

VOLKSWORD

July 2021



Sliding into winter in a 2022 Golf R



**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...



It's central station at the Presidential palace. The two boys next in line for the throne have somehow become immersed in the VW hobby - I can't figure where that influence may have come from! They have also shown a better head for value than dad senior, realising that the air-cooled cars are simply beyond reach to purchase and very expensive to maintain. A shame that our hobby has excluded the young with exorbitant pricing, but real estate is not much better.

What they have discovered is that for a fraction of the cost of an early Beetle or bus, they can buy the early Golfs and build engines, improve suspension, modify brakes and even go racing without breaking the bank. Eldest son has taken a shine to the 2 litre Mk3 Golfs, and his build that he drives as an everyday car is quite impressive. It cost \$200 to purchase, a few hundred to fix what needed fixing, and the thing goes like a cut snake - and looks the part.

Second in line has a project Mk1 2 door Golf in primer and a room full of new parts for the build - parts that were easy to source, of good quality and cheap. Even the engine and transmission from a donor Audi 1.8 Turbo, will set him back less than \$2000 to transplant into the engine bay. The MK1 Golfs have a huge younger following and base, and both boys have also begun driving the VWMA yellow track Golf (on the first outing they're already lifting the inside wheel). Sadly Grahame Rumballe has had to hang up the helmet, but he was very pleased to see both young ones continue the Golf racing.

And, of course, even though dad senior loves punting his Fvee around the track, knowing how much cheap horsepower the VAG engines produce, particularly turbo versions, it is not surprising that a New Beetle TDI for \$900 has found its way back to the VWMA workshop. A repairable write-off (bent lower trailing arm), this should be fun to drive.

Craig Hughes

Social stuff

The run to Tamborine started well at Munchies. The group slowly assembled in the carpark after filling up. A number of members signed on to be in the 'guess your fuel economy' competition and submitted their mileage and economy guess.

The sun was out but the weather was cold and windy. There was much talking and coffee drinking going on before we set off.

Hardy and Denise were waiting for us at Green Camp Road so that they could join the group as we passed. Things went well until the bottom of the climb when we were broken up due to a minor problem with a trailing strap on one of the vehicles. Jan and I got to the top of the hill on our own and drove around to the lunch spot to park. Shortly after our arrival Mark, Barry and John D turned up and parked. It was then that we realized that there was in fact a house removal to happen that was coming right through the carpark where we had pulled up. The thing to do was move quickly. Mark, Barry and John relocated to the other end of the carpark and Jan and I moved out of the carpark completely and went back up into the main street.

The guys who had relocated in the carpark were now stuck there because the truck had to negotiate a tight corner to get out of the carpark and they were on the other side of the park and had to wait for the truck to move out of the way. Half an hour later we were all gathered together in the main street across from a bakery. There were a few hot pies that were bought and eaten after all the drama of getting into town.

All was good after that and we found some sun and enjoyed the friendship and company of our fellow travellers. Everyone decided to return at their own pace and direction and ring in with their fuel usage and final kilometre reading. Ian Dalgliesh has won the book with a difference of just 1.04 litres from his nominated fuel economy. Mark Tuckwell was also close to his guess with a difference of 1.54 litres. Thanks to those who entered.



Coming events: the sprints at Leyburn are not going ahead this year. Covid has caused them to pull the pin and wait for next year. But Keith, our social secretary, will get some other things going for later.

At this stage we can advertise that **Action Day is on September 12.** There's always lots of little jobs to be done so please lend a hand.

Secret Santa Breakfast is on December 12 at the Anchorage Cafe, Cabbage Tree Point Road, Steiglitz. Arrival time is 8.30am. Please bring a wrapped gift of no more than \$10.00 in value, either VW-related or just funny.

Remember: the monthly meeting (first Wednesday, 7.30pm) venue is now The Memorial Room, Mount Gravatt Showgrounds, 1164 Logan Road, Mount Gravatt

Need a car trailer?

The Volkswagen Drivers Club of Queensland owns a car trailer, usually used to transport the club's Type 3 Fastback, better known as the Fastie (hiding under its cover in the photo below). This car, in case you didn't know, is used at sprints and hillclimbs and can be driven by any club members who obtain a competition licence and meet criteria for the car's use.

The trailer can also be borrowed by club members for the very low cost of \$20 a day. This helps cover the trailer's fixed costs of registration, insurance, tyres and maintenance. It must be returned in the same condition in which it was collected.

Contact Ian Dalgliesh on (0428) 790 108 to book the trailer.



Olá Volkswagen Brazilia

As anyone who is keeping an air-cooled VW on the road knows, many of the spares available today are from Brazil. For more than 68 years, Brazil has been a key global manufacture and distribution point for VWs, so it's worth a look at how the little German car got a Portuguese accent.

Volkswagen do Brasil Ltda is a subsidiary arm of the VW Group, established in 1953 with local assembly of the Type 1 Beetle from parts imported from Germany after Brazil banned the import of assembled vehicles. Brazil produced more than 20 million VWs, having been market leader for the majority of the company's existence. Beginning in 1958, the Type 1 ("Fusca", Portuguese for Beetle) had a 24-year run as the number one seller in Brazil. From 1987 until 2012, the Golf ("Gol") has been in first place in sales for 26 years straight.

The Volkswagen assembly plant in Brazil was established after the Brazilian government prohibited the import of fully built-up vehicles in 1953. Its first president was Friedrich Schultz-Wenk, who had emigrated to Brazil in 1950 after a brief stint as a prisoner of war, followed by some time in Wolfsburg.



The company's first plant was in Ipiranga, Sao Paolo and was a knocked-down kit assembly operation. In two years 2268 Fuscas and 552 Kombis were assembled there by hand. After President Juscelino Kubitschek de Oliveira's import substitution programs began taking effect, Volkswagen was compelled to open a proper factory in Sao Bernardo do Campo. Work on the factory began in mid-1957. Originally only the Kombi was built locally from September 1957, but from January 1959 the 1200 cc "Fusca" also entered local production, with ever-growing local parts content. In 1959, VW started production at the plant near São Paulo.

By 1961, Volkswagen had surpassed Willys-Overland to become the biggest producer of vehicles in Brazil. Many models were designed especially for Brazil.



Brazilians made the Beetle and the Kombi longer than anyone else; the last Fusca was made in 2003 and the last Kombi in 2013. Initially stopped in 1986, the Fusca was later revived with some alterations. The new/old Fusca got ABS and an interior from the 1990s Beetle. Volkswagen do Brasil even developed a new 1.6-litre boxer engine that ran on ethanol.

After decades of production, the same treatment was given to the T2 Kombi, except that this model had a 1.4-litre, straight-4, liquid-cooled engine. But, apart from the new ethanol-powered engine, and the need for a radiator grille, there were no major changes on the Kombi. It stayed virtually the same for 60 years, because no other vehicle offered so much practicality for the price. However, Kombi's life came to an end in 2013 due to safety regulations.



But Volkswagen do Brasil were still working under the country's restriction on fully built-up imports, so if it wanted new models it had to consider building its own. From this sprang the Brazilia, the SP2, its own 1500 and 1600 derivatives, the Karmann Ghia TC, the Fox, the Gol 1000 (below), the later Saviero and more.



The **Brazilia**, made between 1973 and 1982, was a local interpretation of the iconic Beetle.

The car was developed using a chassis from the Karmann Ghia and putting a 1.6-litre flat-4 Beetle engine in it. The total output was 53 horsepower that was sent to the rear wheels, and it was able to accelerate to 100 kph in “just” 23 seconds.

VW do Brasil made more than 1 million units of the Brasilia, meaning that it was one of the VW bestsellers, but maybe not surprising when you realise that to get it right they made around 40 prototypes for testing and design processes.



VW do Brasil made some very cool versions of German models. In 1969, they decided to go one step further and independently develop a new Volkswagen. However, the company did not have the funds to cover all costs, so they had to make the new car on an existing platform. The so-called Project X was based on the VW Type 3 and, in 1971, the first prototypes were revealed to the public.

One year later, production began. Now bearing the name SP2, this low-slung coupe was designed to look timeless. The SP2 featured a 1.7-litre 75bhp boxer engine from a Type 3, meaning that it was sporty... by Brazilian standards. At the time, the rest of the world had a Scirocco, which could perform much better than its Brazilian cousin.

In total, 10,000 SP2s left the factory, and only a handful of them left Brazil's borders. However, many people think that this is the most beautiful VW ever made (even surpassing the gorgeous Karmann Ghia) and the SP2 became a global collector's dream. If you want one, they are quite costly; some of them cost two or three times more than a Karmann Ghia.



As an alternative to the Type 34 Karmann-Ghia coupé, which Volkswagen had introduced to Europe in 1961, Karmann-Ghia do Brasil looked to Ghia in Turin for a reworked version of the Type 14 at the end of the 1960s. At the time Ghia employed Giorgetto Giugiaro, the famous Italian designer and he was set to work on the new Brazilian Karmann Ghia. The result was the Volkswagen Karmann Ghia TC (Touring Coupé), internally known as the Type 145, which was introduced in 1970.

Produced in Brazil from 1970 through 1976, the Karmann Ghia TC coupe was based on the Type 3 chassis and used the 1600cc flat-4. It was sold only in South America, and just over 18,000 copies were ever produced.





Não precisa. Chegou o Volkswagen 1.600.

Mas precisa, mesmo? Para o Volkswagen 1.600 não é. É um carro que não precisa de nada além de si mesmo. É um carro que não precisa de nada além de si mesmo. É um carro que não precisa de nada além de si mesmo.

Ótimo porque não precisa de nada além de si mesmo. É um carro que não precisa de nada além de si mesmo. É um carro que não precisa de nada além de si mesmo.

Disponível de 400 a 1.000 km de distância. É um carro que não precisa de nada além de si mesmo. É um carro que não precisa de nada além de si mesmo.

Além de 100 km por hora, com um motor de 100 km/h. É um carro que não precisa de nada além de si mesmo. É um carro que não precisa de nada além de si mesmo.



Sports report

The recent hillclimb event from June 19th to 20th was probably the quietest I've seen with only 57 participants.

With our usual suspects not running, that left only Dave and Noel to fly the VWDCQ flag. Dave only competed on the Sunday and, with a time of 49.79, he took the number one position for his class.

Noel raced both days with mixed results. He did, however, manage to post a time of 52.99 seconds, which is very close to his personal best. His car went off-song on the last run, so he called it quits for the day but it was still good enough for a class win.

It was nice to see club royalty at the track with Grahame Rumballe and his son Travis dropping in to see what was going on.

The next event is Round 4 on the weekend of the 24th and 25th of July.

In other news, VWMA Warwick drags that were scheduled for later this year have sadly been cancelled - President Craig will update us all at the next club meeting. With Leyburn street sprints just around the corner, let's hope that Covid doesn't rear its ugly head and force the event to change. Hope to see you at the next meeting

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

Wally Penboss wants a front bumper for a late model Kombi, and is selling a set of 15" 205/65 Mercedes Benz rims with Westlake tyres fitted.

Contact Wally on **0412 154 500**



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

John Diggles: 0458 637 832

WEB MASTER

Phil 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