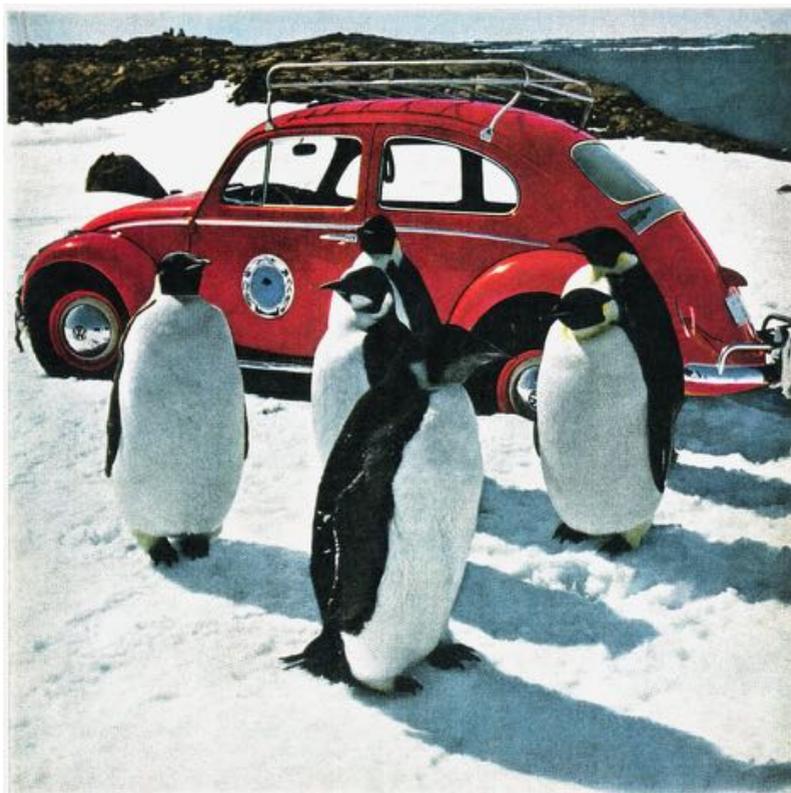


VOLKSWORD

June 2021



Two things that don't freeze in winter!



**VOLKSWAGEN
DRIVERS CLUB
OF QUEENSLAND INC**

www.vwdcqinc.org.au



Our major sponsor



CRICKS
HIGHWAY
Drive away happy

3499 Pacific Highway, Springwood
Ph: (07) 3808 1111 www.crickshighway.com.au

6YEAR
WARRANTY
ON NEW VEHICLES

The **Volkswagen Drivers Club of Queensland** is proud to have **Cricks Highway Volkswagen** as our Major Sponsor.

If you're interested in buying, test-driving or browsing the new Volkswagen range and becoming a part of the VW family, please see the wonderful team located at 3499 Pacific Highway, Springwood QLD 4127

Office: (07) 3290 8188

From the prez...



I'm back on the road, and the first trip of the VW show season was to the VW Nationals in Sydney. I can't say I missed the road trips, and it took the better part of Friday to get back into the rhythm. It also prepared me for Sydney traffic, especially the crazy games played on the M4. Most drivers on the M4 have a death wish, and when it started raining, they drove even more erratic. It takes a lot of energy when towing a trailer to avoid playing bumper cars with drivers constantly on the brake pedal.

As expected, the VW Nationals in Sydney attracted good numbers, both to the racing on Saturday at the new Luddenham Motorsport facility and to the actual show'n'shine itself on Sunday at the Fairfield show grounds. It's a big two days that crams quite a lot of activity into a short amount of time. I trailered down my Fvee, as I had heard the new facility might just suit the handling of my compact open wheel race car. I'm glad I listened.

When I arrived and saw the track at Luddenham, I knew this circuit would suit my nimble Formula Vee to a tee. The tight technical layout, with a short front straight and a wide sweeping back straight, joined by u-bends and tight corners, meant that outright horsepower was not an advantage. Steering through the twisty parts at full noise would make the difference. As I was the only open wheeler in attendance it meant I had to compete amongst all the sedans - daunting when you consider how low my Fvee is. Being 'squashed' by a weekend warrior in their Golf or Audi is not on my list of things to remember, and most of the drivers rarely race more than a couple of times a year. Luckily, what my Fvee lacks in visibility it makes up for in noise.

By the end of the first session, the guys and gals were all saying, "I can't see that Fvee guy approaching, but I can bloody well hear him!" Ducking under expensive Audis and the odd Golf R through the corners was a mountain of fun, and watching them try to stay on my tail meant a few got crossed-up and had to back off.

I only had two issues. Firstly, I locked second and third gears with the hockey stick — 2nd gear did not pop back in before third, and the two got crossed up. Luckily, nothing was bent, and 30 minutes taking the nose cone off and resetting the gears solved the issue (thanks to Wayne and Dean Penrose for their assistance and tool box). Then there was fuel - 9 laps each session meant the tank was always dry and I didn't factor in how much fuel I would need. In fact I ran out of fuel before the last session! Oh well, always next year and an extra jerry can of go-go juice!

See you at the meeting (new venue at Mount Gravatt Showgrounds)!

Craig Hughes

Image courtesy Craig Warren, Arch Photography Services

Socially speaking

The Social Activity for June will be on Thursday 10 June. The run will be a drive to Tamborine Mountain for a BYO picnic lunch and a guess your own fuel economy competition.

The run will start at the Elizabeth St Shopping Centre (Munchies) at **28 Elizabeth Street, Acacia Ridge, on the corner with Beaudesert Rd** and depart at **10.30am**. Plenty of food and drinks are available here if required before departure. I suggest we park outside the IGA supermarket because of more parking further away from the corner.

Those wanting to participate in the guess your fuel economy comp will need to be there earlier to allow time to fill up at the 7-11 servo across the street. I will include a sheet for the economy test at the time. The important rule to follow is to fill up to the first stop of the fuel gun.

The run will travel south on Beaudesert Rd/Mt Lindsay Hwy to turn left into Camp Cable Road in Jimboomba, right into Waterford Tamborine Rd and then into Tamborine Mountain Rd. At the top of the climb turn right into Main St Tamborine Mountain Village. Then turn left into Guissmann St (4th on left) opp Tamborine Auto Clinic.

Picnic area is down the street on the right. There are toilets, 2 barbeques and a number of tables and plenty of coffee nearby.

Return to Brisbane will be down the Tamborine Oxenford Rd and then on to the M1.

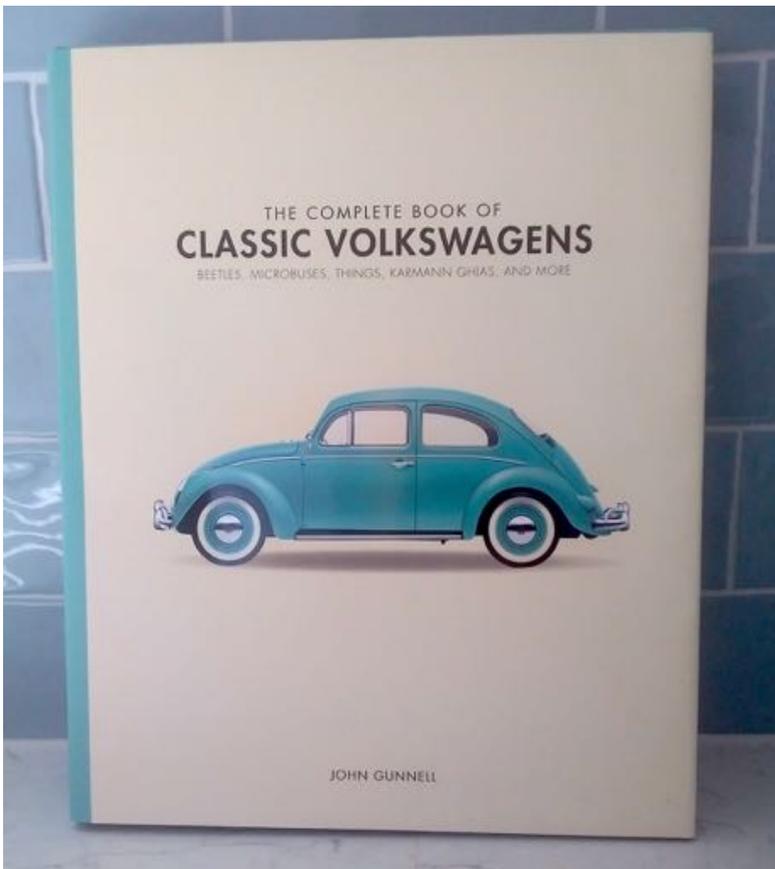
Remember: the monthly meeting venue is now The Memorial Room, Mount Gravatt Showgrounds, 1164 Logan Road, Mount Gravatt

Return time is variable if some wish to explore more of Tamborine.

Those in the economy test can fill up closer to home and send me (email or message) the finishing kilometre reading and the fuel taken to fill up. The prize for guessing the most accurate fuel usage for your own vehicle, in comparison to everyone else, will be a classic hard cover book on Volkswagens.

Keith Barton Email: bartonkj@bigpond.net.au

Mobile: 0438 357749



Who the hell is Mel?

After Denise's sterling work as club secretary, we now have a new occupant in that role. So, as you start to see messages from Mel, let's find out a bit more about him:

Mel Cheal, club member for 19 years

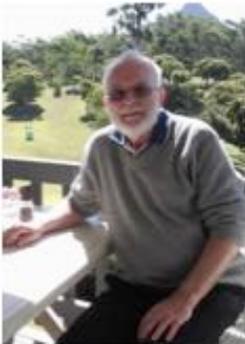
Other interests: model railways, model trucks, buses and cars.

Member of the Workshops Rail Museum, Ipswich

Member of the Medway Queen Preservation Society in UK.

The Medway Queen is an Estuary Paddle Steamer and was a heroine of the Dunkirk evacuation in 1940 making seven trips across the channel to rescue the troops. Medway Queen is currently undergoing a full restoration by the society at Gillingham Pier in Kent.

Current VW: 1976 1600 Beetle Twin Port – torsion bar front end, double joint rear end. One of the last 'Australian' VWs, it is presently under restoration. It was registered in Victoria as "Last VW". It was purchased through a friend of a friend who, when talking, we discovered I knew her father when I lived in Melbourne 55 years ago! It was his Beetle until he sadly passed the year before and he regularly visited his daughter in Queensland driving the Beetle until then.





Body off bare metal respray completed. Soon to be reunited with chassis.



Previous VW: this was a 1969 Beetle 1500 in Regatta Blue, purchased new in Sydney. The VW was sadly sold in Brisbane in 1973 to finance our new baby daughter! Ah, the sacrifices we make.

A little bit country...

And a little bit rock'n'roll. The VW Country Buggy: It's a rare Australian VW that never quite found its intended market, but lives on as proof of the versatility of the air-cooled VW platform.

In the early 1960s Volkswagen Australasia Ltd began work on a new vehicle for use by the Australian Army that could also be sold to the general public. The military's requirements were for an amphibious four-wheel drive vehicle able to cope with the Australian environment. Design of the car was handled at VW's Clayton, Victoria, factory by project head Rudi Herzmer, who was also Volkswagen Australasia's managing director, and engineer Cyril Harcourt. The project was given the development name Kuriewagen, and some drawings for the project were done by 1964. A prototype was completed by late 1965, and two more followed. Testing of the three prototypes ran from 1965 through 1967, with test engineer Paul Kochan recording the results of 50,000 km of road tests.



To get corporate approval for the project, two of the prototypes were shipped to Wolfsburg for evaluation. When Herzmer, who had accompanied the prototypes, arrived in Germany with the cars he discovered that VW had begun development of a similar vehicle that would become the VW 181 Thing. Volkswagen Germany gave approval for the Australian project to go ahead, subject to a list of required changes.

Australian Volkswagen dealers got their first view of one of the prototypes at the National Dealer Convention in February 1967, and the public first saw it at the Melbourne car show in March of the same year. By this time, the "Kuriewagen" name had been dropped and the new vehicle, designated Type 197, was now called the Country Buggy. The vehicle entered production in July 1967, but was not released to the public until 3 April 1968. This delay allowed the factory to resolve several problems that testing had uncovered.

Ironically, as the final version, Spartan as it was, had neither four-wheel drive nor the ability to stay afloat, none were ever bought by the military.

By 1967 Volkswagen Australasia was in difficulty. The company posted a loss of \$2.6 million for the year, and fell to sixth in sales volume behind Toyota. A team of auditors from VW in Germany identified the high level of investment needed to qualify for the Australian government's "Plan A" requirement of 95% local content as a reason that the product line was not keeping up with changes coming from Germany. They recommended withdrawal from "Plan A", cessation of all local manufacturing and conversion of the Australian division to assembly of cars supplied from German plants in CKD form under the Australian "SV Plan" that required only 60% local content. In July 1968 the company accepted the recommendation of the auditors and announced that local manufacturing would end.

Volkswagen Australasia would be dissolved and replaced by a new company called Motor Products Limited that would be wholly owned by the German parent company. The new company would own and operate the Clayton plant to assemble CKD kits and take on contract assembly for other customers.



After only eight months the decision was made to phase out production of the Country Buggy. Production stopped in September or October 1968, but the factory continued to supply CKD kits until the existing inventory of parts was used up, which lasted until 1970. During this time another 181 vehicles were built for export.

The number of Country Buggies built totalled 1956 units, of which 459 units were sent in CKD form to countries like Singapore, New Zealand, some small Pacific nations, and, most significantly, the Philippines. The exported units included left-hand drive cars.



The Country Buggy was built on an Australian-made Type 1 chassis. The bodywork was designed and made in Australia, and was of folded flat steel. The car had very high sills on the left and right side, and no doors. The windscreen could be folded flat. The headlamps were sourced from the Type 1 and were mounted on the flat sloping nose. Front and rear overhangs were short, permitting an angle of approach (laden) of $51^{\circ}30'$ and an angle of departure (laden) of 32° . To keep it from bottoming out, the exhaust exited through openings let into the bodywork above the rear bumper. Front track for the Country Buggy was 1376 mm (54.2 in), while the rear measurement was 1360 mm (53.5 in). Ground clearance was 234 mm (9.2 in), and the maximum payload was 366 kg (807 lb).

Suspension front and rear was by transverse torsion springs and trailing arms, but with the trailing arms from the first-generation Type 2 T1 (1950–1967) at the front and the portal axles used on both the Type 82 Kubelwagen and early Type 2s on the rear hubs. These two changes combined to raise the ride height to 230 mm (9.1 in). The steering box and the windscreen wiper assemblies came from the Type 3. Electrics were 6-volts.

Power was provided by VW's air-cooled four-cylinder engine. Two engines were available. The standard engine had a bore and stroke of 77 mm × 69 mm, displaced 1,285cc and developed 50 bhp at 4600 rpm. The optional engine had a stroke reduced to 64 mm, for a correspondingly smaller displacement of 1,192cc. Power was reduced to 41.5 bhp at 3900 rpm.

Power was delivered to the rear wheels by the 4-speed manual transaxle and swing axles from the Type 1. The tyres were 5.60 x 15 on all four corners, and brakes front and rear were 250 mm drums. Fuel capacity was 40 litres (8.8 imp gal). Apart from the smaller engine, available options included a soft top, a hard top, side curtains, winter tyres, interior sun visors, an external rear-view mirror, an engine guard, a front towing eyelet and a power take off. A limited-slip differential was reportedly planned for future release. No heater was available. The price of the base 1300 cc version was \$1598.

The reliable one



Run it up a hill, over a creekbed, across a ploughed paddock, through a sandpit. See how the Volkswagen Country Buggy can handle most of the jobs that used to need a 4-wheel drive. Test drive one where you wouldn't take your car... today.

V.W. Country Buggy 

ANNAND & THOMPSON Pty. Ltd.

116 WOOD STREET, MACKAY.

Who are we?

How we introduce ourselves to people is pretty crucial to how a friendship might develop. So it is with people who think about joining a car club. Mel Cheal has drafted a new version of "About us" for the website. He'd like your thoughts about it at this week's meeting.

About us

The Volkswagen Drivers Club of Queensland was founded in 1982 to give drivers and devotees of the rear-engine Volkswagen Beetles, Karman Ghias, Transporters and Kombis, together with the then 'new' front-wheel-drive Volkswagens, an opportunity to share their enthusiasm in mutual rewarding activities and to demonstrate to the public generally the goodwill and fellowship that these vehicles engender in their owners and drivers.

This means that whichever Volkswagen you own or drive, as a member of the VWDCQ you will be sure to meet people with an extensive knowledge of all types and be able to enjoy activities including friendly club fellowship and public road club runs, and also opportunities for off-road activities such as circuit racing, hill climbs and rallies.

All Volkswagen drivers are welcome to join our club and enjoy the club comradeship and family atmosphere that started with air-cooled Volkswagens and continues with the ownership of today's Volkswagens.

[Signed, either Craig as President or Mel as Secretary]

Meetings are held at the Mount Gravatt Showgrounds Memorial Hall 1164 Logan Road Mount Gravatt on the first Wednesday of each month (excluding January) starting at 7.30 pm.

In the grounds there are several car parks available close to the hall. In the evening these are well lit and security cameras monitor the site.

Prospective new members and visitors are welcome to attend.

Sports report

We have had two events since my last report, the VW nationals and the Queensland hill climb championship at Mt Cotton.

The track day for the nationals was held at Luddenham Raceway, a 1.25 km circuit outside of Sydney. There were about 60 competitors on the day, one of whom was our very own president Craig. Being the only Formula Vee he was thrown in with the tin tops, and while it's not normally the done thing to mix the two, Craig says it was heaps of fun passing cars at will, the only warning of his presence was his obnoxious exhaust note. He managed a time of about 56secs and a top twenty finish for the day.

Back in Queensland we had another lone competitor, Dave Sidery. While it wasn't his fastest time out there, he was consistent with a best time of 50.36 at the close of my report. Final results are not on hand yet, but I will update his result at the upcoming club night.

The next event on the motorsport calendar will be round 3 at Mount Cotton on the 19th and 20th of June. I look forward to seeing you at the next event.

Greg Turnham





When you have too much time on your hands...



Club merchandise for sale!



Sizes S to XXL

₹55

Members ₹5 a set, non-members ₹7.50 a set



They fit standard plates

For sale, swap, wanted or donate

If you want to place anything here, contact me
at peter.bramwell@optusnet.com.au



Club committee 2021

PRESIDENT

Craig Hughes

VICE PRESIDENT

Wally Penboss 0412 154 500

SECRETARY

Mel Cheal

TREASURER

Barry Browse

NEWSLETTER EDITOR

Peter Bramwell 0412 810 387: peter.bramwell@optusnet.com.au

SOCIAL SECRETARY

Keith Barton

ACTION DAY COORDINATORS

Tracy Jardim and team: tracyinoz@bigpond.com 0404 433 002

SPORTING CAPTAIN

Greg Turnham

DATING OFFICER

Wally Penboss 0412 154 500

WEB MASTER

P Leitch



Our sponsors

VOLKS CONVERSIONS

17 Ashton St,
[Labrador](#)
Gold Coast,
[QLD, 4215.](#)
[Australia](#)

Business Hrs:
Mon - Sat. 8:00am - 5:00pm

Ph: 07 55 377 770 (+61) Outside AUST.
Fax: 07 55 912 723 (+61) Outside AUST.

After Hours: 07 55 912 723

Email:
jpsberman@volksconversions.com.au

Web:
www.volkconversions.com.au



**POLAR
FREEZE** *Air Conditioning
& Refrigeration*

COMMERCIAL & DOMESTIC • SALES • SERVICE • REPAIRS • MAINTENANCE
COLDROOMS • COMMERCIAL EQUIPMENT • FRIDGES & FREEZERS

DAIKIN TECO
MITSUBISHI
HEAVY INDUSTRIES
Panasonic

Neil Penboss
0412 154 500


705049
ARC
AU 01994

www.polarfreeze.com.au
polarfreeze@live.com

Car Care Products Brisbane

Cleaning supplies in Murrarie

4/61 Metroplex Avenue, Murrarie, QLD 4172

8.30-5pm

1300 006 007

Leon's Motors Pty Ltd

Mechanics & Motor Engineers - Coopers Plains, QLD 4108

Unit 7/ 284 Musgrave Rd, Coopers Plains QLD 4108

Seat Safe 

Seatbelts for Almost Anything.

07 3137 0044 

SeatSafe strives to be the leader in the supply of Seat Belts and Seating Safety Accessories made in Australia for everyday Australian users no matter where they are.



SHANNONS INSURANCE

Australia's Only Air & Water Cooled VW Mag! **VMA**

VW
MAGAZINE



96 Old Toombul Rd
Northgate Qld
[Australia 4013](#)
[Ph +61 07 3266 8133](#)
Fax +61 07 3260 5179
Email:
mick@mickmotors.com.au

Opening
Hours:
Mon: 8:30-4:30
Tue: 8:30-4:30
Wed: 8:30-4:30
Thu: 8:30-4:30
Fri: 8:30-5:00
Sat-
Sun: Closed