

Monday 14th:- Committee Meeting at Canley Heights RSL Club, 26 Humphries Rd, Wakeley, 7:30pm.

Monday 21st:- CLUB VW MONTHLY MEETING at Canley Heights RSL Club, 26 Humphries Rd, Wakeley. Come and see our new meeting venue in the club's auditorium! Please join the RSL Club while you're there, it's only \$3 per year or \$9 for 5 years. Central location, plenty of parking. Enjoy the club's bistro and sports bar too. Lots of fun, all welcome. 7:30pm start. **This meeting will also be the Club Veedub 2025 AGM.** All committee positions will be vacated and new nominations will be called for. Members are invited to stand for a 2025-26 position!

Marktplatz.

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

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

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

New ads.



For Sale:- Baja style beetle, based on a 1974 'Superbug' - chassis number - 1342704108 It has been rebuilt in and out, engine rebuilt, roll cage, bucket seats, spotlights. Has an early 1.8 Golf GTI motor with twin side draft Webers. Asking \$18k ono. Car located in Earlwood NSW. Contact Dave Carter on 0413 855 288 or email dcjnr15@gmail.com



For Sale:- 1954 Single Cab Barndoor Kombi ute, Original and externally unrestored, correct drivetrain and running gear in excellent condition, factory rear canopy and cover, totally driveable. Owned by the late Paul McKinley. Price \$80,000. Contact Lynette McKinley (Norm) on 0494 301 482 or email mckinleybuilt@gmail.com, or my daughter Karli at karlimckinley@live.com.au



For Sale:- Hello VW Club members, my name is Maria, and I work for Amada First Aid. We specialize in high-quality first aid solutions, including **official VW first aid kits** made specifically for the brand. We thought that a few members of your club might be interested in owning their very own VW first aid kit – a perfect addition for any VW enthusiast. The



Next Club Meeting:
Monday
21 April.
7:30pm
Canley Heights RSL.

kit is designed to fit seamlessly in your vehicle, these kits ensure you're always prepared on the road while maintaining the authenticity of your VW. We have listed them on line so members can purchase them easily. For more information simply click on our link... <https://amadafirstaid.com.au/collections/first-aid-kits/products/volkswagen-first-aid-kit>

Kind Regards

Maria Nizeti

Mobile: 0412232480

Phone: 1300 823 321

Email: maria@amada-amavic.com.au

Website: <https://amadafirstaid.com.au>



For Sale:- 1971 VW Superbug. One owner since 1984. Garaged, well cared for and maintained with full registration until February 2026. History of motor unknown but is reconditioned and assumed 1600cc. Odometer has been around once and currently shows 2,717 miles. Runs well, 4-speed gearbox, cloth upholstery. Good tyres, wide wheels fitted and flared guards. Body in good condition with a little running board rust. Located in Glenhaven NSW. \$17,000 ono. Call Bruce on 0418 254 668 or email bch343@gmail.com

2nd Month ads.

Wanted:- A Volkswagen Type 3 Notchback, Fastback or Wagon **with automatic transmission** (from around 1970). Rust or dents are fine! Condition doesn't matter because I just want to convert my VW manual Beetle to automatic. I need the auto transmission, shifter, and all the bits-n-pieces from the T3 for conversion. Any Sydney location is great but willing to pick up from locations up to 2 hours drive. Photos included to confirm model needed. Please message me if you want to clean up your yard and collect some coin. And if you have done this conversion yourself, I would love to hear from you and get some tips. Contact John on 0419 259653 or email goolsiel@gmail.com

For Sale:- 1968 Volkswagen It is finished in green over black



vinyl and gray cloth upholstery, and it is powered by a replacement air-cooled 1.5L flat-four paired with a four-speed manual transaxle. Equipment includes 15" steel wheels, EMPI front disc brakes, adjustable rear spring plates, chrome bumpers. Everything works perfectly. Asking \$10,000 Car is located in Boise, Idaho USA. Please contact Mike at mikebusinez@gmail.com or cell phone +1 208 366 4108



For Sale:- I have a 2006 VW Caddy 3rd row seat for sale. It slides into a floor channel so is easy in and out. Is in excellent condition and was only used when a 7 seater was required which was not often. The Caddy has been sold long ago and seat was surplus to requirements to the new owner. Has been securely stored in my garage at Nambucca Heads, NSW for the last 7 years and now is time for it to go. Am asking \$100.00 which is really good value. I can be contacted on rfmilner@gmail.com or phone 0468 323255. Ask for Richard.



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Trades and services directory.

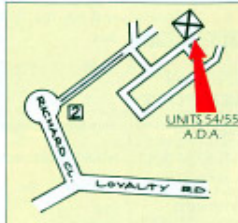
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vwperformance.com.au

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Club Veedub Sydney Membership / Subscription Form. ✂

New Member: ☐ Renewal: ☐

Name:

Address:

State: Postcode:

Email:

Phone: (Landline)
 (Mobile)

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

Will you be applying for NSW Historic Registraton? ☐ NO ☐ YES

\$50 - Normal Membership

\$60 - Historic Rego Membership

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Golf 8.5 is here.

A mid-life makeover for the VW Golf hatch has brought updated styling, new features, more power, and at the cost of a few features, a cheaper base model.

The price of the cheapest 2025 Golf hatchback has been reduced by \$500 - offset by a trimmed equipment list - as part of a mid-life upgrade for the long-running small car.

The updated Golf due in showrooms by mid-year adds a refreshed appearance, new interior technology, and more power for the flagship GTI and R performance editions.

Volkswagen has lowered the price of the entry-level Life grade by \$500, now starting from \$38,690 plus on-road costs, while higher grades have climbed by up to \$5700.

Some equipment has been removed from the Life - such as in-built satellite navigation and three-zone climate control, now single-zone - but technology has been added, such as a higher-power wireless phone charger.

The touchscreen in all models is larger - 26.2 cm in the Life, or 32.8 cm in other models - with new, quicker-to-respond software and illumination for the touch-sensitive climate and volume slider controls.

All but the R now feature physical buttons on their steering wheels, after the previous touch-sensitive designs were criticised for being fiddly and hard to press accurately.

Other standard features in the Life include a 26.2 cm touchscreen with wireless Apple CarPlay and Android Auto, LED headlights, 17-inch wheels, fabric seats, front and rear parking sensors, and a suite of advanced safety features.

New to the range is the Style, which adds 18-inch wheels, a 32.8 cm touchscreen, and a power-adjustable driver's seat, something previously limited to performance variants.

It can be optioned with a panoramic sunroof, as well as a Sound and Vision pack that now includes a 360-degree camera for the first time.

Heated and ventilated seats and Vienna leather trim are now standard in the R-Line - \$5700 dearer than before - which adds sports styling, seats and steering, plus unique 18-inch alloys.

Powering the three 'regular' Golf models is a familiar 1.4-litre turbocharged four-cylinder petrol engine developing

110 kW/250 Nm, matched with an eight-speed torque-converter automatic transmission.

The GTI is now priced from \$58,990 plus on-road costs - or an estimated \$63,000 to \$67,000 drive-away - amounting to \$2900 more than its previous, regular RRP.

In recent months, the outgoing model has been offered with every option pack as standard for \$59,990 drive-away. Optioning the new model to match the special offer's equipment level would push the price to \$66,790 plus on-roads, or more than \$70,000 drive-away.

Now standard on the GTI are the previously optional 19-inch wheels - rather than 18s - plus a more powerful 195 kW/370 Nm 2.0-litre turbo engine with a seven-speed dual-clutch auto and front-wheel drive.

It inherits features newly standard in lower grades, including a 32.8 cm touchscreen, while the sunroof has become a standalone option no longer linked with leather seats, so buyers can get a sunroof without losing the base 'tartan' cloth trim.

Power in the flagship R has risen by 10 kW/20 Nm to 245 kW/420 Nm - matching the same 2.0-litre turbo engine in the defunct R 20 Years edition - enabling 0-100 km/h in a claimed 4.6 seconds through all-wheel drive.

It has received a \$400 price rise, and the option at launch of a \$1500-dearer Black Edition with darkened highlights.



The 2025 Volkswagen Golf range is due in showrooms from April.

2025 Volkswagen Golf GTI pricing:

Golf Life - \$38,690 (down \$500)

Golf Style - \$43,690 (new)

Golf R-Line - \$47,990 (up \$5700)

Golf GTI - \$58,990 (up \$2900)

Golf R - \$70,990 (up \$400)

Golf R Black Edition - \$72,490 (new)



ID.4 and ID.5 ready for orders.

Volkswagen's Tesla rivals have finally reached Australia, more than four years after their debut in Europe, with up to 544 km of claimed driving range and a starting price lower than expected.

The 2025 Volkswagen ID.4 electric SUV can now be ordered at your Volkswagen dealer, priced from \$59,990 before on-road costs, alongside its ID.5 'coupe' sibling.

That is significantly cheaper than forecasts of more than \$75,000 two years ago, and undercuts the Tesla Model Y RWD (\$63,400) in its latest, facelifted Launch Series form.

Orders are now open, but the first customer deliveries of the ID.4 and ID.5 are not due to take place in Australia until mid-2025 - nearly five years after the former's reveal in Europe in September 2020.

They've been a long time coming. The smaller ID.3 hatch was initially planned as the first local electric VW, but has since been placed on the back-burner. The larger ID.4 was initially earmarked for a 2022 or 2023 launch, but has faced myriad delays as priority was given by Volkswagen AG to export countries with more stringent emissions rules.

Further delays came as VW Australia elected to wait for an upgraded model with a longer range and more power, and in recent months it's understood it has faced extended, final negotiations with head office to reach the \$59,990 price.

Local sales of electric cars have flat-lined over the past 12 months, as customers increasingly adopt hybrids as a stepping stone to full electric vehicles. Reports suggest a heavily-updated ID.4 is only a year away from European showrooms.

Two variants of the electric Volkswagens will be offered initially, the rear-wheel-drive ID.4 Pro and all-wheel-drive ID.5 GTX, with an ID.5 Pro and ID.4 GTX to be added from July.

The ID.4 is the cheapest electric car the VW Group sells in Australia based on RRP, matching the Cupra Born - a small ID.3-based hatchback with less interior space, a shorter driving range (511 km vs 544 km), less power (170 kW vs 210 kW) and slower acceleration (0-100 km/h in 7.0 sec vs 6.7 sec).

The Born has been discounted to less than \$50,000

drive-away in recent months.

It also undercuts its siblings in the Cupra Tavascan (\$60,990 to \$74,490) and Skoda Enyaq (\$69,990 to \$83,490), while undercutting the just-updated Model Y Launch Series (\$63,400 to \$73,400).

Volkswagen is keen to highlight the ID.4 Pro is cheaper than the outgoing Tiguan 162TSI R-Line all-wheel-drive turbo-petrol SUV (\$60,590), while being quicker to accelerate to 100 km/h.

VW Australia boasts its long-delayed electric cars offer "trademark German quality and engineering" for prices and features "highly competitive with unknown brands and top 10 brand BEVs [battery-electric vehicles]."

Powering the ID.4 Pro is a single 210 kW/545 Nm rear electric motor and 77 kWh (usable) battery, good for a claimed 544 km of driving range in European WLTP testing, 0-100 km/h in 6.7 seconds, and 175 kW DC charging.

The ID.5 GTX steps up to a slightly-larger 79 kWh battery, and dual motors with 250 kW, good for 0-100 km/h in 5.4 seconds, and 522 km of WLTP range - helped by its slipperier shape.

Standard equipment in the pair includes matrix LED headlights, a 32.8 cm touchscreen running quicker software than earlier ID.4s, power-adjustable heated front seats, tri-zone climate control and a glass roof.

The first batch of cars, comprised mainly of showroom demos and media evaluation vehicles and already spotted on the roads around Sutherland in Sydney - will initially offer wired Apple CarPlay and Android Auto only. Wireless connectivity will become available later in the year.



Volkswagen says it is investigating a retrofit or software upgrade to give early-batch vehicles the latest connectivity. All models are offered with access to a GoConnect phone companion app.

The ID.5 GTX adds a sportier body style and more power, plus front sports seats, premium audio, larger wheels and unique styling.

The 2025 Volkswagen ID.4 and ID.5 are available to order now, ahead of a public debut at this month's Everything Electric show in Sydney. Test drive cars are due in showrooms soon, and customer deliveries will begin in mid-2025.

2025 Volkswagen ID.4, ID.5 price in Australia

ID.4 Pro - \$59,990

ID.4 GTX - \$TBC

ID.5 Pro - \$TBC

ID.5 GTX - \$72,990

Small ID.1 confirmed.

The city car Volkswagen ID.1 electric hatch will launch in 2027 starting from around 20,000 Euros (\$AU33,000), the company has confirmed.

A concept vehicle previewing the dedicated Volkswagen electric city car was unveiled in March, shown in a teaser video alongside the 2000s Volkswagen Lupo and 2010s Volkswagen Up micro hatches. This is just ahead of the world premiere of the production ID.1 in 2027.



It will be built in "Europe for Europe", Volkswagen CEO Thomas Schäfer said at an employee meeting at its Wolfsburg, Germany headquarters - though it has not been confirmed exactly where the ID.1 will be manufactured.

"An affordable, high-quality, and profitable electric Volkswagen from Europe for Europe - that's the Champions League of automotive engineering," Schäfer said.

Volkswagen Group works council chairman Daniela Cavallo said the ID.1 will be a "Volkswagen in the genuine sense of the term", meaning 'people's car' in German.

The Up!-sized ID.1 will follow the larger Polo-sized ID.2 electric hatch, which is due to be unveiled later this year ahead of its launch in 2026 "at a base price of less than 25,000 Euro" (\$AU41,000). That car was previewed by the ID.2all and ID. GTI concept cars in 2023.

The Polo-sized ID.2 will be built on the front-wheel-drive MEB Entry architecture - a lower-cost, modified version of the rear- and all-wheel-drive MEB platform. This will also be used for future electric city SUVs from Volkswagen, Skoda and Cupra, all starting from under 25,000 Euro (\$AU41,000).

The ID.1 is also expected to be underpinned by MEB Entry. The \$AU33,000 model was first previewed by the ID.Life concept car in 2021, ahead of a new concept to be revealed next month which will preview its production look.

Volkswagen has confirmed a "high-volume electric T-Roc" small SUV will be built at its Wolfsburg, Germany plant at the end of the decade, along with the next-generation electric Golf.

The electric Golf will be underpinned by the forthcoming Scalable Systems Platform (SSP) set to be used

across the automotive group, with the electric T-Roc also likely to use this dedicated electric-car architecture.

Future electric versions of the Golf and T-Roc are expected to be sold alongside combustion-engined versions for some time, with a second-generation T-Roc imminent - while the Mk8 petrol Golf, launched in 2020, could continue well into the next decade.

As revealed last month, production of the current internal-combustion Volkswagen Golf will move from Germany to Mexico. It will be the first time in its history that petrol and diesel-engined versions of the Golf have not been built in Germany in some capacity.

"The Wolfsburg plant has a clear future ahead. By relocating Golf production to Mexico, we are creating space for modern technologies," Schäfer added. "New production processes will be introduced in Hall 54.

"Our goal is to build the next-generation electric Golf on the new SSP platform there, along with the high-volume electric T-Roc. This will establish Wolfsburg as the capital of our new all-electric compact class."

Next T-Roc to be hybrid.

Volkswagen will introduce its first modern-era conventional, non-plug-in hybrid system later this year, it has been reported.

The second-generation T-Roc will debut a new 'closed-loop' hybrid system for Volkswagen when it debuts at the Munich motor show in September, ahead of a roll-out across other VW Group models, including the VW Golf and Skoda Octavia.

It represents Volkswagen's first petrol-electric hybrid system in modern times, although VW has a long history of experimentation with electric and hybrid vehicles.

VW's first production electric car was the Elektro Transporter, which began testing in 1972. An 850 kg box of lead-acid batteries occupied the entire load floor, but could be swapped quickly with a fork lift. Range was just 70 km. Some 50 were built up to 1977.

VW's CityStromer Golfs first appeared in 1976, using lead-acid batteries and custom electric motors, and production models began from 1981. These continued with Golf 2 Citystromers from 1984, and Golf 3 Citystromers from 1993.

VW's first hybrid was a mars-red Golf 1 prototype in 1983 with a twin-shaft electric hybrid drive system. The 1991





Chico small car prototype was a hybrid design, but this was dropped in favour of the Concept 1 (New Beetle) which was intended to be a hybrid but never was.

Volkswagen's 'Fleet study in electric mobility' project in 2008 led to the development of the Golf Variant twinDRIVE plug-in hybrid, and later, the production e-Golf and GTE models. VW's first proper production hybrid was the Touareg in 2010, followed by the Passat GTE in 2014.

Until now, VW has focused on mild-hybrid technology, which provides an acceleration boost and makes engine stop/start technology smoother, but are not able to drive the wheels on electric power alone. Nor a plug-in hybrid, which allows an external power source to charge its battery.

The T-Roc is still expected to offer mild-hybrid petrol and diesel engines and a plug-in hybrid to join the new full-hybrid system, which will reportedly combine a 1.5-litre turbo four-cylinder petrol engine with an electric motor and a high-voltage battery.

Autocar claims outputs ranging from 150 kW/350 Nm to 200 kW/400 Nm are planned for Volkswagen's hybrid system.

Meanwhile, the petrol engine will reportedly function as a generator for the battery pack to deliver "limited electric-only driving," along with a parallel mode where the engine and electric motor can power the wheels simultaneously.

Vehicles on the Volkswagen Group's MQB Evo architecture reportedly in line to receive the hybrid system include the Volkswagen Tiguan, Tayron and Passat, Skoda Kodiaq and Superb, Cupra Leon, Formentor, Terramar, and Audi A3 and next-gen Q3.

They are in addition to the aforementioned VW T-Roc, Golf and Skoda Octavia it is reportedly confirmed for.

The Volkswagen Group - which is the world's second-largest car manufacturer behind Toyota - has committed to a 51.5 billion euro (\$AU88.7B) investment in internal combustion engine development by 2028, including its full-hybrid system.

The next-generation Volkswagen T-Roc - a rival for the Hyundai Kona, Mazda CX-30, Toyota Corolla Cross and Nissan Qashqai - is expected to arrive in Australia sometime in 2026.

Similar to its larger Tiguan sibling due locally in May, the new T-Roc should receive VW's latest technologies, including larger touchscreens and more safety features, a new design, and more boot space. However no plans for any local hybrid models have yet been announced.

VW going back to buttons.

Volkswagen is hitting reverse on the recent design trend of removing buttons from vehicle interiors, and has committed to including physical controls in the cabin of future designs.

Speaking to Autocar, Head of Volkswagen Design Andreas Mindt said the German automotive giant will reintroduce physical buttons to future interior designs, starting with the forthcoming ID.2 small electric car.

"We will have physical buttons for the five most important functions - the volume, the heating on each side of the car, the fans and the hazard light - below the screen. They will be in every car that we make from now on. We understand this. We will never, ever make this mistake any more." Mindt said.

Mindt also highlighted the touch-sensitive buttons on the steering wheel of current Volkswagen vehicles as a sore point, and something that will be changed in future designs.

"On the steering wheel, we will have physical buttons. No guessing any more. There's feedback, it's real, and people love this. Honestly, it's a car. It's not a phone: it's a car," Mindt said.

This follows on from ANCAP's move to encourage the inclusion of physical buttons and controls in vehicles, alongside similar recommendations by Euro NCAP in Europe.

"In line with our next planned step-change in protocols being introduced from 2026, ANCAP will discourage manufacturers from locating key vehicle controls such as indicators, hazard lights, horn and windscreen wipers within touch screens," ANCAP CEO Carla Hoorweg said.

"Physical buttons or stalks to operate these key vehicle controls will be encouraged through scoring, with manufacturers awarded points for the prioritisation of physical controls." Hoorweg continued.

Volkswagen will soon launch the long-awaited ID.4 and ID.5 electric cars to the Australian market, which have an updated version of VW's latest infotainment system. These models use the now-discredited touch-sensitive sliders and buttons for volume and climate controls below the infotainment display, as well as touch-sensitive controls on the steering wheel.



Updated US VW Taos.

Volkswagen of America is going to inject a bit more pizzazz into the compact SUV segment with its updated Taos.

In case you're not familiar with it, the Taos is a Chinese-designed small VW SUV that was first sold there in 2018 as the VW Tharu. It sits below the Tiguan in the VW line-up and is similar in size and design to the European T-Roc model - which is not sold in the USA. The Taos was first sold in the USA in 2020 and is also sold in South America and Russia.



The US baby VW crossover will benefit from the usual nip-and-tuck treatment we've come to expect from a mid-cycle update - with one pleasant twist: The 1.5-litre engine carries over, but with some nifty upgrades that boost the output to 174 horsepower (130 kW). That's a bump of 16 horses over the 2024 - not bad at all for a mere refresh. VW now pairs the all-wheel drive model with a conventional eight-speed automatic transmission; the old seven-speed DSG is headed out to pasture.

The new face loses the jowly air curtains that dominated the lower bumper extremities. This cleaner look is accentuated by the body-coloured grill insert. Don't worry, though; there's plenty of plastic mesh remaining in the bottom half of the bumper. Kidding aside, we'd call this an upgrade. It's good news out back too. While the new continuous tail light look may not be original, it does work nicely here.

Inside, there's good news and bad, though your individual preferences may come into play here. Let's start with the bad: the HVAC dials are gone. In their place, we get the touch-sensitive sliders that VW has incorporated into many of its new interiors. They don't do the job any better than what they replaced, but for better or for worse, they do match the gloss black on the bezel surrounding the new, 20.3-cm infotainment setup. VW also gave the seats some love; the new contrast arrangement suits them.

VWoA doesn't have pricing info to share on the 2025 Taos just yet. Expect details (and deliveries) closer to launch.

New VW America boss.

Volkswagen of America's CEO Pablo Di Si has abruptly resigned after just two years in the role. The announcement comes as the German automaker wrestles with global financial woes, plant closures, and a bumpy transition

toward electric vehicles (EVs).

The resignation is effective immediately, with Chief Human Resources Officer Gerrit Spengler serving as interim CEO until Dr. Kjell Gruner officially takes over.

Di Si's departure was described as being at his "own request," though reports suggest he faced criticism for strategic missteps in the U.S. market. Ironically, Volkswagen's American division has been a bright spot for the company this year, with sales up 7% through the third quarter.

Kjell Gruner, a 25-year veteran of the automotive industry, brings extensive experience to his new role. He previously served as President and CEO of Porsche North America and held senior positions at DaimlerChrysler and Mercedes-Benz. Most recently, he worked as Chief Commercial Officer at Rivian, giving him insight into both legacy automakers and electric vehicle startups.

The move is particularly interesting given Volkswagen's recently announced partnership with the EV startup. The German automaker is investing \$5.8 billion in Rivian to leverage the company's software expertise and electrical architecture technologies.

Gruner's familiarity with the Volkswagen Group and the U.S. market is expected to play a crucial role as the company navigates its next steps. Gunnar Kilian, VW AG Group board member for human resources, called Gruner "an absolute expert for the U.S. market" and emphasized his ability to "expedite growth opportunities."

Volkswagen's global struggles paint a stark contrast to its relatively strong performance in the U.S. market. The company is planning to shut down three plants in Germany - an unprecedented move in its history - amid declining demand for EVs and internal financial pressures. Meanwhile, its luxury arm Audi has seen a sharp 17% sales drop in the U.S. this year.



In North America, Volkswagen remains focused on growth. The upcoming launch of its electric SUV brand, Scout, is a key part of that strategy. Gruner's recent experience at Rivian could also bolster VW's joint venture with the EV maker to develop advanced software and electronics.

Gruner steps into his new role at a critical time for Volkswagen. Balancing the needs of the U.S. market with the company's global challenges will require careful strategy. Beyond the U.S., the automaker faces shrinking EV demand in Europe, mounting financial pressures, and the need to streamline operations.



Flat Four Kelso Show n Shine.

On Sunday 23rd March our friends at Flat Four hosted their popular VW Show n Shine at the Milperra Softball Complex carpark at Kelso Park, just off Henry Lawson Drive.

The day dawned very grey and drizzly. Kevin had parked his Kombi at the entrance with plenty of signage, so it was easy to find. It was just \$10 a car to enter, which included stickers, souvenirs and car show toting ticket.

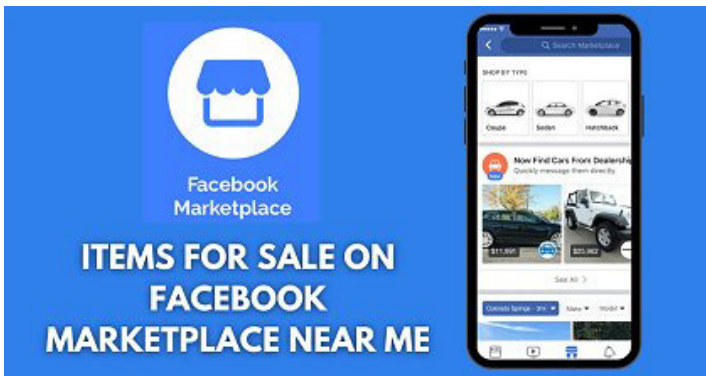
The VWs were parked in three rows up and down the car park. It was a great selection of VWs, mostly Beetles but a few Kombis, Type Threes and Ghias as well. There were also some modern VWs in attendance, Golfs and Tiguan, and quite a few Amaroks.

Everyone enjoyed the grey morning, munching on a BBQ sausage roll, sipping a coffee and wandering up and down the rows of VWs. It was great to catch up with friends and chat all things VW. Unfortunately the heavy rain came through and brought the gathering to a quick end after a couple of hours.

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







Facebook Marketplace Addiction.

I know that the young people of today think that Facebook is for old people, and they would be right.

As an old person I just love Facebook Marketplace.

I don't really care too much about any of the other stuff that's on Facebook, or even on the internet.

Everything these days is mostly bought and sold on Marketplace.

It can be very addictive to an old person like me.

If you ever wondered why I have never written a story about cars I have for sale, or how people can buy cars from me any time - well it's because everything happens on Facebook.

Sure you're all invited, but it is rare that vehicles change hands between club members.



10KVA Generator-Full Sine wave-Ex Army-513 Hours-Petrol Engine

\$900

✓ Message sent to seller

See Conversation

So if you're wondering who I sell to, or who I buy from, it's people on Facebook.

It's like a swapmeet all day every day.

That's why it's so addictive.

In fact, I'm buying this VW generator tomorrow.

I can't wait.

Ashley Day.

VW Nationals Car Show Entry Forms.

Opposite are the entry forms for this year's VW Nationals Show and Shine on Sunday 25th May. All show entry cars will be required to fill one out and hand it in as they drive in the show area.

But you might find it easier and faster to print off 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 non-VW parts, etc etc. It now looks, runs and sounds different – it's your own customised, personalised VW and it's no longer as VW once made it. It's modified.

If you are still uncertain, 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 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 (scroll down):

www.clubvw.org.au/vw-nationals/vw-nationals-2025/



VW Nationals 2025

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*

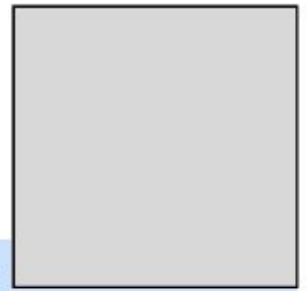
Automatic Entry (do not choose)

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



VW Nationals 2025

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



Canberra Cruise to Sutton Bakery.

We met at the National Arboretum as the regular spot (Old Parliament House) was competing with the first weekend of the Canberra Balloon Festival.

It was a nice cruise up the highway and into Sutton (just north of Canberra) where we had some hot beverages and bakery treats at the Little Sutton Bakery.

Was a great turnout of Canberra region KGs which we hadn't seen together for a little while!

-Aldred





Canberra Cars and Coffee March.

We met at the National Arboretum again but this time people had worked out that it was a great vantage point to see the Canberra Balloon Festival rise over the lake, so there was a full car park and cars queuing for entry.

Anyway we cruised towards towards Thoroughbred Park to give us the best chance to park in a group. Even though two lanes in and directing to different areas, the event marshals pushed us into the same area so we could park together.

There were so many different cars and the lines to the coffee carts were huge. Definitely a place to go if you want to see a wide variety of cars.

-Aldred



Tap and die.

If you have ever taken a door or a guard or a bumper off an old Beetle, at one stage or another you might have broken or stripped a bolt.

You can be really careful but it happens.

Any old car you play with you can strike this problem. Sometimes previous owners have used the wrong bolts, or maybe it's just rusty and old.

Fortunately, if you have the right tools, it's fairly easy to make things a lot better.

This is a little glimpse of a job that you will never get paid for but it makes things easier for you later on in your restoration.

Tap and die sets are used to create and repair threads, and are a very handy set of tools to have when you are tinkering on old vehicles.

Most nuts and bolts threads will benefit from a quick



clean up with a tap or die, especially outer ones exposed to the environment.

Threads often get undercoat, paint or even body filler in them undergoing restoration. Rust can eat away at the threads. People may have cross-threaded them some time in the past.

So mostly all of them need a quick clean up before you can reassemble things.

You use a tap to clean out an internal thread, such as a bolt hole or the thread inside a nut, while a die is used to clean external threads, such as the thread on the bolt.

A taper tap narrows towards the end and is used to start off new threads. A plug tap has no taper and can be used to tap blind holes all the way to the bottom.

Both can be used to clean up existing threads but tapered taps are easier to start off with.



Turn the tap a couple of turns at a time, then back off half a turn, then repeat. This cleans the thread as you go. Use a small amount of light oil or WD-40.

It's really not that hard of a job and when you get the hang of it it's kind of fun. And you really notice the difference when you go to assemble them.

Volkswagens being of German origin, almost all the threads are metric. Even the VWs made in Australia in the '60s, when we were a British country and Holdens and Fords used imperial nuts and bolts.



So make sure you buy a metric tap and die set. You'll find that M6, M8 and M10 cover almost all situations. For example, mudguard bolts are M8 x 1.25 mm. The door hinge bolts are the same.

Larger VW bolts might be M12 or M14., for the shock absorbers, front suspension or wheel bolts for example.

If you don't have a tap and die set, maybe get one next time you're at the auto spare parts shop?

They're not expensive and a cheap set will usually do the job just as good. Basic 24-piece sets start at around \$40 at Repco or Supercheap, and go up to \$100 or more for 40-piece professional sets.

Naturally you can also get imperial sets if you also work on classic Australian, US and UK cars and bikes.

A worthwhile addition to your tool collection.

Ashley Day.



Klub Korrespondenz.

From: jholmesdziuba@hotmail.com
Date: 19/03/2025 10:36:25
Subject: Latest newsletter from the K-W & Area Bug Club

Hello Leanne, Phil, and Daniel:

Hello again from Canada! We hope this finds you doing well. I am attaching our Club's latest quarterly newsletter. Please feel to share as you wish with your Members. If you have anything to share with us, it would be appreciated!



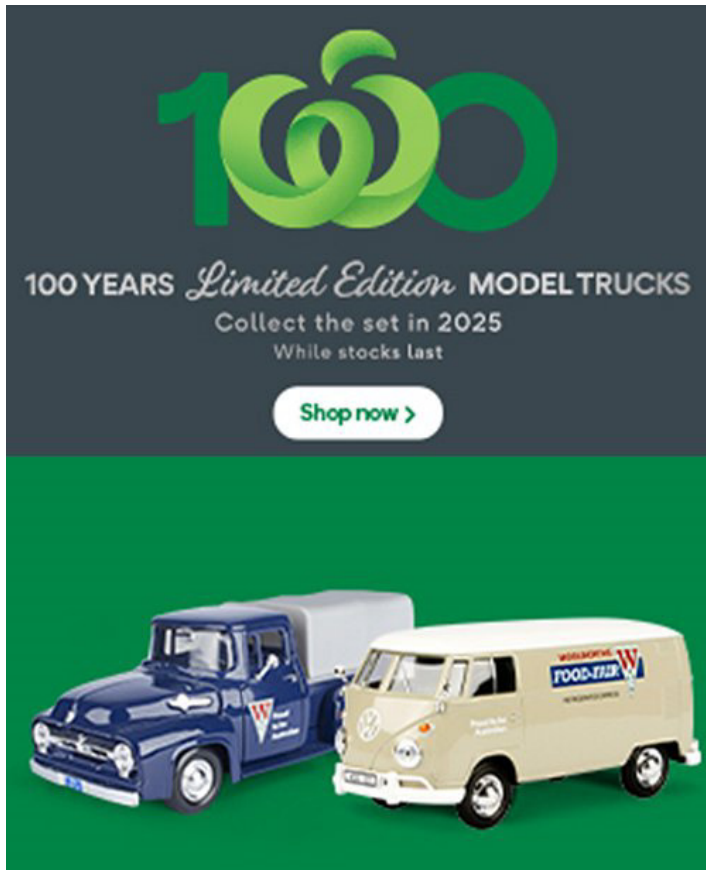
<https://drive.google.com/file/d/1b3RTodOIxr8OPTIoJwLBknYXPoc0pkSw/view?usp=sharing>

Take care!

Jennifer Dziuba
Chairperson/Director of the K-W & Area Bug Club

From: chfm.cm@gmail.com
Date: 19/03/2025 13:44:18
Subject: Woolies Kombi

Hi, Woolies has started promoting the history of transport, selling limited edition collectable vehicles of the Woolies fleet over the years.



Included is a large scale model of a 1960s VW Transporter van. Pick one up while stocks last!

Cheers,
Carl Moll

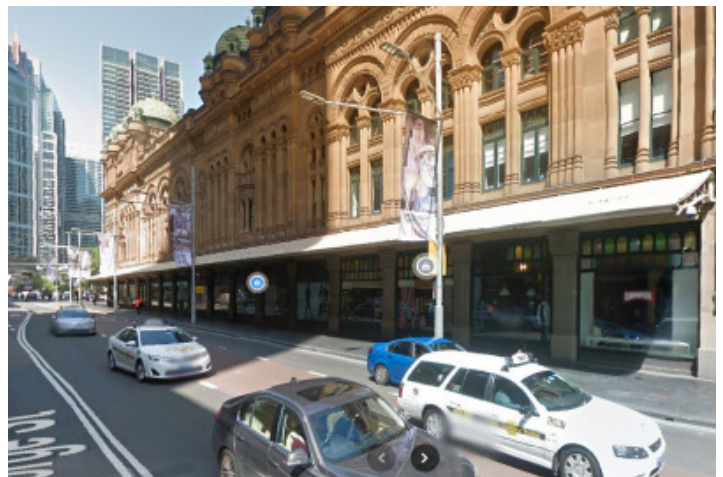
From: chalouhisam@gmail.com
Date: 02/04/2025 11:21:45
Subject: Historical pics

Hi, I was running round trying to organise my Kombis for historic rego. I came upon these historical Sydney street pics that happened to have Volkswagens in them.

It's interesting to see how much the locations have changed.



George St Sydney, with the QVB in the background. This has changed even more since the Street View shot (2014) as the light rail now runs up the road and there's no traffic.



The next shot is the top of Elizabeth Bay Rd Elizabeth Bay. The Cheverells flats in the background were used by the American Red Cross in WW2, with almost 70,000 servicemen and women passing through during the war. These included airmen P.G. Taylor (who flew with Kingsford-Smith); Jimmy Mollison (the husband of Amy Johnson), and future prime minister William McMahon.

They were demolished in the mid-1960s and the iconic 1969 Gazebo Hotel (now apartments) was built on the site.



Darling St Balmain, just down past Gladstone Park and looking back from the corner of Anne St. Trams ran down here, down to the wharf, until 1958.



Anzac Parade South Kensington, just past Fischer St. That's a Superbug, so it's early 1970s. The Shell servo is gone, demolished for apartments, but the Ampol down on the next corner (Snape St) is still there.



And looking down Market St towards Pyrmont Bridge. The 1887 building on the right corner (Sussex St) is still there but all else has changed greatly. Pyrmont Bridge was closed to road traffic in 1981. It carried the monorail 1988-2013.



Regards
Sam Chalouhi



VW T-Roc 110TSI.

For a small SUV that technically starts under the \$40,000 mark, the Volkswagen T-Roc has a fair bit going for it.

It's still in its first generation, but updates have made some parts of the T-Roc feel properly up to speed. And the parts that haven't? Well, maybe that's not such a bad thing.

We're driving the mid-spec Style 110TSI, which sits above the base CityLife, but below the R-Line. Then of course, there's the wicked R variant.

But is this a Euro that could replace your trusted Japanese small SUV?

Does it represent good value for the price? What features does it come with?

The specific Style test vehicle being reviewed here is priced at \$38,890, before on-road costs. But it's worth noting a new example of the Style will cost you \$39,790 at the time of writing, as its price has changed since ours was 'delivered'.

While the Style features some older VW fitout, it comes with a decent list of features.

A set of 18-inch wheels, self-levelling headlights (with cornering function), some cute LED DRLs plus chrome highlights with black contrast trim are the best way to spot a Style from the outside.

Inside, there's an 20.3-cm touchscreen for multimedia paired to the driver's 'Digital Cockpit Pro' display.

The multimedia screen is last-gen VW gear, but that's not a bad thing.

There's also dual-zone climate control with an allergen filter, ambient lighting, a six-speaker sound system, wireless phone charger and wireless Android Auto and Apple CarPlay.

There are a few options on our test car that nudge the price up quite quickly, like the metallic paint, leather upholstery, sunroof, plus the keyless entry or 'Easy open and close package'.

All this brings the total price as-tested to \$45,640, before on-roads.

The good news is you don't need to tick all, or any, of those options for this to still be a compelling option.

Is there anything interesting about its design?

The T-Roc subtly stands out without being garish,

avoiding becoming part of the highway or suburban camouflage without relying on extreme design decisions.

For example, the LED daytime running lights that wrap around the shapes below the LED 'I.Q.' headlights where vents would otherwise be on the R performance variant are quite cute.

In fact, the whole front end of this small SUV has a friendly look, even if there's nothing specific that's particularly exciting about it.

This 'Petroleum Blue Metallic' colour is a \$700 option, but anything other than white costs extra.

However, the black roof two-tone look is a standard for the Style, as are the black mirror caps and its 18-inch alloys.

There are roof rails up top, tinted privacy windows for rear passengers and for the rear window and a sloping roofline at the rear that adds a touch of 'sport' to the silhouette along with a small spoiler at the top.

How practical is its space and tech inside?

Inside the T-Roc is a bit of an interesting dichotomy.

Some of what's in here is 'old-gen' Volkswagen stuff, but it still holds up today against even some recently introduced models.

The dichotomy is that while it's very usable and slick, some of its materials and surfaces let it down a touch.

The good points are that the cabin tech is a perfect level of physical and digital. The buttons and controls are easy to use and feel solid and even though the climate controls could be more physical, they're still good as far as touch panel style controls go.

The older VW gear is arguably better than a lot of what's found in newer models where some use of touchscreens and haptic panels has drawn negative feedback from customers.

The multimedia software managed via the 20.3-cm touchscreen is more simple and sensible than the new version, plus the Digital Cockpit Pro display for the driver is clear and, importantly, customisable. It's a similar cockpit system that used to seem quite impressive in high-end Audis.

But what doesn't feel very high-end is some of the plastic and the decisions around function in the rest of the space.





The leather on the seats is not a cheap option box to tick at \$3450, but it feels a little cheap to the touch. It's a tad hard and even has a bit of a rough look to it.

That option also makes them heated and electrically adjustable, though, which is welcome in winter. Otherwise, cloth seats without the optional leather or heating would be absolutely fine, and that means you get a storage space under them, too.

This central space between the driver and front passenger, too, is a little awkward with the cup-holder placement. It's behind the shifter meaning a tall bottle will be in the way and it's got slightly odd sizing for bottles or cups with nothing to stop them wobbling.

I am, however, a fan of the angled-away phone slot under the climate controls to minimise phone screen visibility (and distraction) and the traditional shifter itself is welcome.

Look up, and (in our test car) there's an optional (\$2000) panoramic sunroof there. It's yours if you want it, and it does have an electric blind, but some Japanese and Korean cars at this price point get that as standard.

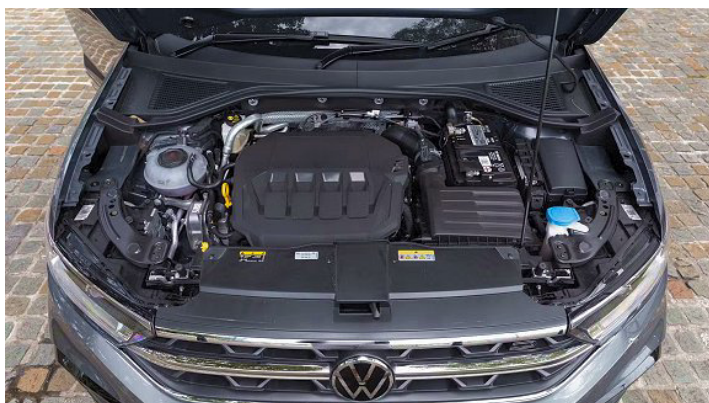
An average-sized adult will find the second row is spacious enough and relatively comfortable. There's an armrest, dual-directional vents and two USB-C ports.

Behind that, boot space is generous at 445 litres with the seats up thanks to an adjustable floor, which is very useful for tall items and even manages to fit a space saver spare tyre under it.

It's a total of 1290 L with the split-fold seats down, too, though they're not super flat with the adjustable floor down.

What are the key stats for its engine and transmission?

The engine in the T-Roc - as with most Volkswagens - does what it says on the tin. Essentially, a 110TSI means there's 110 kW of turbocharged VW happening, in this case a 1.4-litre four-cylinder that also makes 250 Nm of torque.



It's paired to an eight-speed torque converter, which will be music to the ears of those who have been scorned by older VW dual-clutches.

It drives the front wheels only, and there's no hybridisation or 48-volt system.

What is its fuel consumption? What is its driving range?

A lack of electrification in a relatively small engine and a traditional drivetrain shouldn't scare you too much, in this case.

Combined cycle fuel consumption is a claimed 6.3 L/100 km. On test in mostly urban areas or for spirited driving we saw the fuel use rise a little higher than that but not by as much as you might think.

After a mix of primarily urban, some highway and a stint of dynamic test driving, the trip computer admitted to a figure of 8.1 L/100 km.



What's it like to drive?

The T-Roc is essentially a previous-generation Golf-turned-small SUV in terms of its platform, and that's a great thing for anyone who likes driving.

The Golf 7.5 was a benchmark for everyday driving as far as hatchbacks are concerned, and even though the current Mk8 might be a bit more up to date, the T-Roc's use of the platform it rides on is practical and fun.

It's not as nimble as a Golf, but the T-Roc in front-drive Style guise, with a responsive turbocharged engine and no all-wheel drive system weighing it down, is not only more dynamically capable than most rivals, it's also easy to access that capability.

The 1.4-litre engine feels well-tuned for its two modes accessible through the shifter - calm but not lazy in 'Drive' and eager but not thrashy in 'Sport.'

It works well with the transmission on the move, picking right gears fairly accurately, though there are paddles behind the wheel for those who prefer to take charge.

The drive modes are also more customisable than just those on the shifter, with 'Individual' selections for steering and drivetrain able to be used rather than the standard 'Eco', 'Normal' or 'Sport' full-system modes.

While the steering wheel itself is a little thick and the feedback, while adequate, isn't the most telling, it's accurate and inspires confidence in cornering.

The T-Roc handles turn-in and exits well, even soaking up bumps and not becoming unsettled when braking.



Its safety systems are relatively subtle, and the active cruise control is well sorted, though the automatic braking at car park speeds can be overzealous. Something I've experienced in VW Group models several times over the years.

The main culprit for the T-Roc was a shrub beside my driveway that, while not touching the car, would set off the automatic braking system. Still, better than letting the car roll back if there was a proper obstacle or someone who could be hurt in the way.

Aside from that, the Volkswagen T-Roc is fun and easy to drive, and the work that's gone into that puts its price into perspective a little more.

There are more expensive cars available that are less impressive, some even disappointing.

What safety equipment is fitted? What is its safety rating?

In 2017, ANCAP gave the T-Roc five stars for safety. For most people, that says enough, plus the list of features the SUV comes with is fairly comprehensive even in the Style.

While its rating is getting on in years, the only real downside to the T-Roc's age when it comes to safety is it only having six airbags - front and side for the front passengers, plus curtain airbags for front and rear passengers.

But the list of tech isn't lacking, with driver fatigue detection, pedestrian monitoring, parking bay and parallel parking assistance, pedestrian monitoring, side assist, rear cross-traffic alert and lane assist.

What warranty is offered? What are its service intervals? What are its running costs?

Volkswagen's five-year/unlimited kilometre warranty is pretty standard for a premium-leaning brand, with VW also



offering roadside assistance for the warranty period.

In terms of servicing, VW offers care plans of three years or five years, covering servicing for \$1515 or \$2770 respectively. That's an average of \$505 or \$554 per workshop visit.

Otherwise, servicing costs at 12-month/15,000km intervals can cost from \$470 for some to \$1104 to the biggest service if you don't go with the locked-in package.

Verdict

So that's the T-Roc, a bit of Euro style that's still priced to take the fight to some small SUVs from Japan or Korea.

Is it the cheapest style-forward small SUV you can get? No, but it's far from the expensive end of things.

Plus, if you can resist ticking some option boxes, it beats some value-focused rivals and looks good doing it.

If the feeling of a sturdy fit-out and a confidence inspiring drive is important to you, I reckon the T-Roc should be high on your shopping list.

Chris Thompson

How to get top price for your car.

A guide for owners seeking private sales

The Sydney Morning Herald, Saturday 5 April 1980



Anyone following the used-cars-for-sale advertisements in newspapers will have noticed the great difference in prices asked for cars of the same make and model.

The prices often vary by as much as \$2,000.

A main reason given for the price difference is the condition of the car. The better the car - in looks and in performance - the higher the price.

A private seller should not expect to get the same price for his car as a dealer would, because the dealer has to offer warranty and has higher overheads.

But private sellers can still get a top price if they spruce up the car before the sale. Often, a few extra dollars spent to improve the car will bring a much higher return.

Here is a checklist for those planning to get the best price for their car.



Engine: There are no short cuts. If it needs mechanical repairs, carry them out, or you may find you can't sell the car at all.

Eliminate minor engine rattles. A lube stick applied to the fan belt and to other moving parts such as the bonnet hinges will get rid of squeaks.

Change the engine oil. Clean oil gives the impression that the car has been looked after and also that the engine is running well.

If the engine is running roughly, a tune up will help. If only minor adjustments are needed, you can do the work yourself to save on costly labour.

Brakes: Your potential buyer will check the foot and hand brakes when he takes the car for a test drive. Be sure that the brakes are functional and reliable. A sloppy hand-brake may need only a minor adjustment.

Tyres: Few things look worse than mismatched tyres. Make sure the tyres are matched and have sufficient tread. There are so many discount tyre outlets around that you should be able to put good rubber on your car at little expense. Potential buyers like radial tyres, so it's worth spending a few extra dollars on them.

Signals: Make sure all the indicator lights, etc. are working, and the lenses are in good condition. Replace all burnt out bulbs. They aren't expensive.

Looks: The potential buyer will form his first impression of your car from the way it looks. First give it a thorough wash, followed by a good cut and polish. A bit of polish will put new life into a tired and beaten car. Spray the wheel housings with black under-coat; blacken the tyres with tyre-black; and clean the windows with methylated spirits. Chrome can be rubbed with dry steel wool to remove dirt and bring up a great shine. The chances are your car will look so good that you may not want to sell it!

Remove stickers and the like from your bumper and rear window as these tend to cheapen your car. The buyer will not be impressed by all the places the car has been.

Under the bonnet: The first thing the buyer will do is look under the bonnet. He will be impressed by a clean engine - even if he says that he does not like degreased engines because he cannot see oil leaks.

But it is a fact that oil leaks are easier to find on a hot, clean engine once it has been taken for a drive.

You can have the engine steam-cleaned for about \$25, or you can do it yourself with a can of degreasing agent, available at service stations and auto shops. Dealers spray the engine with a can of lacquer once it has been cleaned to make it look like new, but this does not protect the motor once the car has been used. You can detail the engine by wiping with WD-40, or a spray polish such as Mr Sheen.

Interior: Clean your upholstery thoroughly with soap and water. Use a toothbrush to get to those difficult spots such as the inside of the steering wheel. Shampoo the carpet. Once it is dry, vacuum it. Repair all rips and tears in the seats and roof. When you have the interior right, use a spray can of upholstery protector on the dash and seats.

Clean inside the door jambs - these areas gather dirt and can be seen when the doors are opened.

Don't forget the boot. A dirty, shoddy boot gives the impression that the car has not been looked after. Put the jack and the tools in the right place. If the mat is badly worn, replace it.



The price: Now that you have the car in top shape, you can expect a good price. Watch newspaper advertisements and keep a note of the prices being asked for cars like yours. Also, go and have a look at a few of them for comparison. If you believe your car is in better-than-average condition, ask a higher price.

According to several dealers, the best end-figure for a private sale is '75'. If you ask for \$2,999 it looks as though you are trying to squeeze the last dollar of the buyer. But \$2,975 is much less offensive.

Advertising: The most popular days are Friday and Saturday, but you will face a lot more competition, too. Why not try an advertisement earlier in the week as well. Keep your advertisement brief and have a phone contact.

Test-drive: Go with your buyer. You drive it out, and let him drive back. This way, you are there to answer his questions.

Tony Gray



The Renndienst bus is back - with a Buzz.

Hagerty's Auto News, May 2023

For two glorious decades from the 1950s to the 1970s, Porsche's factory race division was supported by Volkswagen's iconic T1 and T2 Transporter vans. And now the Renndienst (race service) bus is back in business.

Earlier this year, Porsche Netherlands revealed that it had modified eight VW ID. Buzzes to look like the classic Renndienst support vehicles that supplied its race cars. Now, Porsche Germany has revealed that it will use two such vehicles to support its one-make racing series.

Two VW ID. Buzz vans have been painted in the traditional dark red and liveried up just like their predecessors to support the German Porsche Carrera Cup Series. As far back as the 1954 Mille Miglia, VW buses were used to transport spare parts and mechanics, serving as workshops and mobile homes for the race crew and they'll play the same role in 2023.

"The history surrounding the T1 and T2 Porsche Renndienst buses is unique. Like the Porsche race cars they accompanied, the red buses also achieved cult status," said Lars Krause, head of marketing and sales for VW Commercial Vehicles. "We are building on this and reviving the partnership in a very contemporary way: still dark red, but now also noticeably quiet-because they are electric, with the ID. Buzz as a basis."

The two vehicles made their debut at the Porsche



Carrera Cup Germany race at Spa-Francorchamps. Next, they will be present at the Festival of Dreams at the Hockenheimring, and at several other events for the series, where they will really help the race teams.

"I am delighted that the legendary Renndienst bus is experiencing a revival in the Porsche Carrera Cup Germany," said Alexander Pollich, CEO of Porsche Deutschland. "The two ID. Buzz with a racing design will accompany us to every race over the next few months and support our teams in their work."

The Renndienst tradition dates all the way back to 1954, when Porsche bought a Volkswagen T1 microbus to help support its entry in the Mille Miglia. Still a very small company at the time, it didn't have a vehicle of its own to haul race cars around.

The Renndienst vans were painted dark red and played an integral part in Porsche's racing efforts. Not only did they carry tools and spare parts, they also sometimes acted as sleeping quarters for engineers and other team members.

Now that Porsche is celebrating its 75th anniversary, it's only appropriate that its past is being celebrated, even when that history was made by a vehicle that left another automaker's factory.

Brubaker for sale.

Hagerty's Auto News, June 2023

The Volkswagen Beetle has long been the chassis of choice for hundreds of dune buggies, kit cars and factory-produced models. You definitely know the iconic Meyers Manx dune buggy, the Bradley GT, Sterling/Purvis Eureka, Laser 917, Coyote X, Veep, Humbug and perhaps even the Fiberfab MiGi TD. Keep driving down that long and winding VW road, and you'll eventually discover the Brubaker Box.

The 1970s Bug-based 'minivan' is cool, weird, practical, jaw-dropping, and rare. So when one surfaced on eBay this week, bidding quickly soared past \$50,000, days before the end of the auction.

The bidding frenzy is noteworthy, especially because the subject of all the attention isn't even one of the original three Brubaker Boxes; it's one of 25 Automecca-built bodies that were offered after the original makers went bankrupt.

The story began with Californian Curtis Brubaker, who studied car styling at Pasadena's Art Center College of Design and worked for Lear Jet and General Motors before setting up his own studio in Los Angeles. Brubaker liked the Meyers Manx, but he imagined an even better tool for surfers to get their boards, gear, and friends to the beach.

Starting with a Volkswagen Type 1 chassis and working with fellow designers Todd Gerstenberger and Harry Wykes, Brubaker penned an innovative, 'one-box' van with sloping front and back glass, a removable roof, and a single sliding door on the passenger side. Why only one? The fewer doors, the more rigid the fiberglass body, which was fashioned with 13 panels mounted on a tube frame and attached to the VW floorpan. To limit overhead costs, the windshield was



borrowed from an AMC Hornet, the rear glass came from a Chevrolet El Camino, and the bumpers were made of wood or a composite material made to look like wood (opinions vary).

In addition to the driver and passenger seats up front, the rear featured a stylish love seat that could be removed to add cargo space. It's difficult to imagine a minivan this, well, mini, but the unusual-looking vehicle stood only 135 cm tall.

Car and Driver featured the Brubaker Box on the cover of its March 1972 issue, and it was so well received at the 1972 Los Angeles International Motorsports Show that Brubaker was able to score \$160,000 in funding. Flush with what amounts to nearly \$1.2 million today, Brubaker obtained a 17,000-square-foot space for production. He estimated that his team could build five Boxes per month at \$3995 apiece (\$29K). In time, he hoped to increase that number to 400 per month.

The problem, as it turned out, was that Volkswagen wasn't impressed with the idea. The US arm of the German automaker declined to sell Brubaker any Type 1 chassis, which meant he would be forced to buy new (or used) Beetles and remove the bodies. When that process proved too costly, Brubaker eventually filed for bankruptcy. With Plan A dead, he eventually sold the design to Mike Hansen's Automecca of Chatsworth, California. Most sources agree that Automecca, which offered the vehicle as the Sports Van, built 25 in total, including this one.

The seller, oldbug.com, explains that the 1971 Brubaker Box/Automecca Sports Van (VIN 1102392016) was "discovered as a bare, sun-cooked body in the high desert of California" and underwent a year-long, full restoration. It has been painted "in its original Jungle Green Metallic with



period-correct long, green shag carpet, and the interior is true to the original design and pattern in a brown vinyl."

The Box features a chrome bare-foot gas pedal, period Kraco 8-track player, period accessory wood shift knob and controls, and "exceedingly rare" original early '70s Empi logo instrumentation and Empi sport steering wheel with padded centre.

"This is the ONLY example known to have the optional in-dash ice chest/storage box that was offered in the original sales prospect and order form," the seller writes. "The wheels are period correct U.S. Indy four-lug slot mags, cleanly polished with chrome lugs and period key locks, with BFGoodrich raised white-letter tires on all four corners.

"The textured roof and end panels are done in the correct-style grain, and the controversial original fiberglass 'faux wood' bumpers are fitted front and rear. New Old Stock 1970s Sears and Roebuck driving lights were sourced and fitted up front. New windshield and rear window glass (AMC Hornet and El Camino, respectively, as the original)."



Mechanically, the car is powered by a new - as opposed to rebuilt - 1600cc dual-port engine with a new AS-41 engine case, all new internals and externals, mated to a four-speed manual transmission. The vehicle has 12 volt electrics with alternator, mechanical advance distributor, single barrel carb with electric choke, and mechanical fuel pump. The exhaust system is a period-original header set up with two tips "that exit perfectly just below the bumper."

The chassis is from a 1971 Beetle and has US-spec double-joint rear suspension, ball joint front beam, and stock drum brakes all around with new CV boots and shocks. The Brubaker Box/Automecca Sports Van has been driven fewer than 100 miles since the restoration was complete.

A collection of original documentation and literature from Brubaker and Automecca is included in the sale, but the personalized California "BUGNBOX" plates are not. Of course, if you're in it for the plates, you're missing the point.

"It is simply crazy to drive," the seller writes. "From the single side door, to the driving position, the short shifter, the side-mounted switches, sliding side windows, the view across that immense dash and out the front windows, and, of course, the big wrap-around swanky love seat couch seating in the back ... it is an experience like no other car in the world to go for a spin around the block in this."

It's also an opportunity that doesn't come around often.



proved unsuitable and a much stronger unitary body design was developed. Numerous prototypes were built and tested in 1949, and by 1950 the Volkswagen Transporter was rolling out of the Wolfsburg plant.

Chassis 20-1880 started its life in the northern German town of Hildesheim, spending 23 years in active service shuttling goods throughout the region. But, like everything and everyone, after years of pounding local roads, the Dove Blue Bulli was tired and the company that owned chassis 20-1880 retired the van and sold it to a private owner in 1973.

Not much is known about chassis 20-1880 over the next 19 years, the

The world's oldest VW Transporter.

In 1992, a Danish man known only as Tonny L, was keen to get his hands on an old Volkswagen Transporter. He was specifically after the panel van version, known affectionately to Europeans as the 'Bulli'.

He scoured classifieds from all over Europe, until he spotted an ad in a German-based VW enthusiasts' club's magazine. Tonny called the seller and soon learned the Bulli for sale has the lowest known chassis number of any Bulli in existence. He bought it, then and there, over the phone.

It was an astute purchase, as the Dove Blue Volkswagen Transporter chassis number 20-1880 rolled off VW's Wolfsburg production line on 5 August, 1950, making it the oldest surviving Bulli in existence.

Production of the Type 2 VW Transporter started on 8 March, 1950, heralding a new era for the German carmaker which had, until then, only one model in production, the Type 1 Beetle.

But with Germany at the start of its post-war Wirtschaftswunder (economic miracle) as it continued to rebuild, the need for an affordable and capable delivery van arose. Enter the Type 2 Transporter, the brainchild not of Volkswagen engineers, but of Dutch VW distributor, Ben Pon.

From 1946 VW had built some odd-looking Beetle-based cargo vehicles with flat beds, and a rear driving position, for use around the factory. These were called Plattenweagens ('plate car'), and proved extremely useful - the last ones were built in 1974 and weren't retired until the early 1990s.

Pon saw them at work and realised they couldn't be sold to the general public. Instead, he envisaged a cab-forward, rear-engined light commercial vehicle built on VW's existing Type 1 platform.

Pon first sketched his vision in April, 1947, little more than a doodle, really, but the concept is unmistakable. Volkswagen liked the idea and took over design and engineering. The Beetle platform

Bulli changing hands several times. It's only in 1992, when Tonny L was on his quest to find an original Bulli, that we can pick up the story again.

The now 42-year old Transporter with 100,000km on the clock began its new life in Tonny's native Denmark. He replaced parts, ensuring the van could be driven. So smitten



was he with his purchase that he christened chassis 20-1880 'Sofie', an homage to the first-ever Transporter delivered to Denmark (also known as Sofie).

In 2000, Tonny took 'Sofie' off the road and started a three-year long restoration project which ended in the spring of 2003. To celebrate, he drove her to a vintage Volkswagen





could no longer spend his days and weeks traversing Europe in his beloved Bulli. And so began the process of finding a new home for 'Sofie'.

Volkswagen Transporters are by now highly collectable, and early examples even more so. Tonny fielded numerous offers from collectors around the world, but the Dane was keen to see chassis 20-1880 continue her life in the public eye, and not stored away somewhere in a private collection.

In the spring of 2014, a Danish delegation led by the Crown Prince of Denmark and accompanied by the Danish VW importer, were touring the VW commercial vehicle plant in Hanover, Germany. During the visit, the importer mentioned to Volkswagen staff that he knew of an original 1950 Bulli in Denmark - and that the owner was keen to sell.

Enter the Volkswagen Commercial Vehicle (VWCV) Oldtimer department which soon started the conversation with Tonny about acquiring the historic Bulli. After several weeks of negotiations, 'Sofie' had a new home in the Volkswagen collection, with Tonny telling VW at the time, "I'd therefore prefer to sell Sofie to you, where she'll still be able to make people smile .. :-)".

'Sofie' arrived in Hannover late in 2014 and has since then made many public appearances, the undoubted star of the show as the world's oldest street-legal Volkswagen Transporter.

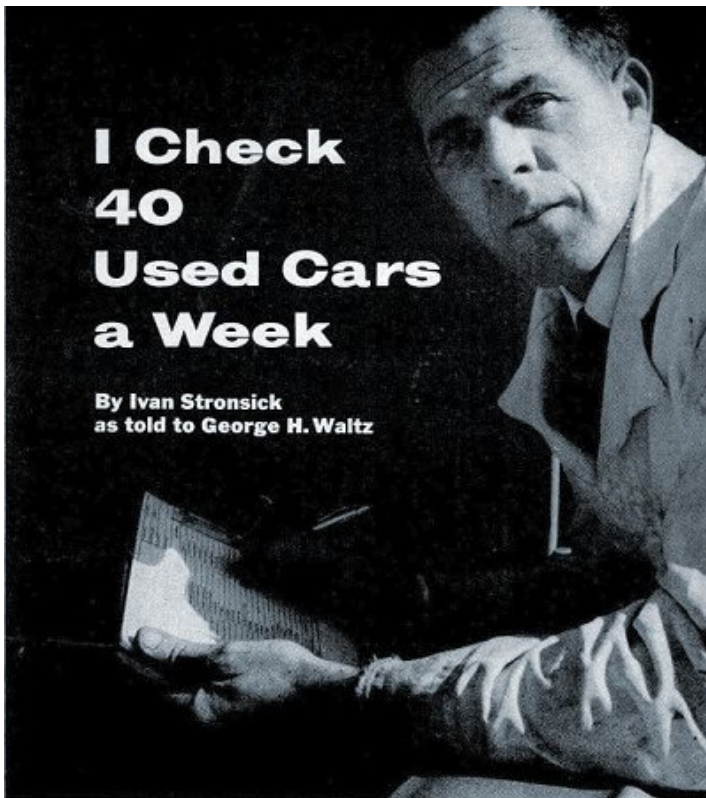
Chassis 20-1880 turned 70 in 2020, and was feted with a cake and an oil change. Happy Birthday, 'Sofie'.

Rob Margeit

meeting in Bad Camberg, a small town near Frankfurt in Germany. Over the next decade, Tonny traversed Europe in 'Sofie,' racking up around 20,000 km in the rare and historic Bulli.

The time came, however, in 2014 when Tonny felt he





By Ivan Stronsick
as told to George H. Waltz

Ivan Stronsick, above, works as inspector for a company that guarantees used cars against major defects. During the war he served as a transport maintenance man in the Marine Corps, later ran his own auto-repair shop in Philadelphia

Popular Science magazine, May 1958

Checking used cars is my business. In an average week I go over as many as 40, looking for trouble. My job is to take the gamble out of used-car buying. When I finally do okay a used car, you can bet, fairly safely, that it's basically sound.

I'm a trained inspector for The Car Warranty Corporation, one of several national outfits that guarantee used cars offered for sale by reputable dealers. Once a car displays my company's seal, the buyer can enjoy a year's driving without fear of being nicked for a major repair job.

I break down my inspection of every used car into three main parts. You might call them a 'preliminary check,' the 'road test,' and the 'final inspection.' Each is important and each can turn up troubles.

I start my preliminary check with a slow walk around the car. Generally, you can tell a good deal about a car from its outward appearance. If a car looks messy outside - dents, scrapes, rust holes - the chances are that its innards, too, have been badly neglected. There are exceptions, but not often. If a car looks beat up I double-check everything.

On a comparatively clean car, I look for extensive refinishing that could be the result of major repairs after a smash-up. Looking along the side of a car you can spot surface irregularities that generally mean body work. From this angle, you can also spot painted-over lettering or designs indicating the car was once a taxi-cab or a company car and is sporting a face lift.

After the walk-around, I really go to work, starting at the front. First, up goes the hood, and I inspect the radiator, not only for leaks, but for water level (it should be up to the gooseneck) and for any traces of oil in the water. I inspect fan, fan belt, hoses, water pump. Then I give the entire engine a

visual check, looking particularly for oil leaks at the valve covers, fuel pump, timing-gear cover, and the crankshaft front oil seal. I look for traces of water and rust around the cylinder-head gasket (or gaskets) that might be a tip-off to cracks. If the car has power steering, I look for oil leaks or damage at the hoses and the oil reservoir. If the master brake cylinder is under the hood, I check it for fluid leaks.

When I find anything that looks like an oil or fluid leak, I carefully wipe the area clean so I can recheck that point after my road test.

While I'm under the hood, I also check the crankcase oil level with the dip stick (if the dip stick is bent I borrow a good one). At the same time I look for any traces of water in the oil. If the car has an automatic transmission, I check its fluid level.

Getting into the driver's seat, I try the steering gear for too much play. I turn the wheel from extreme left to extreme right to detect any binding that might mean a badly worn worm or sector. Needless to say, I've already checked the front tyres for any signs of uneven wear that might mean steering troubles.

My next stop is under the car. I like to get it up on a grease rack, but if I can't I just slide under. Here again, I look particularly for tell-tale leaks of oil, grease or fluid under the engine, transmission, clutch, universals, brake lines, the backing plates on the wheels, and rear-axle housing. As before, if I find any leaks, or what look like leaks, I wipe them clean so I can recheck them after the road test.

Out from under again, I start the motor and listen for any unusual noises or knocks. I watch the oil-pressure gauge or the oil-pressure indicator light. Pressure should build up after the first few revolutions of starting. If it doesn't, it may indicate loose crankshaft bearings or a bad oil pump.

If the car is a manual stick-shift model, the clutch comes next. As I push the clutch pedal down with the motor running I listen for any noise that might mean a worn throw-out bearing. Then I put the car in low and give it the gas slowly. If it chatters, I look for a worn clutch or defective engine mounts. I check clutch slippage by putting the car in high, setting the brakes, and giving it the gas. If she stalls, okay.

The hurdle now is the road test. For this, I try to pick a nice smooth, black-top highway that's not too busy and that has a hill or two as well as long level stretches. If you're wondering why I like a black-top, it's because I use my ears a lot during a road test, and a concrete road is too noisy-sets up too many tyre noises. For the same reason, I won't road-test an automobile fitted with snow treads.

I generally drive the car for at least eight miles to give it a chance to warm up properly before I start listening and checking. Of course, I can't help getting some feeling about the steering, the brakes and the engine.

On a car with a manual transmission, my first check is to try it in all gear ranges, including reverse. Knocks in any range mean broken or chipped gear teeth and a whine or a howl means badly worn teeth. While I'm at it, I double-check the clutch again to make sure it's working properly.

On a car with an automatic transmission, I check it in all speed ranges, making sure it goes through all the downshifts as well as upshifts. If it clunks loudly between shifts, that probably means trouble. I pay particular attention to how the car reacts from a standing start in the drive range. It



"Most car noises can be checked best with all car windows closed," says Stronsick. "But I also drive through an underpass—the longer the better—with the driver's window open. That way I hear noises reflected from under the car."

shouldn't grab or chatter. Finally, with the brakes set and the transmission again in the drive range, I give it the gas to test for too much slippage.

If a car has overdrive, I try the cut-in and listen for any growl that might signal trouble. I also check the operation of the kick-down from overdrive and the drop-out to free-wheeling.

While making all of these tests, I've always got my ears cocked for any clunking sounds that might mean a worn universal or any kind of bad backlash in the drive system. If I suspect anything, I let up on the gas every now and then and listen for drive-shaft noises.

All the while, too, I'm listening for motor noises - knocks, pings and skips - and thumps and bumps that might mean suspension troubles. I'm also instinctively checking the steering for wandering, and the brakes for noises and pulling to the right or left.

I've found that most car noises can be checked best with all of the car windows closed. But I also try to drive through an underpass - the longer the better - with the driver's window open. That way I can hear noises reflected up from underneath the car.

If the car has power steering, I pull over to the side of the road, stop, and turn the wheels, first with the engine idling and then with the engine off. Besides making sure there's quite a difference in effort required, I also listen carefully for a slight buzzing sound that means that the pressure-relief valves are working properly when the engine is running.

Back at the lot, I put the car through its final inspection. My first job is to check out all of the possible leak points that I wiped clean during my first go-round. Any new signs of

grease, oil or fluid bear out my first doubts and I check further. For instance, if the back plate on a wheel shows new grease streaks, I pull the wheel to inspect the seal. In the same way, if my road test showed that the brakes had a tendency to pull, I pull the front wheels to check for possible hydraulic leaks. At the same time, I check the linings and drums.

If I have the slightest reason to suspect that the car is an oil burner - smoking exhaust, signs of blow-by from the oil breather pipe, lack of power - I run a complete compression check. The compression readings on all cylinders must be within a 15-pound range of each other.

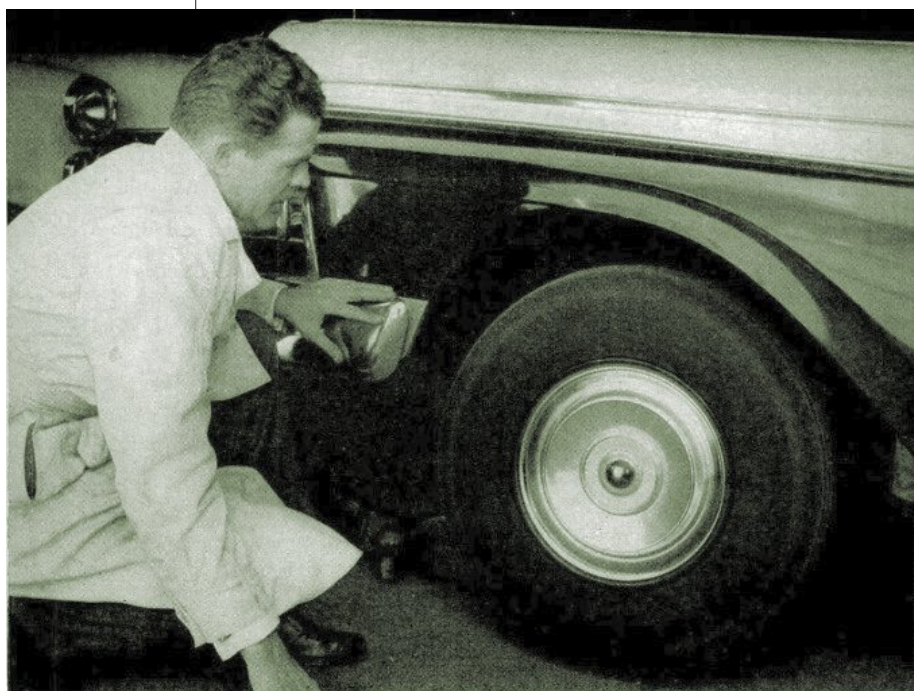
Regardless of what the road test showed, I check the front-wheel bearings by jacking up the front end of the car, spinning the wheels one at a time and holding my hand either on the front bumper or on the frame. This enables me to feel any bearing roughness.

Front-end suspension I check by jacking up the front end, one side at a time, and inspecting the upper and lower control arms

for wear. I test king-pin or ball-joint wear by grasping each wheel at the top and bottom and applying a tilting motion to detect any play.

When you have looked over as many cars as I have, you develop a sort of sixth sense for locating trouble. However, sixth sense or no, I think two of the surest clues to possible trouble in the modern car, with its power-operated gadgets, are unusual noises and leaks. Both mean troubles that can cost considerable to fix. One thing for sure - I won't put my okay on a used car that has either.

Ivan Stronsick



"I check front-wheel bearings by jacking up the front end, spinning the wheels one at a time and holding my hand on the front bumper or on the frame," says the inspector. "That way I can feel any bearing roughness."

Oscar's Scrapbook.

Lynden C Maxfield
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VW Service & Spares, Pittwater Road, Manly, NSW, circa 1960
Photo: Sandra Young
Source: Lost Manly & the Northern Beaches

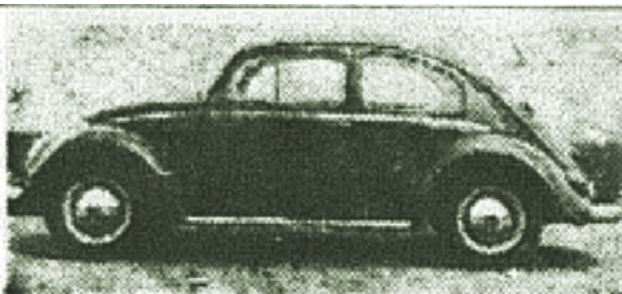


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Simon Fitzpatrick
Likely Young's Collaroy Service Station, Pittwater Road, Collaroy.
21 h



63 VW 1200 SEDAN

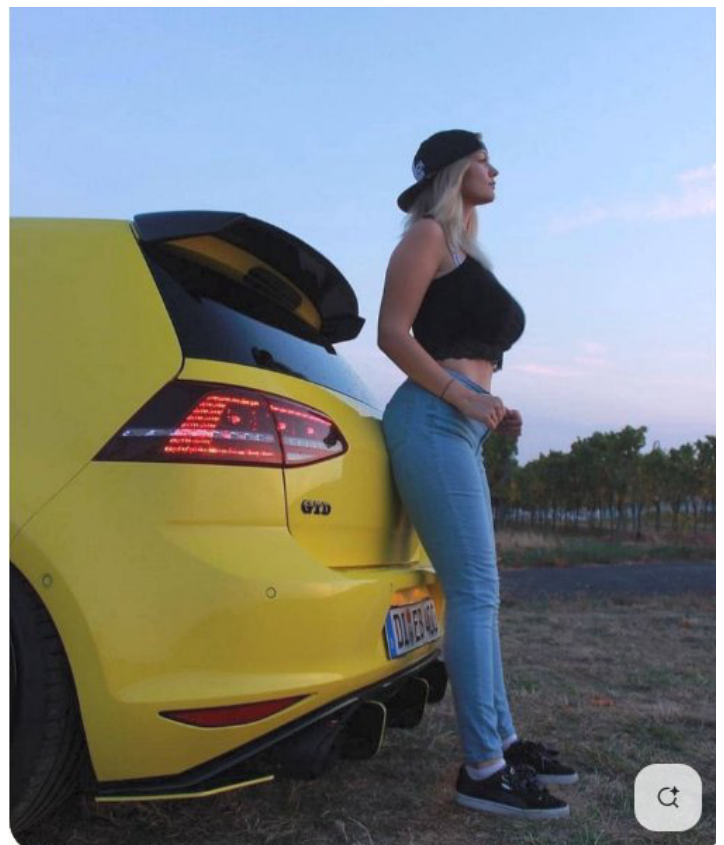
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Exterior of the Volkswagen factory on Centre Road. Clayton, with Datsuns awaiting delivery, 1969
Source: State Library of Victoria



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Ouch...



The late news.

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

We have just heard that a man broke into the Royal Palace of Monaco, and tried to escape wearing shoes belonging to Prince Rainier's son, and a dress belonging to his wife. He has been charged with putting on heir's and Grace's.

A Cronulla man was rushed to hospital last night after swallowing half a box of scrabble tiles. Doctors say the problem will eventually solve itself, although his next bowel movement could spell disaster.

A scientist at Oxford University recently combined the theories of Sigmund Freud with those of Albert Einstein. He got sex at the speed of light.

There was an embarrassing incident at Madame Tussaud's last week when Federal Minister for the Arts Tony Burke unveiled a wax model of himself. His chauffeur drove the wax replica back to Parliament House by mistake, but luckily it only attended three cabinet meetings and one Question Time in the House before it was discovered.

And after an all-night sitting of the parliament, all parties agreed - it must have been the lunch-time curry.

At Buckingham Palace today the King, radiant in white silk and ermine and gold-trimmed crimson robe, swept down the marble staircase. Then he dusted the cloakroom, wiped down the kitchen bench and vacuumed the lounge room carpet.

An eastern suburbs lingerie model has begun legal action against her Double Bay plastic surgeon. She said he gave her a bust that was far too big. Having weighed the evidence, the police have put it in the hands of the Public Prosecutor.

The Wine Tasters Association today paid tribute to their retiring secretary, Mrs Prudence Vine. The group's president described her as 'plucky and full-bodied and well worth laying down for a couple of years.'

In a business merger announced today, Ajax Cleaning Products have joined up with the Bundaberg Rum Distillery. They will be producing a new cleaner that kills 99% of all known germs - and makes the other 1% too drunk to bother.

Figures released today show that two out of every ten men work for a nationalised government industry. The other eight sit and watch them.

In a new TV series called 'Meet The Workers,' we'll talk to a state government social media influencer, who has retired after thirty years to take a well-earned job.

And Mr Arthur Perkins, the Oatley man who recently won \$25 million on Powerball, has announced that he will never work another day in his life. He'll be staying on with St George Council.

In auditions for the upcoming play 'The Public and Private Lives of Shakespeare,' a Strathfield actor will play the public parts. Another will play - the piano.

Mr Nigel Bouffe, an Oxford St hairdresser for thirty years, today received the Queen's Award for Industry. His flatmate Cyril received the Industry's Award for Queens.

At RPA's Sydney Maternity Hospital the wife of a well-known ventriloquist has just given birth to a 4 kilo gouncing gagy girl.

Next month we'll be interviewing a man whose parents were a clairvoyant and a contortionist, and as a result he can foresee his own end.

Railways Victoria have teamed up with Chemist Warehouse to release a new treatment for the common cold. It won't cure you, but your nose will only run in good weather.

Delta Goodrem has just had a single come out. One of the straps broke on her dress.

Sport. The board of Cricket Australia have just appointed a new coach. It's the only one they will ever need. It will have 40 seats, three axles and a 12-litre turbo diesel engine with 8-speed gearbox.

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

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No engine?

Let's list some of the things the VW1500 doesn't have.

It doesn't have a radiator. The VW1500 is cooled by air instead of water, so it doesn't overheat or freeze up.

It doesn't have hoses to break or perish, or a heavy water jacket to push around.

It doesn't have a choke button because the choke works automatically, or a key for the two boots—they both unlock from inside.

With a big front boot and another at the back, the question comes up: doesn't the VW1500 have an engine?

It does, although you'll rarely see it.

It's flat, 16 inches thin, and tucked away beneath the boot at the back.

Some of the other things the VW1500 has are seven heater and fresh air vents, three ashtrays, a speedo that's fast, a petrol gauge that's slow and a clock that's just right.

In fact, "just right" seems to sum up the whole car.

VW1500 Sedan — £1199 tax paid.

VW1500 Station Wagon —

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from £849 tax paid. (Prices for State Capital Cities.)



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