

Zeitschrift



Craig and Martha wish everyone a Merry Christmas!

December 2020

IN THIS GIANT CHRISTMAS ISSUE:

Boris' Picnic Day 2020
Rod's Project Update 1
1982 Bathurst 1000
More Ash articles

Canberra Xmas Cruise
Golf Wagon Comfortline
Rob's VW Story Pt1
Plus lots more...



The Legend Never Dies

Club VeeDub Sydney.
www.clubvw.org.au

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



Club VeeDub Sydney Committee 2019-20.

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Eddie Fleita	Joe Buttigieg	
General Committee:		
Barry Parks	Charlie Attard	
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Sandy Benic	Zelko Jurkovic	

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Council/Events:	David Cook & Lachy Patton	
Social Media:	Dorothy Bryan	clubveedubact@gmail.com

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

Club VeeDub membership.

Membership of Club VeeDub Sydney is open to all Volkswagen owners. The cost is \$45 for 12 months.

Monthly meetings.

Monthly Club VeeDub meetings are held at the Arena Sports Club Ltd (Greyhound Club), 140 Rookwood Rd, Yagoona, on the **third Thursday of each month**, from 7:30 pm. All our members, friends and visitors are most welcome.

Correspondence.

Club VeeDub Sydney
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Mortdale NSW 2223

Facebook:

www.facebook.com/ClubVeedubSydney/
www.facebook.com/clubveedubcanberra/



Our magazine.

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

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

Back issues (2006-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 2019 VW Nationals sponsors.



PLEASE JOIN US FOR OUR

CLUB VW AGM CHRISTMAS PARTY

WHERE

Arena Greyhound Club
140 Rookwood Rd
Yagoona

WHEN

Thursday
17 December 2020
From 7:30pm

Thanks to Covid we are 5 months late for our AGM, so we will be having our annual reports and nominations at the December meeting, for the much-shortened 2020-21 period. We encourage you to nominate for a position and make our VW club even better.

December will also be our Christmas party. Please bring along a wrapped present (~\$10 value), marked Male, Female or Child, for the Raffle. We will cater free food and drinks.

50 people maximum (subject to Government regulation). Please bring a mask if you wish.

15th
Anniversary
VW Summer
BBQ

Sunday
17th January 2021



**** UPDATE ****

Due to Covid-19 restrictions and public liability issues, there will be no cruise from Uncle Leo's this year.

But you can meet us at the beach for a BBQ! Just head straight to Stanwell Park beach, Station St carpark, and meet us under the trees at the Club VW Marquee!

From 10:00 am, 100 people max.

Families and kids are all invited, with a gold coin BBQ lunch of sausages and rolls and ice cold drinks! There is a great playground and of course the beach!



ALL VWs welcome
Be Covid-safe – wear a mask
See you there!!!

Craig: 0404 184893
Steve : 0490 020338

KELSO OVAL PANANIA

EAST HILLS CHARITY

CAR SHOW

SUNDAY 7/3/21



The East Hills Charity Car Show is a community based event which attracts car lovers from all over NSW. Prizes are offered in a wide range of categories. A great family day out with the goal of the event to support a different charity each year.



This year the East hills Charity Car Show is extremely proud to be supporting the Crohn's & Colitis Australia
www.crohnsandcolitis.com.au



www.easthillscarshow.com.au

Von dem Herrn Präsident.

Hi all, well Christmas is almost here. The only club event left in the year is the Christmas Party, held in conjunction with December General Club meeting and delayed AGM. It's on Thursday the 17th of December at the Greyhound Club. We will be meeting in the upstairs track observation lounge, the same room as last month (and last Christmas party) to allow the maximum of 50 people to attend.

You will need to follow the Greyhound Club's sign-in protocols - members present their card and non-members sign in manually or with QR code. Use the hand sanitiser provided. Please bring your own mask if you wish.

Don't forget to bring along a wrapped Christmas present to the value of \$10.00 (marked boy or girl or doesn't matter). This entitles you to free drink tokens on the night. There'll be plenty of free nibbles, hot finger food and drinks provided. See you there!

The AGM should have taken place at the end of the financial year, normally at the July meeting, but with the covid lockdown this was impossible, so it will be a brief AGM at the December meeting. All committee positions will be vacated and new nominations called and voted. Please consider volunteering for a position - especially on the 'General' committee.

I would like to apologise for the confusion over Boris' Picnic Day. For normal club events our public liability insurance is obtained through our membership of Motorsport Australia (formerly CAMS), which they provide. This normally includes Boris' Picnic Day at Ramsgate. However, we were unable to obtain a certificate for last month's event unless we had an extensive Covid policy with Covid Marshalls etc so as a club we had to back away from sanctioning the event. Boris went ahead with it on his own. See his report and photos in this issue.

Normally we would have the Summer Cruise in January, but the Covid policy requirements are the same so there will be no cruise this year (no public liability insurance). Instead, there will be a privately run sausage sizzle at Stanwell Park Beach carpark for those VW fans who happen to be visiting the beach from 10 am on Sunday 17 January.

Other community events we normally attend, such as the Australia Day at Glenbrook and the Classic Car Motorfest at Gerringong, have been cancelled. The East Hills Car Show has been postponed twice, but is still planned for March as we go to press. Stay tuned for confirmation next month.

As for our major show in May, we will have to see how things pan out with Covid restrictions and regulations for the 2021 VW Nationals to happen. We will know more next year.

The good news, at least, is that NSW Health have recommended celebrating Christmas outdoors because the



risk of covid-19 transmission is lower than it is indoors. If you use your backyard or balcony you can have up to 50 guests at your place. If you're only indoors you can have up to 30.

If you don't have the space at home, consider going to a park. Currently you can have up to 50 people (including children) at outdoor gatherings in public spaces. The NSW Government have announced that from Monday 7 December, you can have up to 100 people.

Our printer Bruce will be away on holidays in January until Monday 11th, so for those who still get a printed issue, it will be a week or so late. For most of us who get the digital version, it won't be affected and will go out at the usual time.

This giant bumper Christmas issue that Phil has put together is a whopping 60 pages - the largest issue ever in our almost 36 years of producing Zeitschrift!

Enjoy all the holiday reading. We are very lucky to have so many members contributing reports and articles, far more than we can use each month.

Merry Christmas!
See you soon,

Steve Carter



Kanberra Kapitel report.

After an extended intermission, I can finally say we were able to take a drive!!

On Sunday, 29 November the Canberra Chapter had our 2020 Christmas event at The Bushranger in Collector NSW. A massive thanks to Rick, Ethan and the team from Lennox Volkswagen, who once again showed their support and generosity towards the local VW car scene by putting on the member's lunch. It was a great turn out and was

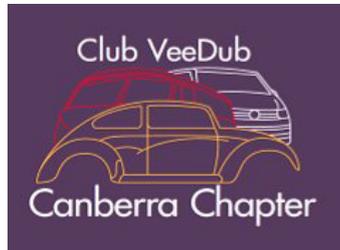
wonderful to see some old and new faces (and a couple more water cooled cars, other than that white Scirocco that's always about). Thankfully, the pavilion didn't end up blowing away in the wind like the farm house in the Wizard of Oz! Look for Willie's report and photos in this issue.

I'd like to take a moment to wish everyone a very safe and happy Christmas and New Year on behalf of the Canberra Chapter committee. I hope 2021 makes up for all the time lost from 2020 and we can spend time with loved ones, family and friends, and of course more time on the road with our beloved Volkswagens.

We look forward to seeing you next year for more adventures.

Cheers

Dot



Klub Kalender.

**** All information correct at time of printing but subject to change - events are sometimes altered or cancelled without notice.*

Check www.clubvw.org.au/events for the latest information and any changes.

December.

Thursday 17th:- CLUB VW MONTHLY MEETING at the Greyhound Social Club, 140 Rookwood Rd. Yagoona (right next to Potts Park). Get the latest VW news and views, plus VW socialising, drinks, raffles, trivia and plenty of prizes. Lots of fun, all welcome. This meeting is also the **Club VW CHRISTMAS PARTY!** Bring a wrapped present (~\$10 value) to receive your free drink coupons. Warm nibbles and snacks provided. 8:00pm start. **YES WE'RE BACK!**

January 2021.

Monday 4th:- Canberra General Meeting at the Harmonie German Club, 49 Jerrabomberra Avenue, Narrabundah, from 7:30pm. **YES WE'RE BACK!**

Thursday 7th:- Magazine Cut-off Date for articles, letters and For-Sales.

Thursday 14th:- Committee Meeting and magazine pack at the Arena Greyhound Sports Club, 140 Rookwood Rd. Yagoona (next to Potts Park), 7:30pm.

Thursday 21st:- CLUB VW MONTHLY MEETING at the Greyhound Social Club, 140 Rookwood Rd. Yagoona (right next to Potts Park). Get the latest VW news and views, plus VW socialising, drinks, raffles, trivia and plenty of prizes. Lots of fun, all welcome. 8:00pm start. **YES WE'RE BACK!**

Sunday 17th:- VW Summer BBQ 2021. Due to Covid-19 restrictions and no public liability option, there will be no

Club VeeDub AGM/Christmas Party, Thursday 17 July 2020.

Our December monthly meeting at the Arena Greyhound Club will 'triple' as our 2020 AGM, and also our Christmas Party.

All committee positions will be declared vacant, and new nominations for all positions will be sought. Voting will take place as required by a show of hands, should more than one nomination for a position be forwarded.

All interested members are invited to nominate for a suitable position for 2020-21. New members are encouraged to nominate for the 'General' Committee as a great way to get involved and help out.

For the Christmas Party, **please bring a wrapped present** (to the value of up to \$10) for the raffle. Please mark it for Male, Female or Child as appropriate. All presents will be placed in a big pile and raffled off by Santa (Christine). If everyone brings a present, then everyone can receive a present too.

Our club will be providing free nibbles and hot finger food, and free beer, wine or soft drink.

You will need to sign in on entry, with your Arena member card or mobile Q-code. Our meeting will be held in the upstairs track observation lounge, and will be limited by regulation to 50 people. Please bring a mask if you wish.

cruise from Uncle Leo's this year. However there will be a BBQ at Stanwell Park beach from 10:00 am. Families and kids welcome. Gold coin donation for BBQ sausage sizzle and drinks. Large grassy park allows safe social distancing, with club tent, kids' playground, kiosk, toilets and nearby surf beach. Hand sanitiser available, bring your own face mask. All profits to the Cancer Council. All VWs welcome.

Tuesday 26th:- Australia Day 2021 Car Show at Glenbrook. **CANCELLED** due to COVID restrictions.

February.

Monday 1st:- Canberra General Meeting at the Harmonie German Club, 49 Jerrabomberra Avenue, Narrabundah, from 7:30pm. **YES WE'RE BACK!**

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

Thursday 11th:- Committee Meeting and magazine pack at the Arena Greyhound Sports Club, 140 Rookwood Rd. Yagoona (next to Potts Park), 7:30pm.

Thursday 18th:- CLUB VW MONTHLY MEETING - to be advised

March.

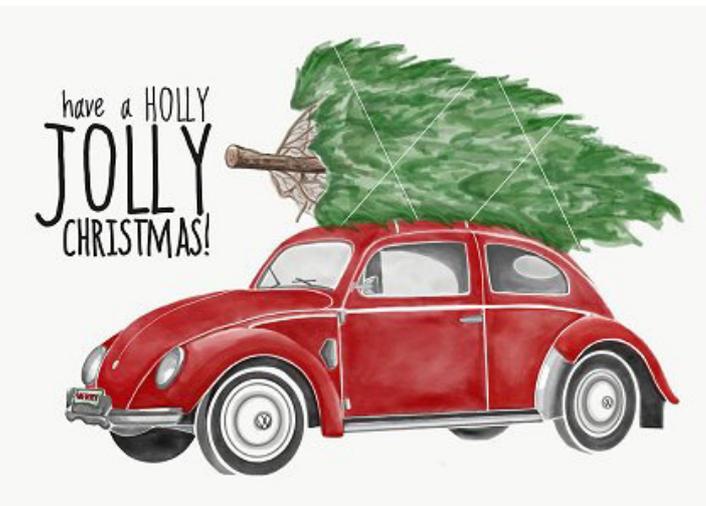
Monday 1st:- Canberra General Meeting at the Harmonie German Club, 49 Jerrabomberra Avenue, Narrabundah, from 7:30pm. YES WE'RE BACK!

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

Sunday 7th- East Hills Charity Car Show at Marco Reserve, Panania. This family charity event attracts car lovers from all over NSW, this year supporting the fight against bowel cancer. All classic makes and models welcome. Trophies to be won in numerous categories. Kelso park is unavailable due to council works, but Marco Reserve is right next door. Show cars enter through the gates on Marco Ave, off Childs St. A great family day out, food and drink stands, music and entertainment, motor accessory traders. Phone Glen on 0434 360791 for more info. **Join the Club VW convoy at McDonalds Moorebank (Newbridge Rd) at 8:00am for an 8:30 departure.** www.easthillscarshow.com.au

Thursday 11th:- Committee Meeting and magazine pack at the Arena Greyhound Sports Club, 140 Rookwood Rd. Yagoona (next to Potts Park), 7:30pm.

Thursday 18th:- CLUB VW MONTHLY MEETING at the **Greyhound Social Club**, 140 Rookwood Rd. Yagoona (right next to Potts Park). Get the latest VW news and views, plus VW socialising, drinks, raffles, trivia and plenty of prizes. Lots of fun, all welcome. 8:00pm start. YES WE'RE BACK!



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April.

Thursday 1st:- Magazine Cut-off Date for articles, letters and For-Sales.

Monday 5th:- Canberra General Meeting at the Harmonie German Club, 49 Jerrabomberra Avenue, Narrabundah, from 7:30pm. YES WE'RE BACK!

Thursday 8th:- Committee Meeting and magazine pack at the Arena Greyhound Sports Club, 140 Rookwood Rd. Yagoona (next to Potts Park), 7:30pm.

Thursday 15th:- CLUB VW MONTHLY MEETING at the **Greyhound Social Club**, 140 Rookwood Rd. Yagoona (right next to Potts Park). Get the latest VW news and views, plus VW socialising, drinks, raffles, trivia and plenty of prizes. Lots of fun, all welcome. 8:00pm start. YES WE'RE BACK!

May.

Sunday 23rd:- VW NATIONALS 2021 - intended date. Please mark in your calendar - confirmation and further details to come.

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:- Volkswagen Beetle 1965, Real Patina Style Looking for new home. 1300 cc, 12 V, 19,933 km, manual transmission. Run great original motor. Rego 31/03/2021.



Number Plate is not included. Price is \$17,500 For more information please contact Angkool on 0450 507999 or email angkool2009@hotmail.com

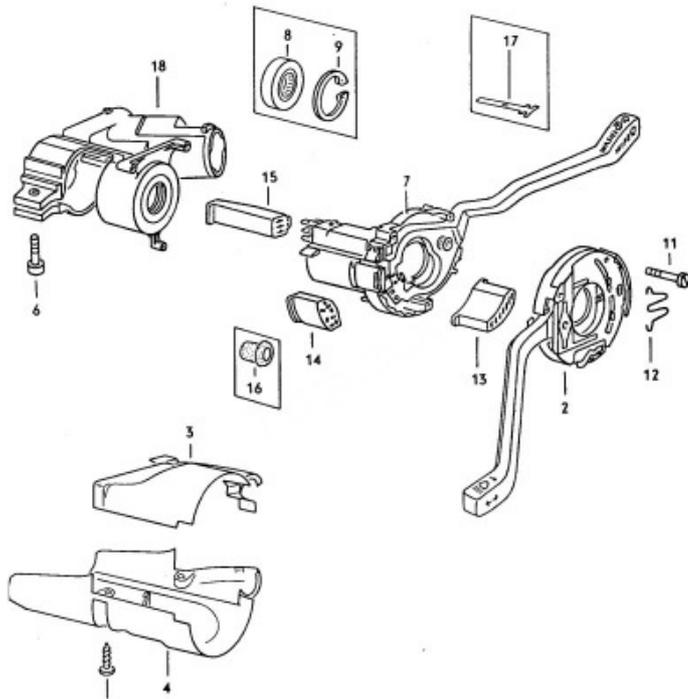
Wanted:- I have an early **Type 3** and time has finally caught up with the **interior sun visor**. I'm hoping someone in your club might have a spare set they are willing to part with? If can help contact Dion Butterworth at dionbutterworth@gmail.com



Wanted:- I am looking for a **front left bumper insert** for a 2010 update **T5 Transporter**. If you can help me, please contact Bruce Madden on 0427 603529 or email madden@netspace.net.au

2nd Month ads.

For Sale:- I have a 2001 Generation Golf that no longer works and I'm looking to sell. Not sure what needs to be fixed



Wanted: This, but imploded: for Golf 1977-1980, along with all associated wiring, as long as you can make it, and intermittent-wiper relay. Alternatively, just the wiper switch, wiring and relay for a 1976 Golf. If you can help, contact Rod Young (in Malaysia) at rod.young2@icloud.com

For Sale:- My name is Dan Fornasier. I have owned a number of VWs over the years, most memorably an '83 GTI bought new. Man I loved that car. But I also had 3 Jettas that served me and my family very well. I have a copy of the **manual covering 1985 to 1992 GTI, Golf and Jetta**. I don't know if



Next Club Meeting:
Thursday
17th Dec.
8:00pm
Arena Greyhound Club.



to get it going. It has leather seats mostly in pretty good condition, a subwoofer and amp with bass control and the exterior is still in quite good shape so could be useful for spare parts. I loved the car so would prefer to see it be purchased and made road worthy or used for spare parts. Rather than go to scrap metal. Would this be a place to sell my beloved Golf? Please contact Lauren on 0402 247998 or email lauren.broughton@gmail.com

Wanted:- I am looking for a **Driver's door** for a 1974 **Volkswagen L Bug** (1303) – prefer Martini Olive in colour – but anything in good condition considered. If you can help, contact Graham on (02) 4441 1166.

Wanted:- I am looking for a **1975 Superbug** in good condition, with standard bodywork. Asking Price Neg. If you can help, please contact David Hair on 0450 103460 or email davidhair@btinternet.com

Free to Good Home:- I have 1969 VW **Beetle bumpers**, if anyone in your club would like them. I actually have 2 bumpers, one is silver only surface rust and one red, the silver one is the back I think. I am giving them for free, for anyone who could use them. In the wollongong area nsw. Contact Susan Hughes on 0403 968837 or email susan-blanchard@hotmail.com

For Sale:- The 1965 Volkswagen 'Orange Smoothie' is up for sale. New 1600 engine, Freeway Flyer gearbox, Genuine Porsche Fuchs 15in polished mags, no chrome. \$29000.00 or ONO. For a full description and further details contact David



Birchall on 0415 957030 or email dbirchall154@gmail.com



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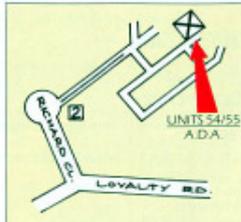
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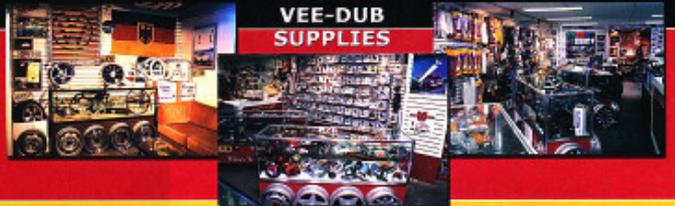
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AUSTRALIAN VW PERFORMANCE Centre



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

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

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

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

Fax: (03) 9761-6216

Email: avwpc@vwperformance.com.au




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Phone: (BH)

(AH)

(Mob)

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

Which of the following activities are you interested in? Please number in order:

- Cruises and observation runs
- Show n Shines, Concours
- Swap meets (VW parts)
- Social days and/or nights out
- Drag or track racing
- Meetings and tech talks
- Other (you tell us!):

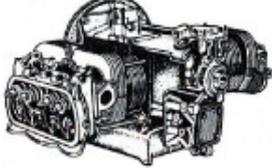
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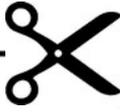


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Club Veedub Sydney Membership / Subscription Form.

Please tell us about your Volkswagen(s):

Year	Model	Engine Size	Rego No.	Colour

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 PO Box 324
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You will receive 12 issues.

Fixed Price servicing for older VWs.

Volkswagen Australia has introduced a new fixed price servicing program for cars between four and 15 years old.

Known as 4Plus Care, the plans are offered as two-year or four-year packages, comprising basic essential service inclusions as well as brake fluid changes and cabin filter replacements.



Plans can be purchased either online or through a Volkswagen dealership, with a quick comparison finding prices range between \$578-\$638 for a two-year plan, and between \$1021-\$1125 for a four-year plan, depending on the model and age of the vehicle.

By comparison, Volkswagen's fixed-price servicing for new models ranges from \$1800-\$2500 for a five-year plan, or between \$990-\$1500 for a three-year plan, depending on the model.

Even if buyers are planning on selling or passing on their car in a couple of years' time, the plans can remain with the vehicle and are upheld even in the event of a transfer of ownership.

Owners are also able to renew for another two or four years after the initial service period has run out.

Services are carried out using genuine Volkswagen parts and intervals are every 12 months or 15,000km, whichever comes first.

All new Volkswagen vehicles come with a five-year, unlimited kilometre warranty, regardless of whether the vehicle is serviced within the Volkswagen network or not.

Amarok W580.

The 2021 Volkswagen Amarok W580 has joined the growing list of top-end utes, as Australians continue to buy record numbers of workhorses turned into show ponies.

Unlike the Ford Ranger Raptor, Toyota HiLux Rugged X, and Nissan Navara Warrior, the VW Amarok W580 has been designed with a focus on on-road performance, although extra ground clearance and Pirelli Scorpion tyres will also boost its off-road ability.

Although it will be built in limited numbers - and each example will be numbered - the VW Amarok W580 will become a permanent

addition to the Volkswagen Australia line-up from April 2021.

The W580 was developed by Walkinshaw Automotive Group using the same engineering team responsible for the Holden Special Vehicles GTS-R W1 supercharged sedan - the fastest and most powerful car to be built in Australia - and the HSV Colorado SportsCat ute.

The first 30 customers who order online will receive an all-expenses-paid "money can't buy" experience which includes all flights, transfers, meals and accommodation to attend a Walkinshaw factory tour and a Walkinshaw Andretti United track day.

Pricing and further details will be released next month, however dealers have been told there will be two models: a W580 priced about \$72,000 and a W580S priced about \$80,000.

The VW Amarok W580 - based on the Highline model grade - is shipped to Australia in a partially completed form before it is transformed into a W580 on the same assembly line previously used for the HSV Colorado SportsCat.

Walkinshaw's engineering team developed a unique suspension, wheel and tyre package for improved on-road performance.

Former Holden Special Vehicles designer Julian Quincey introduced a redesign grille and front bumper inserts, and styled unique 20x9 forged alloy wheels, fender flares and bodywork graphics.

Although there is no extra power from the turbo diesel 3.0-litre V6 (200kW/580Nm), a "tuned" twin exhaust kit has been added. And the vehicle retains its 3500kg towing capacity.

The Walkinshaw assembly line is located in Clayton, south-east of Melbourne, not far from the former Volkswagen Australasia plant where the Volkswagen Beetle, Kombi, Type 3, Passat were built until 1976 when it was sold to Nissan. It was later HSV's home - until it moved to a new facility in the same suburb, but south of the railway line and about a kilometre further west, in late 2017. The former VW plant is now a subdivided industrial estate, most of it used as a Plush furniture distribution centre.

As a nod to the historical association with the manufacturing suburb, the Australian-designed, forged alloy wheels are called 'Clayton.'

The Pirelli Scorpion ATR tyres are 275/50/20 (wider than the Highline's 255/50/20 rubber).

In a statement, the director of Volkswagen commercial vehicles operations in Australia, Ryan Davies, said the W580





Amarok is designed to be the 'GT' of double cab utes.

"We have always known what a powerhouse we have in the Amarok, but have always felt the range needed a proper GT-spec model," said Mr Davies. "As the originators of the performance ute category, we looked no further than Walkinshaw to achieve this."

Volkswagen says the Amarok W580 took 12 months to develop and included technical support from Volkswagen Commercial Vehicles head office in Hannover, Germany.

In a statement, designer Julian Quincey said: "The Volkswagen product seems to lend itself to a very high performance GT image. You've got that terrific V6 diesel engine with class-leading torque; and it really does deserve a performance flagship in the range."

The VW Amarok W580 has a wider track thanks to a unique offset in the forged alloy wheels (hence the need to fit wider fender flares), and new "twin tube" suspension which, combined with the larger rolling radius of the tyres, has lifted the nose by 40mm to level out the stance.

The 3.0-litre turbo diesel V6 engine (previously used in the Porsche Cayenne, Audi Q7 and Volkswagen Touareg SUVs) was added to the Amarok ute in 2016 as a flagship model, but has since spread to every model in the range.

In Australia the V6 accounts for the overwhelming majority of sales. The 580Nm version of the TDV6 was added in 2018, initially on the most expensive model, but has since trickled down from the Ultimate to the 580S and, from this month, the Highline model grade. Only the Core and Sportline continue with the 550Nm version of the TDV6.

With the most power and torque in its class - and paired to an eight-speed automatic and constant all-wheel-drive - it is one of the quickest utes in its class.

Other 580Nm versions of the VW Amarok tested completed the 0 to 100kmh dash in 7.8 seconds, about the same performance as a Ram 1500 V8. Most diesel double cabs take 10 to 12 seconds to reach the speed limit.

VW Golf 8 GTI Clubsport.

The 2021 Volkswagen Golf GTI Clubsport has been announced, delivering a significant power increase over the standard version.

Taking the baton from the previous 2020 Volkswagen Golf GTI TCR - a model still available in Australia - the new Clubsport is designed to be a more pointed iteration of the iconic Golf GTI, offering

increased handling characteristics to match the extra performance.

Volkswagen's new GTI Clubsport is powered by the proven VW 2.0-litre turbocharged four-cylinder as used in the AWD Golf R, producing 221 kW of power and 400 Nm of torque. For perspective, the newest GTI puts out 180 kW, meaning the Clubsport is offering a 23 per cent power increase.

A seven-speed dual-clutch automatic is the sole transmission offered, sending power to the front wheels (it's not AWD - you need to buy the Golf R for that). Acceleration is quoted as under six seconds for the 0-100km/h sprint.

The GTI's chassis has been retuned for the Clubsport, with more aggressive front wheel camber, new suspension mounts at the rear, and a multitude of tweaks throughout the suspension - which now sits 15mm lower than the standard GTI.

A front locking differential has been upgraded to an electromechanical unit, and now integrates with the car's Vehicle Dynamics Manager system, allowing the variable-locking diff to change depending on the driving mode selected.

The driver gets a choice of fifteen settings between Comfort and Sport, which helps to control the stiffness of the suspension.

Volkswagen knows many of its European customers take their Golf GTI hot hatches to the famous Nurburgring in Germany, and have devised a special driving mode specifically for the 21 km circuit. This includes a softer suspension set-up more suited to the track's surface.

Brakes have also been upgraded, with large perforated discs and two-pot callipers, and a more aggressive anti-lock braking and stability control system calibration.

All of these changes, coupled with optional 19-inch wheels fitted with Michelin Pilot Sport Cup 2 tyres, add up to a claimed Nurburgring time of 7:54 - still a ways off the Renault Megane RS Trophy-R's time of 7:40.1.

Also on the outside is an updated front spoiler with larger intakes, larger side skirts, and a revised rear diffuser with oval-shaped exhaust tips.

Inside, the Clubsport comes with microfleece fabric as standard, with leather optional. Contrast red stitching on the seats, armrest, carpet mats, and steering wheel keeps with the GTI theme.

A spokesperson for Volkswagen Australia has said there are currently no plans to bring the Golf GTI Clubsport to Australia, but said "special editions are absolutely part of



our thoughts for the Mk8 Golf performance range."

Most special edition Golf models are designed by Volkswagen Australia's own team, allowing the cars to be specified to suit our market and our roads.

The 2021 Volkswagen Golf GTI is expected to arrive in Australia in early 2021.

2021 Caddy launched.

The 2021 Volkswagen Caddy has been officially launched in Germany, with the all-new van and people mover expected to land in Australia in the middle of next year - a little later than the first-quarter timing expected when it was first revealed in February.

The new 'Mk4' Caddy is based on Volkswagen's latest MQB architecture, which also underpins the new 2021 Golf.

This means the new Caddy not only benefits from the powertrains and technology offered across the upcoming Golf range, but its on-road manners should be more closely aligned with the popular hatchback, rather than a traditional commercial vehicle.

A number of different body styles were displayed alongside the traditional small commercial van configuration, including a people mover, a campervan and a long-wheelbase (LWB) Maxi variant, which is able to carry two (European) pallets.



In standard format however, the Caddy's wheelbase has grown over its predecessor, from 2682 mm to 2755 mm. This translates to 3.1m³ of cargo space, or up to 3.7m³ in the LWB Maxi.

In the seven-seater people mover, a large panoramic sunroof stretches across two rows of seating, while an electric hands-free sliding door and hatch are now optional.

Nine different powertrain specifications have been announced, including five 2.0-litre turbo diesel engines, two 1.5-litre turbo petrol engines, a 1.5-litre natural gas engine and a hybrid variant.

Both the diesel and petrol engines can be matched to either a six-speed manual or a seven-speed dual-clutch automatic, in either front-wheel drive or all-wheel drive form.

However, as these motors have been designed to comply with the stringent 'Euro-6d' emissions regulations coming into effect in Europe in 2021, it's likely Australia will get some slightly different powertrain options due to our more



relaxed laws.

While traditional gauges are still the norm, the new Caddy can be optioned with a digital instrument cluster ahead of the driver, with infotainment duties performed via a 15.2-cm, 20.9-cm or 25.5 cm screen.

Gone are the familiar rotary dials for heating and air conditioning duties, which have also moved to a digital format and now sit below the infotainment screen in the centre console.

There are five new safety systems on the new Caddy, these being emergency assist, blind-spot assist, trailer assist, semi-autonomous driving assist and rear cross-traffic alert. These are in addition to the 14 safety features being carried over.

Despite retaining the overall shape of the previous Caddy, the new model is lower, wider, and longer, and has larger openings for the sliding door and rear hatch. It also picks up new LED headlights and tail-lights, and optional 18-inch alloy wheels.

The 'Mk1' Caddy (1979-95) was a Golf pickup truck, originally designed for the US market. The 'Mk2' Caddy (1995-2004) was a rebadged Seat Inca small van. Neither of these models were sold in Australia. However the 'Mk3' Caddy which debuted in 2003 was sold here from 2004. It quickly became the most popular small commercial in Australia. The Caddy was facelifted in 2010, and again 2015.

While final specification and pricing has yet to be announced locally, a spokesperson for Volkswagen Australia said the new 2021 Volkswagen Caddy will see a local launch in mid-2021.





US VW Taos debuts.

The 2022 Volkswagen Taos has officially launched for the US market, but the compact SUV is unlikely to be offered in Australia anytime soon.

Set to slot into the line-up below the Tiguan Allspace, the model shares the same market niche as the European short-wheelbase Tiguan and the new T-Roc. Like these models, it is also based on VW's MQB platform. In the US the Taos will effectively serve as an unofficial replacement for the standard Golf in North America.

Power is derived from a 1.5-litre turbocharged four-cylinder engine producing 117 kW and 249 Nm.

Offered in front-wheel drive and all-wheel drive configurations, power is sent to the road via an eight-speed automatic or seven-speed DSG dual-clutch transmission.

Customers can choose from eight colour schemes and four alloy wheel designs.

Automatic headlights, two-tone seats, push-button start, and Volkswagen digital cockpit come standard, while options include keyless access, a panoramic sunroof, climate control, rain-sensing wipers, a heated leatherette steering wheel, heated seats, and the MIB3 infotainment system.

The IQ.DRIVE driver assistance package can also be optioned - this features forward collision warning with autonomous braking, active blind spot monitor, lane keeping system, adaptive cruise control with a stop and go feature, travel assist and emergency assist.

There will be three trim levels available, with those being S, SE, and SEL.

SE and SEL interiors will get the MIB3 infotainment system with wireless App-Connect and an 8-inch touchscreen.

The Taos originally began as the VW Tarek project



vehicle, and first appeared in China in 2018 as the VW Tharu. It is also made in Argentina, and for the US market will be built in VW's giant Puebla, Mexico, plant. US pricing is set to be announced in early 2021.

It gets its name from the town of Taos, New Mexico, which happened to be the home town of the late John Muir - the author of the popular 'VW for the Compleat Idiot' books.

The USA already has the Tiguan, but only in the longer-wheelbase Allspace format (sold just as the 'Tiguan.'). So in effect the new Taos is a way to bring in a 'new' model that is the same size as the normal Tiguan, without the naming confusion.

There is not much chance - or much point - in the Taos coming to Australia.

A spokesperson for Volkswagen Australia said, "(like the US Passat, Jetta and Atlas), we're not aware that the Taos will be manufactured in right-hand-drive.

"If it were to be, a compelling business case would be required given that Volkswagen in Australia already has the T-Cross and T-Roc covering the compact SUV segment, and the Tiguan above that."

VW USA's website crashes.

The Volkswagen USA website went down for two hours last month as thousands of would-be customers attempted to pre-order the new all-electric VW ID.4 SUV.

Volkswagen's American branch posted to Twitter at 1:48am (AEST) "Phew! We're flattered. Appreciate the interest in the ID4 - you guys broke our site! We're rebooting and will respond when we're back up."



It was two hours before the company confirmed the domain was functioning again.

Companies have been known in the past to artificially facilitate website crashes to create the impression of a consumer frenzy. While we don't know what caused this particular outage, potential customers were clearly not impressed.

"I tried [to buy a car] when the site was down - now went back and can't reserve a first edition anymore," one commented.

"I hope the people who built your pre-order system aren't the same ones who wrote the car's software," said another.



The entry-level variant of the ID.4 is powered by a single electric motor producing 150 kW/309 Nm. This draws power from a 77 kWh lithium-ion battery, and has a WLTP-verified driving range of up to 520 kilometres.

The USA is self-sufficient in coal, shale oil and natural gas for electricity generation, and also has 60 base-load 24/7 nuclear power stations with 98 separate reactors across 30 states, with a total power generation of 96,000 megawatts (96 gigawatts). Australia has none. The average price of electricity in the USA in 2020 is 12 cents per kW-hour, while in Australia it is almost 40c per kW-hour.

The UK has seven operating nuclear plants with 15 reactors generating 8700 MW, some 21% of the UK's electricity. The average UK electricity cost is 22 Euro cents per kW-hour. For the UK market, the VW ID.4 is priced from £44,000 plus on road costs (approximately AU\$79,500).

There have been no publicly announced plans for an Australian launch. However Volkswagen Australia's local communications boss Paul Pottinger has previously said the ID.4 would be an "ideal introduction for EVs in this fair land."

"We'll have more to say on the ID front shortly," he has said more recently.

Bugatti on hold.

As car makers transition towards an electric car future, executives at Volkswagen may be considering selling Lamborghini and Bugatti, according to a report from news outlet Reuters.

The unnamed sources say the company is reviewing how some of its niche brands - which also includes Ducati motorcycles - can be restructured, realigned, or even sold off, as the business moves towards a future with electrified powertrains.

The report comes only weeks after rumours surfaced of Volkswagen Group entering talks to offload Bugatti to Croatian electric supercar maker Rimac.

Bugatti President Stephan Winkelmann has told media outlet Bloomberg the high-performance Volkswagen subsidiary has effectively halted all product development.

"We had talks about a second-model lineup," Mr Winkelmann said.

"But [this is now] blocked due to the

coronavirus crisis; we're not talking about what's coming next."

Despite this, he stated the Bugatti division is on track to turn a profit in 2020.

If reports of Rimac acquiring the brand are accurate, it's possible a high-performance electric powertrain will be externally developed to replace the current 8.0-litre W16 engine powering the Bugatti Chiron.

In October 2019, news outlet Bloomberg reported Volkswagen Group was considering selling Lamborghini, or spinning off the supercar brand into its own entity. Numerous reports of the company selling one or more of its marques have

emerged as early as 2016.

Lamborghini, which is structured as a sub-division of Audi, is probably less under threat than Bugatti. The VW Group uses Lamborghini for advanced materials development. By contrast Bugatti was a vanity project, and the man who bought the company and drove the project (and owned 3 Bugattis), former VW boss Ferdinand Piech, died last year. Bugatti doesn't have an obvious role going forward.

While Europe's ever-tightening emissions laws are making the viability of large-capacity engines more difficult and expensive to develop, Lamborghini and Bugatti are also facing an internal threat as Volkswagen Group looks at ways to more than double its stock market value.

Despite selling the greatest number of cars in the world last year, the company's valuation sits behind Tesla and Toyota.

Volkswagen Group bosses have signalled their intention to increase the company's valuation from its current market capitalisation of AU\$120 billion to roughly AU\$330 billion.

Currently, money earned from its passenger car divisions are said to be funding research and development at Bugatti and Lamborghini, but rarely do the results benefit the group's more common products.

This means development of petrol-powered supercars and hypercars are drawing funds away from hybrid and electric powertrain projects - along with autonomous driving technology - which can then be amortised across Volkswagen Group brands.

Volkswagen Group currently owns VW, Audi, Porsche, Bentley, Skoda, Seat, MAN and Scania trucks, as well as the aforementioned Lamborghini, Bugatti, and Ducati.





The on again, off again, on again Boris' Picnic Day Sunday 22 Nov 2020.

As we all knew, our usual Club Vee Dub Picnic Day at Cooks' Park, Ramsgate, was not going to happen this year (2020 Year is best to be forgotten). The local council refused permission due to Covid concerns. So, my search for a new venue a little further away began - not only to keep a social distance from other crowds and zealous onlookers, but also to get away from the City for a nice country drive everyone was longing for after dreary daily repetition of staying at home and/or going to work over the past nine months or so.

I visited a few possible sites in the countryside and settled on a large open parkland with amenities, plenty of shady trees and undercover picnic tables and a generous size car parking lot at Warragamba Dam.

Club Vee Dub Sydney's Committee understandably couldn't and DID NOT endorse my Picnic outing as a Club organized event for obvious legal reasons, and I fully understand that. But enough interested parties knew of my intentions, so off I went with a Single Cab Kombi full of equipment and enough food and drinks to feed an Army.

As I arrived in the park just on 8 o'clock there was a few hungry people already there waiting to help me set up.

Zelko and Sandy got straight away BBQ-ing the sausages and nicely cooked caramelized onions as more and more Volkswagens found their way in to the car parking area. At 12 o'clock more than 50 cars were in attendance in safely-distanced (more than one-metre apart) proximity, and a classified number of happy people scattered all over, standing in small groups of two or three. There were more people there than at your average wedding party of 20, and less than at a previous Wednesday night football game between Queensland and NSW of 40,000 attendance.



The day was enjoyable for all brave enough to break away from this nonsense we were told about by the World New Order, and finally got together.

I called it quits at about 1 pm when all the sausages ran out. Food and soft drinks were free, but a donation bucket was there for the visitors to drop in a note or a few coins. Club Vee Dub Sydney was the beneficiary and will no doubt use the funds toward a purchase of a new BBQ or repairs to the Club Trailer.

As all the VW drivers were there to visit the dam, most





of them drove up the short road to the (closed) Visitors' Centre and went for a walk. Part of the dam all is now open to visitors, and you can walk down a well-made path to the Authority's road and onto to the top of the dam. You can also walk down through the terraced gardens to the lower level, where the old cable suspension bridge used to be before it was destroyed by bushfires in 2001.

For next year, I will be discussing the choice of venues with the Club Committee and Club members and hopefully we'll be back again, either at this nice venue here or back at the beach at Ramsgate.



All the best of health to all and hope to see you at this year's Club Xmas Party and many more times after,

Boris Orazem

COVID-19 breaking news:



London, Thursday - Men who are into classic cars, especially old Volkswagens, are now most likely thought to carry the coronavirus - without showing any symptoms, health experts have warned.

The best course of action is for women and children to avoid them, in order to prevent the spread of the virus.

Workshops, sheds and garages full of old car parts, tools and machinery have been recognised as the safest self-isolation areas by the World Health Organisation. Men should now self-isolate in these areas for 14 days.

They should ensure they have a working laptop or computer connected to the internet, in order to stay abreast of the latest news as well as related sites such as Ebay and Paypal. Wives and girlfriends should ensure the workshops are well stocked with toilet paper, biscuits and chips, soft drink and, especially, beer. Evening meals can be left on a tray outside the workshop door.

"Men are advised to make good use of the time in self-isolation," says Dr Margaret Forster, UK Dept of Health. "In the event that a current classic car restoration project cannot be finished, then the opportunity should be taken to tidy the garage in peace, reorganise tools, read car magazines and books, or simply plan out your next ridiculous car project."





Canberra Chapter 2020 Christmas Cruise and Lunch.

With COVID restrictions easing and the glorious spring weather upon us, the Canberra Chapter of Club VeeDub decided the time was right to conduct an early Christmas event. As travel restrictions were relaxed, a number of members indicated they would be making the most of the open borders, which also helped make the decision of conducting this event in late November a viable option. As our largest event of the year (the German Auto Day (GAD)) was cancelled, our major sponsor Lennox Motors still wanted to contribute the funds that were allocated for GAD to the club and support an event where members would be treated to lunch.

The meeting place was once again Old Parliament House (OPH), where over 20 cars lined up waiting for instructions on the mystery location where a short show and shine would take place before the cruise to our lunch destination. The mystery location was revealed to be the Russell Offices carpark, where we headed to in convoy and parked up in a large circle.

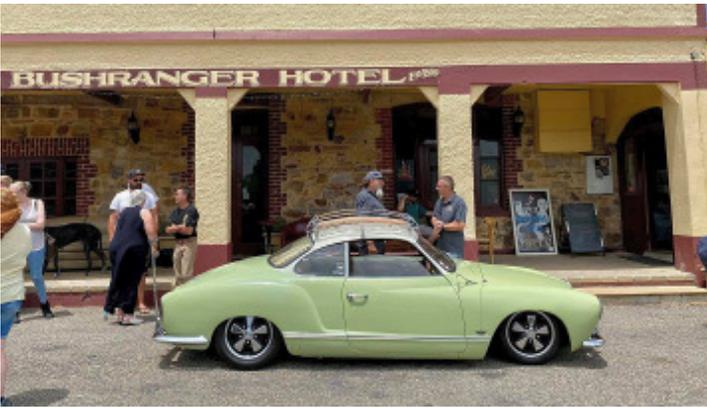
Once at Russell Offices, the team from Lennox Motors conducted a quick inspection of all the cars and picked two Cars of the Day - one aircooled and one

watercooled. The criteria was fairly loose - just pick the two cars that you like or prick your interest the most. This still caused concern for our judges, as all cars on display were special in their own way and it made the job of picking winners very difficult. In the end, Jim Smith with his beautiful split window camper won the aircooled trophy; and Dot Bryan with her immaculate Scirocco won the watercooled trophy. Once again, these trophies were made possible due to the generous support of Lennox Motors.

Once the trophies were handed out, we headed off on the cruise part of the day, making our way to the small town of Collector. Situated at the northern end of Lake George about halfway between Canberra and Goulburn, Collector is home to the Bushranger Hotel which was our destination for lunch. The drive there was uneventful, with all cars making the journey without any issues. The looks, waves and smiles from other road users always lifts the spirits for both the owners and the other road users. Once we arrived, we met a few other VW enthusiasts who had made their way to Collector from other areas. Most noteworthy was Andy in his Karmann Ghia who drove down from Sydney just to have lunch with us. Unfortunately Andy did have some mechanical issues on the way; however was able to rectify them and still managed to beat us to the hotel.

The Bushranger Hotel is well known for their pizzas and this is what was organised for our lunch. All varieties of pizzas kept coming out to ensure everyone was well fed,





participate in a group event. While this was our official Christmas event, we still plan to run a couple of other events before the end of the year, so keep your eye on our Facebook pages for further information.

Willie.

The Project of my Life - Progress 1.

At last, I have my own Beetle, a 1974. I haven't seen it in the flesh yet, as it's on the mainland and I'm not and there is a movement order in place. It's not my ideal choice, as it's a 1200, unknown to Australian Beetle consumers, so there's no twin-port engine. At least it has a padded dash and flow-through ventilation, which earlier 1200s did not. For economy, 1200s have no Z-bar and the earlier, stiffer torsion bars, but that doesn't worry me, as it's going IRS anyway. The Lemmerz Weltmeister sport wheels are an unexpected bonus. On the other hand, I can't drive it back to Langkawi, as the brakes don't work.

including gluten free and vegetarian options so everyone could partake. A lot of catching-up and conversation flowed throughout the afternoon, with this being the first real opportunity to see each other since earlier in the year before the COVID-19 restrictions were put in place.

As the afternoon drew on, people started to leave in small groups or individually. I didn't come across any stricken VWs on the way home to Canberra, so I assumed all got home safely and without issue. The day was a great success, with many local VW enthusiast finally able to get their cars out and



This is what you get for 10 000 ringgit - \$A3300

The Beetle is now residing near Kuala Lumpur at Mr. Hafeez' place. I first came into contact with this gentleman by searching for Beetle items online on Mudah.my. He had some disc brakes for sale. We're a bit spoilt in Australia, because our 1500 and 1600 Beetles all came with front discs. Not so in Malaysia, or even the US, for that matter. His brakes were a kit from the States for Beetle rear, IRS, but without calipers. It turns out that he is 68 years of age, a mechanical engineer, had lived in the UK for 10 years and has been building off-road



buggies for decades.

He informed me that he had used this kit a few times on buggies and that Mitsubishi and Honda calipers, available locally, fit fine. I realised that a road car needs a handbrake, so I hummed and ha'ed on the purchase, knowing that I would have a hard time finding the right calipers. Mr. Hafeez volunteered to do it for me! He came up with some Honda units with the exact same handbrake-cable fitting as VW, designed and machined new adaptors out of high-strength aluminium alloy and had all the fittings galvanised. The results are very impressive indeed:



One thing led to another, and Mr. Hafeez is not just fixing the brakes to make the Beetle drivable, he is doing all this:

- * fitting his new rear-disc conversion
- * reconditioning a disc-brake front end that I managed to find
- * installing lowering adjusters which he provided
- * adapting Volvo calipers to the front
- * installing braided stainless hoses
- * installing IRS brackets which he provided
- * doing a complete IRS installation

Quite a list.

I am amazed at the synchronicity of events. I buy a Beetle with no brakes, then all these brake parts come my way: a disc-brake front end, a new master cylinder, magnificent rear brakes. I really want a height-adjustable front end; Mr. Hafeez has the adjusters. I have an IRS rear end lined up; Mr. Hafeez has the brackets and the fitting experience. I'm having a front end reconditioned; I stumble across ball joints, tie-rod ends, top shock rubbers, a NOS

worm/roller and remanufactured front-suspension brace bars. I need all the twin-port engine bits like fan housing, top tin, oil-cooler bracket; I now have them lined up, even thermostat flaps (but no other bits). Don't forget, I live on a tropical island.

In the first article I casually mentioned that I had ideas of using throttle-body injection, not having a clue of where I would source the parts from. They're sitting in a box under my bed now.



Another online seller provided these lovely bits as well as the promise of a 78-mm counterweighted, forged crank 8-dowelled to a flywheel, I-beam rods for Chevy journals, thick-walled 92s and big-valve heads. Looks like I'll get my big displacement engine after all. All this has my mind racing as to how I will prepare for a fuel-injection conversion. First, the big hunt for EFI components. I've sourced a Mercedes fuel pump, Golf 1 GTI fuel filter and Peugeot pressure regulator, all Bosch, NOS and very cheap. Fuel-injection wiring plugs: check. Head-temp sensor: check. Intake air temperature sensor: check. Oxygen-sensor stainless-steel bungs: check. MAP sensor: check. Throttle-position sensor: included. I can get nylon tubing and barbed fittings online. To my great surprise, on Lazada, the online marketplace, I found a fuel pump for a Mexico Beetle, made in China and very cheap, so that's a plan B. It's a bit like the pump fitted to Golf



Chinese-made fuel pump for EFI Mexico Beetle

2 with Digifant - a plastic reservoir with the pump inserted into it. But I hesitate to use it, as fuel returned from the engine area where it has picked up heat is returned not to the tank, where it can mix with its fuel contents and dissipate that heat, but to the chamber around the pump. The fuel tank on Mexico Beetles is identical to the one for carbureted cars, with no fitting for a return line. Instead there's a hose which connects the chamber in the pump to the fuel tank entry for pressure compensation.

Now comes the quandary of choosing an aftermarket EFI control unit. I'll make it Australian, so that I can easily get my hands on one, but then which of these to choose from: Halltech, Microtech, Motech, Adaptronic or Autronic? If any Club VeeDubbers have experience with aftermarket EFI, please send me an email. I need to plan ahead and know which other bits to hunt down.

Since I don't have a complete Beetle in the fibreglass workshop, only a bent one with large areas of panels converted to rust dust, I've been working on what you might consider peripheral projects. The first of these is a spoiler. Initially my intention was to replace the air-inlet grilles below the rear window with a spoiler/air inlet. I mocked one up and it looked good, but I just couldn't provide enough surface area for the inlet, so I abandoned that approach and moved it down to the engine lid, which has a bit more room for manoeuvring, and I already have a stock lid in fibreglass to graft it onto. I managed to get the cross section of the air inlet about the same as the grilles and I think the lines are quite nice. It has to look like it belongs, obviously.



The air-inlet aperture still needs to be cut out in these pics. I have some black mesh to fill the hole.

I spent ages developing an inner liner, which serves multiple purposes: a reinforcement section for the top, where the hinges go, a surface for the rubber seal around the edges to ride on, reinforcement for the latch, a rainwater collector, a general stiffener and a high level of finish. I also incorporated surfaces for anchoring gas struts, but since the spoiler effectively puts a big hole in the lid, I don't think there's enough stiffness for struts to work, but I'll give the idea a go anyway. If that doesn't work out, to hold up the lid, it will have to be a screwdriver in the hinge bracket or a specially made stay. There's no way to use the stock lifter spring, as it places too much force into too small an area for fibreglass to

tolerate. The hinges need threaded aluminium plates bonded in behind and I've adapted off-the-shelf stainless hinges to replace the stock ones, because I don't like the idea of wrecking a stock lid every time I make one of these, just to get the hinges. One advantage over incorporating the spoiler/air inlet into the engine lid is that my market for this item is now larger; anyone with a steel Beetle might want to get one.

The next peripheral project is the doors. Both are rusted out along the bottom, but not in proportion to the rest of rust, so I can do something with them. I managed to unscrew one of twelve bolts; what a bonus! The rest were drilled out; actually, the lower left hinge had been welded on, so I had to hack it out. Then came door disassembly, one of my least favourite jobs. Could I reproduce doors in fibreglass? I've decided I can, if my ambition doesn't extend to movable windows. Settling on polycarbonate panes urethaned into place will leave a massively simpler door structure which can be lightened extensively. I've already established that this car will have full-time air conditioning, so there will be no need for fresh air. When I'm driving my Golf, the only time I've wound down a window is to let a mosquito out; hardly an over-riding justification for all the trouble and expense to reproduce wind-down windows. I can just open the door to dispose of phlegm. There are no toll roads on Langkawi. I was staggered to find that a Beetle door weighs 21 kg. To prepare the doors for mould-making, the hinges needed to be removed by drilling out the rivets, which was tough. Even the hinges weigh 2.2 kg for all four. Once again, if I'm making doors, I don't want to sacrifice an original door just for its hinges and it's a bit much to expect a customer to do the hinge swap themselves, so I looked around for another source. They're available in the US, but by the time shipping and customs duty are factored in, the expense is out of the question. So I'm getting Mr. Hafeez to engineer new hinges in aluminium with a steel bush. The doors will be much lighter than stock, so aluminium hinges will certainly do the job and contribute weight savings themselves. While I'm working on doors, I may as well design new interior trims with a pocket, a speaker enclosure and a bit of style, something I did many years ago for Type 3 doors.

Everything which follows from here is in the realm of planning rather than actual project engagement.

Air conditioning is, as previously mentioned, a must in Malaysia and most Beetles have had AC installed. All installations I have seen here use a second pulley attached to the crankshaft pulley, though I have seen photos online of single-plane installations where one V-belt drives the AC compressor and alternator/fan. The issue with that approach is that there is a reduced angle for belt contact with the alternator pulley. You already get belt slippage at that location due to the force required to drive the fan at high revs, so reducing the contact patch is only going to worsen slippage. But my planned engine has competing requirements. I'll be using throttle-body EFI, which needs an aftermarket ECU, all of which require a crank trigger. Placing a second pulley over the existing crank pulley may well use up the space normally occupied by a crankshaft-position sensor. It looks like the solution is to use a serpentine belt. This is one belt which drives everything on one plane, tensioned by an adjustable idler pulley which pushes on the outside of the belt, forcing the belt inwards to tighten it. Serpentine belts have a much greater surface area than V-belts, therefore less slippage, wear

and friction losses take place. They're probably universal on all modern engines. Kits for air-cooled VW engines are available in the States.

An alternative approach to AC is to use a 12-volt electric compressor.



made in China, less than \$A500

The one I'm looking at draws a maximum of 45 A. The most heavy-duty alternators for Beetles are rated at 90 A, and one of those would be hard to get here. A bracket-mounted alternator, rated at let's say 110 A and driven by the serpentine belt would provide enough reserve. I could then replace the existing alternator with an old generator, even a 6-volt one if I can find one for nothing, with just the shaft and bearings inside, so that the fan gets drive. The advantages of using an electric compressor:

- * front mounting for better weight distribution
- * fewer hoses to leak and less plumbing
- * closer control over temperature output

I'm interested in hearing any opinions about this approach. Please email me with suggestions.

Mr. Hafeez is full of surprises. Quite apart from the fact that he's working on a hotrod Morris Minor with a Jag rear end, he has been developing a bolt-on kit for VWs which uses an electric steering box. I thought these were purely for rack-and-pinion applications, but the unit he has found



installs inline with the steering column itself. I will be his first customer.

And now into a more hypothetical realm. I've been playing with the idea of using Arduino control of various functions in this project car. Arduino is a low-cost open-source microcontroller board, designed and made in Italy, which you can program with Windows, Mac or Linux through a USB cable. It has multiple inputs and outputs for sensors, switches, relays and motors. All sorts of add-on boards are available, so the sky is the limit for what you can do. I've long admired this platform but never had the necessity as the mother of invention until now. One early thought was to use a voice-recognition add-on board to control various functions, but I decided I would tire of saying "Hey Beetle". Touch-screen or iPhone-app control? I can't see my way clear to a complete solution. I've scaled back my ambition and now plan to use the Arduino to take over some the logic which is normally carried out by high-current switches. I would get an RFID add-on board and get the Arduino to lock and unlock the central-locking motors. Replace the ignition switch (they always crack anyway) with an illuminated push-button switch. A simple push would turn the ignition on. A push with the brake pedal held down simultaneously to start the engine. A push with the handbrake on would turn the ignition off.



The Arduino would provide an output for what VW calls "X-Kontakt", which is ignition on, switching off while the engine is starting, to prevent starter current being drained by headlights, wipers, demister and so on. I'm looking for ways to eliminate switchgear on the dash, and AC is going to be full time, but you don't want it kicking in as soon as the engine starts; only once you commit to driving the car some distance. The Arduino could delay the AC from switching on until the handbrake is released and knock it out at full throttle. I even thought of using a solenoid latch on the fuel-filler flap (I have one already) which would engage for 30 seconds or so after the ignition is turned off. The rear-window demister (oh yeah, I managed to get one of those much-coveted bits of warmed glass) could be automatically switched on by an Arduino rain-sensor module (less than \$2) and stay on for a predetermined time, with a yellow LED somewhere near the window itself so that you can see it in the rear-view mirror. Speaking of which, glue-on auto-dimming rear-vision mirrors are available, or one with a built in dash cam. Sadly, not both. My Golf R has automatic headlights; I never touch the switch. The Arduino could take over that function as well, or there is a complete package available which does the lot.

My head is swimming with ideas and I need someone

to bounce them off. Please give me some feedback about anything I've mentioned and I'll paraphrase it in the next article.

Rod Young

rod.young2@icloud.com

Beaded Volkswagen.

Following the Volkswagen Mexico tradition of creating expressive and artistic vehicles, like the Volkswagen Light Bus and the Wedding Beetle, comes the 'Vochol,' a 1990 Beetle covered in over 2 million glass beads.



"The name 'Vochol' is a combination of 'vocho,' a common term for Volkswagen Beetles in Mexico, and 'Huichol,' another name for the Wixárika indigenous group in the western states of Nayarit and Jalisco, Mexico. Separated from modern Mexico by the Sierra Madre mountains, Huichol artists have preserved many of their pre-Columbian traditions through the centuries, including their decorative beadwork," says a Volkswagen Mexico news release.

The Vochol was commissioned back in 2010 with a goal of demonstrating the ongoing traditions of Mexico's indigenous communities using "folk techniques on a modern canvas," says Volkswagen.

A team of eight artists from two Huichol families was tasked with the job of meticulously decorating the chassis and interior of the '90 Beetle by hand.

The Huichol beads found on the vehicle are made from colourful glass or plastic and artistically placed to depict geometric patterns and scenes of animals and crops. Originally, the beads the Huichol people used were made from seeds, shells, and other natural materials and used on jewellery, animal skulls, bowls and masks.

The artists covered the entire Beetle from the rims and side mirrors to the seats and steering wheel in



colourful designs that express the Huichol spiritual beliefs.

"On the Vochol's hood, two snakes in the clouds represent rain. The sides depict deer, scorpions, birds and peyote flowers, which are all important symbols in Huichol culture and spirituality," explained Volkswagen.

"On the hood, a large sun symbolizes the union between humans and gods, and four two-headed eagles offer protection to the passengers inside. An image of a shaman steering a canoe adorns the back of the car. The phrases '200 years of Independence' and '100 years since the Mexican Revolution' are spelled out in the Wixárika language along the fenders to mark the bicentennial of the start of the war of independence from Spain in 1810 and the centennial of the Mexican Revolution in 1910."

In total, the Vochol is covered in about 2,277,000 beads and took the team of artists over 9,000 hours to complete.

The masterpiece was first unveiled in Guadalajara, Mexico and then featured in Mexico City for exhibition. It eventually went on a museum world-tour across the US, Europe, Asia, South America and the Middle East. The Vochol now calls the Museo de Arte Popular in Mexico City home when it's not on loan.

"By combining the Volkswagen Beetle - a pop culture icon in Mexico and around the world - with the Huichol traditional craft, the Vochol is a unique display of the persistence of folk art in a modern world," said Volkswagen. "The car is perhaps the largest individual piece of Huichol beadwork ever created."

Article submitted by Carl Moll





Death by a thousand cuts.

My mate Iain always used to say: "the person who designed the Karmann Ghia deserves a medal."

I always told him that they were just glorified Beetles. He would always get upset and say to me - well what do you reckon your 356 is?!

Now, I'm not going to go into the history of the Karmann Ghia; there are plenty of books and websites on the subject if you're interested. But I'm sure many talented people went into the creation, and after all these years I agree with Iain. I think everyone involved deserves a medal.

Styled by Ghia of Turin, with mechanicals by Volkswagen of Wolfsburg, and built by Karmann of Osnabrück. Those clever Germans and Italians.

So, the mechanical parts are the same as a Beetle, but that's where the comparisons stop. The body is a dead set work of art, and so replicating the clever tradespeople's work will push you to your limits, both financially and mentally.

If you're restoring a Ghia, you will get your own blood, from cut fingers, all over your mobile phone, ringing friends that have restored one before, asking advice.

If you don't know what I mean when I say death by a thousand cuts, you will when you try to fit windows with T chrome. I suggest wearing gloves.

Everything is possible, but be prepared to do some jobs five times.

Even though they made nearly 450,000 Type 1 Ghias between 1955 and 1974 only a small fraction of them survive today because of this reason.

In addition, only a few hundred were sold new in Australia. They were only available here from 1959 to 1966 as a 'special order' model (and the Type 3 Ghia from just 1965 to 1967). Due to the hefty tariffs placed on fully imported



cars, they were very expensive.

In 1963 for example, when you could buy a Deluxe Australian-made 1200 Beetle for £953 or a Standard for £849, a Karmann Ghia cost no less than £1523 - or £1690 for the cabriolet. A 6-cylinder Holden Premier was only £1419.

While the mechanicals won't give you any major headaches if you can work on a Beetle, the Karmann bodywork and trim is another thing altogether. You will go through depression because you can't do something, to feeling like party time because you mastered it.



Karmann Ghias are so beautiful, and if you have one, you are very lucky. I will bet money that you can't stop looking at it or driving it.

It almost seems a shame to put a car cover over one in the garage.

Ashley Day.

Trash and Treasure.

None of us are getting any younger.

With lockdown or restrictions at the moment, many people have been working on their cars and realising parts are getting harder to get.

Many VW shops are closed or on restricted openings. Ebay doesn't have everything, and getting parts from overseas can be a bit slow. Also with the borders closed, you can't just duck across interstate. Add to all of that, the age of some of the parts we are looking for.

Unless you have stashed parts away for a rainy day, you could be in a bit of trouble - or could you?



Within Club VeeDub Sydney, there many members who have a treasure trove of leftover or unwanted parts stashed in their garages, sheds or under the house. Parts that you just won't find for sale elsewhere.

I have written about this before, but many of our members are now pushing 70 or 80 years of age, or more these days, and it's these people that have the good stuff.

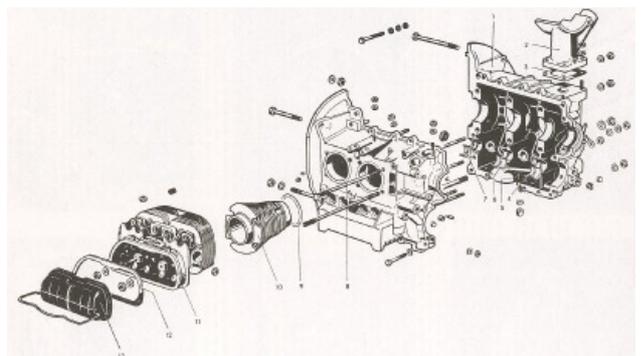
Even though they have lived most of their Volkswagen or Porsche dreams, their goalposts in life are changing.

Sometimes they fall behind in the times, and they don't really realise how rare some of this stuff is these days, or maybe just don't see the value like you do, therefore giving you old school prices, and everyone loves the old prices.

Please don't take advantage of our older members though. Be honest with them and they will look after you.

You will almost certainly find that their trash could be your treasure.

Ashley Day





Barris claimed it disappeared from a railway box car while being freighted back from a display in Florida, but others believe he deliberately disposed of it when interest in the displays declined. It was Barris who was behind the stories of the wreck being 'cursed,' most of them unsubstantiated, probably to increase publicity for his business.

The Porsche's original 4-cam engine (#90 059) is still owned by the family of the late Dr Eschrich, while a small part of aluminium bodywork cut from the wreck can be seen in a car museum in Roscoe, Illinois. The Volo Car Museum in Illinois claims to have the remains of the passenger door. But the rest of the car has never been found.

While there has always been speculation and rumours about what exactly became of the car, now for the

James Dean Porsche's gearbox.

Almost 65 years to the day of actor James Dean's death behind the wheel of his Porsche 550 Spyder, 'Little Bastard,' and after many years of the car's whereabouts a mystery, the car's transaxle has been discovered.

Dean was killed on the way from Los Angeles to Salinas, California, intending to compete at the Salinas road races. On Highway 46, from Lost Hills to Paso Robles, he collided with a Ford Tudor coming the other way and turning left in front of him just outside Cholame. He was driving fast into the setting sun and may not have seen the car until it was too late. His co-driver and race mechanic Rolf Wutherich was thrown from the Porsche and survived with serious injuries, but Dean was crushed in the drivers seat and died instantly.

The car was stripped for parts after Dean's tragic accident on September 30, 1955. The wreck had been declared an insurance write-off, and it was bought by fellow racer Dr William Eschrich. He installed the Porsche's 4-cam engine in his Lotus. More components went to other racers, while the mangled shell was bought by famous Hollywood customiser George Barris in 1956. He sent it on a series of morbid road safety exhibitions before the bodyshell disappeared for good in 1960.

first time in decades further proof of its continued part-existence has been provided, with the Dean Porsche's transaxle being found.

Porsche broker Don Ahearn acquired the transaxle in March 2020 from Jack Styles, of restoration specialists Paul Russell and Company of Essex, Massachusetts, near Boston. It is believed the company had stored it in a crate and forgotten about it for 30 years. Ahearn says that he plans to exhibit it at car shows, or possibly sell it to a museum.

www.paulrussell.com/



The part's provenance has been proven by Porsche historian Lee Raskin. The Little Bastard's chassis number was 550-0055 and was married to engine number 90 059 and gearbox number 10 046. That final number is clearly visible on the transaxle.

Perhaps now that this key component has re-emerged the rest of the Dean 550's remains will resurface - but don't hold your breath!

Hagerty's Auto News

Article submitted by Simon Matthews

Report: Need to look at safety of VWs.

The Sydney Morning Herald, Saturday 19 October 1974

MELBOURNE, Friday. - There should be an urgent investigation into the safety of Volkswagen cars, the House of Representatives Select Committee on road safety was told today.

A committee member, Mr A. F. Bennett (ALP, WA), said this during a committee debate on a 160-page report of car accidents in Victoria between June, 1971, and June, 1973.

The report, which cost \$20,000, was prepared and presented to the committee by the road trauma committee of the Royal Australasian College of Surgeons.

It showed that Volkswagens were involved in more accidents for every 1,000 vehicles registered than any other make of car in the survey.

Volkswagens had an accident rate of 10.438 of every 1,000 vehicles registered. Next were Datsuns, with an accident rate of 9.529 in every 1,000.

The report said all the data related to accidents in which at least one person had been injured.

There was no way of telling whether the higher-than-average accident involvement rate of some cars was caused by inferior design or by their use by people who drove more miles, or more recklessly, than average.

Summary

The report's summary said Volkswagen and Datsun were the only makes more frequently involved than average in accidents of any type for every 1,000 registered vehicles.

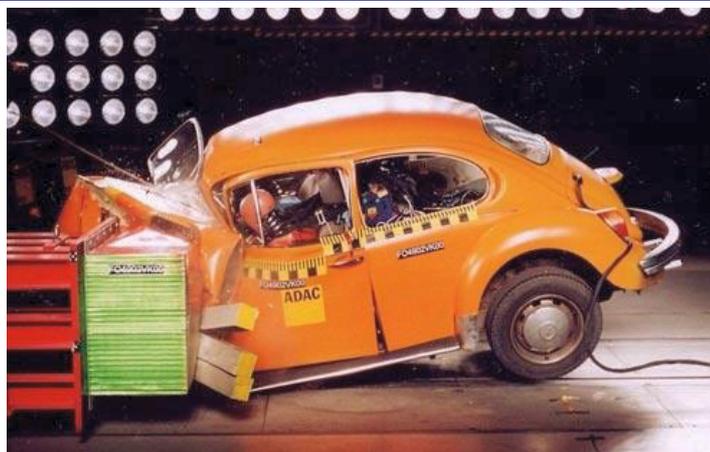
Chrysler, Vauxhall, Mercedes, Austin, Triumph and Jaguar had lower-than-average accident involvement rates.

Volkswagen and Morris were the only makes more frequently involved than average in vehicle-to-vehicle accidents, while Chrysler, Hillman, Austin, Mercedes, Triumph, Jaguar and Volvo were all lower than average.

Volkswagen was the only make more frequently involved than average in ran-off-road accidents; Morris, Hillman, Austin, Vauxhall and Fiat had lower-than-average involvement.

Volkswagen was the only make more frequently involved than average in accidents where the vehicle doors opened; Chrysler had lower-than-average involvement.

Datsun, Mazda and Volkswagen were the only makes



more frequently involved in accidents where the vehicle overturned; Morris and Hillman had lower-than-average involvement.

VW man defends Beetle against accident charges.

The Sydney Morning Herald, Thursday 12 June 1975



MELBOURNE, Wednesday. - The Volkswagen is one of the safest cars on the road, an executive of the German company told a road safety committee today.

Dr U. W. Seiffert, the department manager of Volkswagen's testing research centre in Germany, was giving evidence to the House of Representatives Standing Committee on Road Safety.

He defended his company's Beetle against a charge by the committee's chairman, Mr Cohen (ALP, NSW), who said that road traffic statistics prepared in 1972 showed that Volkswagen had a higher than average accident rate.

Dr Seiffert said practically all cars made could be forced to roll over on a flat surface.

In some circumstances his company's Beetle would roll before other types of Volkswagen vehicles.

But in other circumstances, the other types would roll first. Most drivers slowed down well before the 'roll-over point' because of a subconscious warning from their own reaction to mounting 'G'-forces, he said.

The figures showed that:

VW and Datsun were the only makes more frequently involved than average in any type of accident. VW and Morris were the only makes more frequently involved than average in vehicle-to-vehicle accidents.

VW was the only make more frequently involved than average in 'run-off-road' accidents. Datsun, Mazda and VW were the only makes more frequently involved than average in vehicle overturning accidents.



Meyers Manx company sold.

Bruce Meyers started a massive automotive trend in 1964 when he designed the VW-based Meyers Manx dune buggy. Now, the 94-year old and his wife, Winnie, are selling Meyers Manx LLC to Trousdale Ventures. Its Chairman, Phillip Sarofim, has announced automotive designer Freeman Thomas as CEO and Chief Creative Officer.

The concept of the Meyers Manx was simple: start with a Beetle, remove the body, shorten the floor pan, and drop on a swoopy fibreglass roadster body. The transformation is stunning, yielding a spirited and nimble buggy that makes the already-lightweight Beetle feel even more lithe. Quick and fun on the street, the Manx came alive off-road, where it could float over sand that would leave other vehicles bogged down. In 1967, Vic Wilson and Ted Mangels piloted a Meyers Manx to win the first-ever NORRA



Mexican 1000, the race that would eventually be called the Baja 1000.

With its racing pedigree established, the Meyers Manx would go on to solidify its place in pop culture by co-starring alongside Elvis in 1967 in *Live A Little Love A Little*; with Steve McQueen in a much modified Corvair-powered Manx in *The Thomas Crown Affair* in 1968, and even in a Hanna-Barbera cartoon series in 1973 called *Speed Buggy*. The dune buggy craze spawned hundreds of imitators around the world, but it's the original that remains at the top of collectors' wish lists.

Freeman Thomas is an American auto designer who worked at Porsche in the early 1980s before joining Volkswagen of America in 1991. Along with fellow designer J. Mays, he styled the Concept 1 show car revealed in 1994, which evolved into the New Beetle in 1997. He then worked on the 'Bauhaus' styling of the Audi TT, and the next generation Audi A4 and A6.

As a consultant he designed the minimalist Panoz Roadster, and for Daimler-Chrysler he styled a number of Chrysler, Dodge and Jeep concept vehicles.

Now, as Chief Creative Officer of Meyers Manx LLC it looks like he'll be overseeing future designs as the company looks to expand its offerings beyond the current line-up that includes updated buggy bodies for shortened and standard-length VW Beetle pans. Freeman explains his love for Manx and their connection to his youth:

"As a California native, I grew up on the beaches of Southern California surrounded by its unique and creative lifestyle culture. As I became an automotive designer, the philosophy of Bruce Meyers became a huge inspiration, and I am sure I am not alone in thanking him for injecting a huge dose of disruptive creativity into the automotive scene."

If VW's all-electric ID.Buggy concept is any indication, Meyers Manx LLC may have some competition from VW itself, although the expanded lineup from Manx is going to keep to its VW Beetle-based formula for purity's sake as well as to simplify the development of new models.

With any luck, Trousdale Ventures can carry the Manx legacy into new designs that inspire enthusiasts, just as the original did.





There will also be a shift from fossil fuel power generation to renewable wind and solar energy. The energy needed to power all of the 100-square-km Mediterranean island will be provided by local solar and wind generation. That means Volkswagen will foot the bill to install an array of solar and wind farms that could be

Greek island to be VW electric paradise.

The transition from internal-combustion engines to electric vehicles will take decades. Even if automakers switched overnight to building more EVs than petrol-powered vehicles, the fossil fuel legacy will survive for years. It certainly seems that the only way to make the transportation system substantially greener is to completely replace the petrol cars for electric ones, and that's what Volkswagen and Greece are doing with the island of Astypalea.



The Greek government and Volkswagen AG have come to an agreement to make Astypalea an EV-only zone - a "smart green island." The six-year plan is to transition the current transportation completely to EVs and mobility services, and also implement renewable power generation. The plan includes replacing 1,500 petrol-powered vehicles with 1,000 EVs, installing charging stations, bringing in e-scooters and e-bikes, and replacing the current two-bus public transport system with ride-sharing and car-sharing solutions.

In addition to private vehicles, police, emergency services, and fleet vehicles on the island will also transition to EVs.

expanded to cover the energy needs of the entire island.

While the island itself has only about 1,300 residents, it's visited by 72,000 tourists each year. VW and Greece haven't named a date when this transition will take place, but the project is expected to run for six years.

VW will provide its new ID.3 and ID.4, plus e-scooters and e-bikes from its SEAT brand. Volkswagen will install some 230 charging points across the island to make sure that everyone's batteries can be readily topped up. The small island has less than 195 km of roads, so range anxiety won't be an issue.



VW's sustainability council member Margo T. Oge said: "There is a saying from Aristotle: 'It is during our darkest moments that we must focus to see the light.' The Astypalea project is a light in the darkness and will help demonstrate the future of clean mobility."

The European auto giant has previously announced that it is investing some •33 billion (\$A54bn) in e-mobility over the next five years, which will involve launching about 75 new electric models by 2029.

If you fancy an eco-vacation, well, you know where to go. Precisely how you get there without taking a jet fuel-powered flight or diesel-engined ferry is another matter.

Hagerty's Auto News

Both articles submitted by Simon Matthews



Golf Wagon 110TSI Comfortline.

While small and medium SUVs seem to be taking over the new car market in unprecedented numbers, there is still a market for normal car-based station wagons. While many makers have already given up on them, Volkswagen still believes, and still offers wagon versions of both the large Passat and medium Golf.

We thought it was time to have a test drive of the Golf Wagon.

Sometimes, it feels like shopping for a car is a lot like looking for a large piece of furniture.

You know it's going to cost a packet, and you're likely to be using it for years to come, so spending more on a piece you like, or looking a bit further afield than you might otherwise, is probably a wise approach.

Volkswagen's Golf range is a case in point. It doesn't have the same big sales figures or market reach as rivals from Mazda, Toyota and Hyundai, for example, and kilo for kilo it can seem like a pricier proposition.

But, just like that spotted gum double-door corner entertainment unit you saw in that one store, the Golf - especially in its current Mark 7.5 guise which debuted in 2017 - is worth going back for another look.

Is there anything interesting about its design?

The light makeover for the Golf 7.5 range means you'll struggle to pick the difference from 20 paces away, but the revised front bar and headlight combo do flow nicely into the tweaked front guards, while new 17-inch alloys also tidies things up.

It's not the most avant garde styling in the market, sure, but it works in an understated way.

Inside, the big star is the flush-mounted 20.3-cm multimedia screen in the centre of the dash, as well as the optional Active Info Display dash. The new digital screen helps to lift the cabin of the Comfortline another notch, and while I'm still a fan of the standard instrument cluster fitted to our tester, the digital dashboard is a pretty amazing thing to look at.

The Mk 7's interior has always been sharp. Sure, there are still hard plastics hidden away out of your eye-line, but its contemporary design and ease of use has always stood in good stead.

How practical is the space inside?

Let's chat about cargo space first. One of the arguments I hear time and again from people choosing SUVs over small wagons is that the SUV carries more stuff. Really?? Well, plucking Australia's best-selling medium SUV out of the hat as an example, the Mazda CX-5 has 403 litres of space for stuff with the rear seats up, and 1650 with the seats down.

In comparison, the Golf wagon offers 605 litres with the 60/40 split/fold rear seats up, and a comparable 1620 litres when folded down (you can lower those seats via handles in the cargo area, too).

So, the Golf is smaller and lighter, arguably easier to punt around a confined space like a shopping centre carpark, and it can carry more stuff when all its seats are up. Next...

Despite only being 9.0 mm longer overall, the wagon has an extra 150 mm of space between its front and rear axles, and its interior passenger space is virtually identical to that of the hatch. All that room is in the rear end.

There's more rear headroom, of course, thanks to the straighter roofline, while toe and knee room will keep even larger teens happy.

ISOFIX anchors on the outside pair of chairs means child restraints are a snap to fit. It's a bit harder to get wiggly kids into the space thanks to the lower overall height of the Golf when compared to an SUV, but it's not insurmountable.

Two smallish bottle holders live up front, and two more hide in the rear centre armrest. Door pockets all around can also hold drink containers.

If there is a shortfall in the Golf, it's in the area of connectivity. There's no charge points for rear seat passengers at all, which is a strange oversight given there's a 12-volt socket in the rear cargo area. There's only a single USB port up front, too, in a spot that can be awkward to access.

On the whole, though, the Golf Comfortline makes for a good daily companion that offers more flexibility in wagon form.

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

Volkswagen tweaked its offerings for the 7.5 update, and while it's never going to go for cheap and cheerful, it's worked hard on assembling a spec package that looks good on paper as well as in the showroom.

We're testing the Comfortline wagon, which sits bang in the middle of the three-strong Golf wagon mix. It's \$30,490 plus on-road costs, and comes with VW's 110 kW 1.4-litre turbocharged four-cylinder engine and a seven-speed dual-clutch transmission driving the front wheels.

All Golfs now come equipped with things like AEB, reversing cameras, LED tail-lights, leather bound steering wheels and LED DRLs, while the Comfortline adds auto lights and wipers, front and rear parking sensors, unique front seats, roof rails, 17-inch alloys and a rear centre armrest with cupholders.

If you want extra driver aids, you'll need to tick the \$1500 'Driver Assist Pack' box in order to get adaptive cruise control, self-parking, lane keep assist and blind spot warning.

If you want the groovy 'Active Info Display' dash, you'll need to stump up \$2300 more for the 'Infotainment Pack', which also adds a larger 23.4-cm flatscreen multimedia

system with gesture control and more speakers.

There's also an 'R-Line' pack for \$2500, which gives your Comfortline the bodykit and ride height of a GTI without the go-faster stuff.

Our tip? The Comfortline is already pretty well equipped, but the Driver Assist pack is a good addition. The R-Line kit looks the goods, too, but you'll lose some of the daily practicality of the car when it comes to the potential of curbing rims and scraping bumpers and spoilers.

What are the key stats for the engine and transmission?

The 110TSI 1.4-litre four-cylinder turbocharged petrol engine is a staple of the Golf line, and blends mid-range urge and economy well.

Making 110 kW between 5000 and 6000rpm, the under-square 1.4 produces 250 Nm from a low of 1500rpm right through to 3500rpm.

Backed by a seven-speed dual-clutch transmission, the wagon is a bit slower from 0-100 km/h than the hatch (8.6 versus 8.2), and its consumption and emissions are slightly higher, too.

If you need to tow with your Golf Comfortline wagon, it'll handle up to 1500 kg of braked trailer, with a relatively low 80 kg maximum towball weight. Your tinny or small pop-top shouldn't present a drama.



How much fuel does it consume?

Volkswagen reckons the Comfortline wagon should consume 5.6 L/100km on the combined fuel economy cycle. After 320 km of testing across highway and urban driving, we had used 21 litres of fuel, resulting in a real world figure of 6.5 L/100km.

For a five-seater with a tonne of luggage space, that's not too shabby.

The Golf's tank is 50 litres in size, and as is usual form modern Volkswagens, 95RON unleaded is recommended as a minimum.

What's it like to drive?

This is where the Golf really comes into its own. When you're shopping for a car, it's one thing to keep a black and white list of which model offers what - and that's a sensible place to start.

But when time comes to pick and choose, you'll be hard pressed not to see and feel the difference between the Golf and its competitors once you slide behind the wheel.

The Comfortline is serene, quiet and very well man-



nered, with a sophisticated ride quality, excellent steering and top notch handling.

At city and highway speeds, the Golf exudes a calm quality that can be absent in similarly sized and priced competitors - and it's a big step forward in dynamics when you compare it to a typical high-riding SUV.

The 110kW 1.4-litre turbo-petrol engine works well with the seven-speed 'DSG' dual-clutch around town, and - importantly for a small car - holds its own when the going gets hilly.

There's no real difference between the hatch and wagon in terms of dynamics, even though there's a 63 kg weight variance between the two. If anything, the wagon is more settled thanks to the extra mass.

What safety equipment is fitted? What safety rating?

Scoring a maximum of five ANCAP stars back at the launch of the Mk VII in 2013, the latest version carries over the same safety score.

Seven airbags, a reversing camera and automatic emergency braking can be found across the Golf range, but you'll need to spend \$1300 more to get other driver aids like blind spot monitoring and lane assist.

What does it cost to own? What warranty is offered?

A five-year/unlimited kilometre warranty is now standard on the Golf Comfortline, with suggested service intervals of 15,000km or 12 months.

A capped price servicing program is available for a period of six years, with prices topping out at \$1082 for a 60,000km/four-year service. The total outlay is \$3162 (pollen filters and brake fluid costs not included in the service cost), which is more expensive than other competitors in the space like Mazda and Toyota.

Verdict

Every time a car dealer sells a small wagon instead of an SUV, somewhere an angel gets its wings... for anyone looking for a small, easy to handle, easy to live with urban car that exudes practicality and style, the updated Golf Comfortline wagon has a lot going for it.

Unfortunately, the fickle winds of fashion aren't blowing in that direction - but really, even if you're looking at even a medium-sized SUV, make sure you take a Golf wagon for a drive. You might be surprised.

Tim Robson

Rob's VW story Pt. 1.

On the Easter weekend, 1965, when I was living at Muloorina in South Australia, I travelled down on the Ghan train from Marree to Adelaide, the main purpose being to pick up a brand-new white Volkswagen 1200 Standard sedan which I had ordered, to be paid for with hire purchase and my Vespa scooter as a trade-in. The price was £890, give or take a quid or two.

The only hiccup was that because I was under 21, I discovered that I had to get Dad to act as guarantor for the hire purchase agreement, and he wasn't very happy about it, probably due to the lack of notice or any prior request.

Thus began my direct association with Volkswagens.

I was influenced, I think, by three factors. I was well aware of the reputation that the VW had as a bush car. They had won some of the round-Australia reliability trials conducted by Redex, Mobilgas and Ampol in the 1950s and were highly praised for abilities on rough roads. Second, in about 1957, my Mum's sister, Auntie Hazel, and her husband Uncle Mick, had driven from Perth to Adelaide, when the road was still corrugated dirt from Kalgoorlie to Port Augusta, in an early model Beetle in a bit over 48 hours, if memory serves me well. They had driven virtually non-stop! I was very impressed, and can still picture the dark-blue, oval-window, Beetle parked alongside our side fence, where they parked on arrival.

Third, when we moved from Woodville to Glenelg in 1959, I continued to commute to Woodville High School for a couple of months, facilitated by one of my teachers, 'Bodge' Narroway, who lived nearby in Glenelg and could give me a lift in his blue VW, a mid-fifties oval-window. When he was unable to do this, I was passed on to the famous Gerry Phillips, my Latin teacher and hockey coach, who had a brand-new black Beetle, very shiny and swish by comparison. I was impressed by the slick floor gear change, the seating position at the front of the car with no bonnet to speak of, and of course the 'chaff-cutter' noise of the motor.

During my teachers' college years, I drove to Renmark with another student and was allowed to test-drive his grey Beetle. A very easy car to drive (I could only compare it to Dad's Ford Consul) and could reach its top speed in third gear!

Back at Muloorina, I did a lot of driving on weekends and learnt to love my car. This photo taken in the bed of the Frome River near Marree. I drove it from the station to Marree and return many times, a round trip of 130 km on the station track, graded but very rough. When not used the car was parked in one corner of the Cessna's hangar, out of the



weather.

In those days, there were no Toyota Landcruisers in northern South Australia. The stations had Land Rovers for station work, and most private bush driving was still done in two-wheel-drive vehicles, albeit much larger than a Beetle. The boss at Muloorina had a Dodge Phoenix, his son a current model Ford Fairlane, and the two sons-in-law had earlier Fairlanes. My teacher predecessor had a Chrysler Royal. So long wheelbase V8s were the popular choice for long distances and corrugations.

Nevertheless, I was soon driving everywhere on the station in the Beetle, soaking up the bush life, learning to handle varying driving conditions, sandy stretches, corrugations (fast enough to ride on top of them), and stretches of water after rain. Muloorina was a hundred miles from the western boundary to the eastern, with Lake Eyre in the north, so plenty of opportunity for adventure and different driving conditions. The weight distribution of the VW, with engine over the back driven wheels, and the solid pan under the car, made it ideal in most conditions.

One Saturday afternoon, I was out in one of the western paddocks with Harry, the sixteen-year-old jackeroo, following the fence line, when the track crossed a small gully that had washed out severely. Instead of detouring around (I was probably 'dared' not to) we got stuck in the middle, with the nearside front wheel and the offside rear wheel dangling in the air! We thought we would be there until rescued, probably no earlier than Sunday morning. However, after we lifted and manhandled the front of the car sideways into a more suitable position, and put a small mallee trunk under the elevated rear wheel, there was enough traction to get it out, no worse for wear. We were immensely relieved, but also proud of our effort, which meant avoiding the embarrassment of a search party finding our silly predicament.

At the beginning of one of the school holidays, I was driving south to Adelaide, a distance of 700 km (400 km unsealed), with two of the teachers from Marree as passengers. It was after dark when we stopped at the Parachilna pub for a break. A while and a few miles later, travelling at 80 km/h, the car gave a lurch which was almost imperceptible given the background of corrugation vibration and bounce. Then Bob, the rear passenger called out frantically that he could see a wheel spinning along beside us! I nursed the car to a stop. It handled remarkably well on three wheels and only sunk onto the rear hub when we were almost stopped, so no damage there. With one torch we set out to find the wheel, expecting a long search in the otherwise pitch black. The wheel was fifty metres behind us in the middle of the road! What's more four of the five wheel bolts were in the hubcap which was still on the wheel. Thanks to the deep design and wide lip of the Beetle hubcap, we progressed to Adelaide that night!

(I'd changed a flat tyre in the hangar before the start of the trip - normal practice was to let the car down off the jack before the final tightening of the wheel bolts, but somehow I was distracted from that last, crucial step).

During a weekend in 1966, I made a trip with the same two Marree teachers to Birdsville. In the wheeltracks of famed mailman Tom Kruse (still living in Marree at the time), we were on the Birdsville Track in a Beetle! We had a minimum of gear, but essentially, a guitar case on the roof rack which was added for the trip. (The best thing about the

roof rack was that schoolkids could sit on it with their legs dangling in front of the windscreen). We knew all the station people on the southern half of the Track, so called in at Mulka, Mungaranie, Clayton, Dulkaninna and Etadunna on the way to say hullo, relay or collect messages, and get a cup of tea. In those days before the bores were capped, we were able to stop on the roadside at a bore where the water came out at near boiling point, and walk down the bore drain testing the temperature until we found the perfect hot bath! In Birdsville, we camped in the bed of the Diamantina, spent the evening at the pub, and next day retraced our route to Marree. Except for one flat tyre, the Beetle was faultless.



Going north on the Birdsville Track. (Photo lifted from my 8mm movie)

I had two minor prangs in that car, both caused by over-exuberant driving. Once driving north near Farina at night, I foolishly tried to overtake a road train, when visibility immediately behind and alongside the trailer was nil, due to the billowing, blasting bulldust lit up by the headlights. During the manoeuvre, the road curved left and I hit large rocks on the right-hand windrow, over-corrected and came to rest against the left-side windrow. Only superficial damage to the mudguard and a bent bumper bar.

In 1967 after I'd moved to Hesso near Port Augusta, I returned for a visit to Marree and Muloorina at the Easter break. Late one evening in Marree, I missed the left-hand bend at the northern crossing of the railway line, turned in too late, and hit the blue metal bed of the line which stood a metre high at that point. The front bumper bar was damaged, and the chassis cracked through so that the front torsion bars were no longer supporting the front of the car. This task was taken over by the fuel tank, resting on the steering column! I drove back to Hesso (400 km) on Easter Monday at about 40 km/h and had great difficulty turning corners - I can still remember every corrugation (and corner)!

After I moved to Hesso in 1967, I had access to the skills of the engineer, engine drivers and fitters at the Pumping Station, which boosted the flow of piped water from Morgan to Whyalla and Woomera. These were fathers of some of the kids I taught. They spent little time on the hourly instrument checks and a lot of time on personal projects, aka 'foreignies.' They were extremely happy to strip down the front of the white Beetle, weld up the chassis, take out a few dings, and assemble it as good as new. Nevertheless, the recommendation was to trade it in on a new one.

In the next school holidays, I drove to Adelaide and

took delivery of a 1967 pale blue 1300 Deluxe Beetle with pale blue seats and door trims and complete with optional radio. (In the white Beetle I had a battery-operated kitchen radio on the passenger seat, with a wire antenna strung about the place, wherever it would work at the time.) Unlike the earlier Standard, this car had external chrome trim, chrome hubcaps, a glovebox lid and fuel gauge, and I added optional chrome wheel trims and a sun visor.



Very few shots of the blue Beetle exist. This from an 8mm movie, driving along the banks of the Darling river near Menindee on a trip to Broken Hill.

I was so solicitous of my new Beetle's welfare that I built a carport for it! Accommodation at Hesso was a 'silver bullet' next to the school; that is a caravan clad with silver metal and curved edges, ubiquitous in the bush in those days, more so in the NT. Next to the silver bullet, I built a carport with railway sleepers as uprights, and an old corrugated water tank split in halves as the self-supporting roof. It kept the car out of the sun and rain but was too narrow due to the tank diameter, requiring contortions to get in and out the car.

During 1967 the blue Beetle took me to Andamooka, Broken Hill, and at the end of the year, to Tasmania.

The road north from Port Augusta had heavy traffic (weight rather than numbers) and was always in poor condition. Hesso was 60 km north of Port Augusta. Although the railway siding and the pump station are both now gone, there is still the railway crossing and pipeline across the Stuart Highway to mark where the siding was. The pump station was a few kilometres west. The road was unsealed from Port Augusta to Kalgoorlie in the west and to Roe Creek just south of Alice Springs in the north.

During 1967 I made a weekend trip to Andamooka opal field, and another time I gave a lift home to a railway worker and his partner, who'd been dropped off at Hesso. They lived at Wirraminna siding, out west between Pimba and Tarcoola, a mere 350 km round trip from Hesso. Normally, their only contact with the outside world was the Tea and Sugar train, so I was happy to oblige and learn stuff from other bushies. My eyes were probably hanging out on the return trip in the small hours.

The Beetle showed on trips like this that it was truly reliable, never giving me any grief beyond flat tyres. By this time I had learned on the back roads around Hesso that the VW could travel on any bush track, no matter how rudimentary, provided I drove gently. The car drove through lots of boggy ground just by letting the rear tyres down a bit, and not spinning the wheels. The only time anything broke was when the bottom eye sheared off a shock absorber after much hammering from rocks. Another time that the car

stopped I simply had to clear the gunk out of the fuel filter (much of our fuel came out of 44-gallon drums with sludge in the bottom).

Before I left the Port Augusta region, I bought a miniature trailer from a friend. Hitherto I had few enough possessions that they easily fitted into the Beetle with the rear seat folded forward. But I expected to travel to the Northern Territory and carry fuel, water, camping gear, as well as my growing collection of books and records. The trailer had 10 inch wheels and a tray much narrower than the Beetle. It had the advantage that I hardly knew it was being towed.

In December, I went with my parents and siblings to Tasmania, in Dad's Valiant and my Beetle. One brother and I spent the whole time camping in, beside or under the Beetle. It was only necessary to crawl under the car if the rain began while sleeping beside it. The clearance between sump and the ground was not sufficient to roll over! During the trip the windscreen was broken by a stone, and there was a photo taken of my brother, Lester, standing fully upright in front of the passenger seat with most of his body protruding through the windscreen frame as we descended the windy road from Poatina. When we reached Hobart, he stood up through the windscreen aperture at every intersection to direct traffic!



This shot shows me climbing out where the windscreen used to be.

In 1968 I was appointed Head Teacher of Moline School, NT. With my girlfriend from Marree along for the ride, we set off in late January for Alice Springs and points north, towing the trailer with all my worldly goods. In those days, after turning west from Pimba, the Stuart Highway still went through Kingoonya and Tarcoola, and then north to Coober Pedy. On this trip, there had been rain over Christmas/New Year and there was plenty of green grass and mosquitoes. The first night we camped on the side of the road between Tarcoola and Coober Pedy and were smothered by mosquitoes and slept little.

The next day we had to cope with a road cut up by semi-trailers. There were lots of detours around water or road turned to quagmire. The Beetle couldn't ride in the truck wheeltracks; at best one wheel would be in a wheel track with the car belly scraping the dirt. Needless to say, the trailer was being dragged along with no help from its wheels! Several times we had to disconnect the trailer to get the car through and then manhandle the trailer through the bush on a detour. But eventually the country turned dry again and we got to Coober Pedy.

The next day we were in good spirits when we headed north. After 100 km we swapped drivers and I promptly fell asleep. The next thing I knew was that we were stopped - on a perfectly smooth piece of road, and my companion needing help. The green oil light on the dashboard was on. It transpired that on that smooth road we had driven over the lone large rock right in the middle, about 300 mm in diameter, and I was woken by the clunk. The oil light was on because the two halves of the crankcase were separated by the knock and all the oil lost.

A passing motorist going south raised the alarm for us in Coober Pedy, and we spent most of the day waiting for a tow truck to eventually arrive and pull us back there. We stayed underground that night with kind locals. I transferred any valuables from the trailer to the car, left it locked at a garage awaiting transport to Adelaide, and then caught the bus to Alice Springs and Moline via Pine Creek, to my new job.

In May, Dad consigned the repaired car to Alice Springs by train and I hitched a ride down from the Top End to pick it up. The trailer was bequeathed to my brother - not worth the hassle in the bush. Reunited with my beloved VW, I headed back to Moline.

The challenge for the car in the Top End was water. Moline was a mining community and crushing plant out east of Pine Creek, on the southern edge of what is now Kakadu National Park. There were plenty of creek crossings on the gravel road between Pine Creek and Moline. The Edith River and Ferguson River between Pine Creek and Katherine were always impassable after flooding rain in the wet season, the crossings being causeways rather than bridges. I remember crossing Green Ant Creek on the Stuart Highway north of Pine Creek when the water depth was enough to test the Beetle. Of course it never faltered - it was a test of driver rather than vehicle.

The country around Moline had plenty of bush tracks bordered on either side by high grass, which we called 'elephant grass.' In some places it was difficult to see over the grass on horseback, let alone through the windscreen of the Beetle, so bends needed to be taken cautiously. On weekends we would drive to the Mary River for fishing, or to UDP Falls for swimming (now called Gunlom Falls), on tracks that were only known to and used by locals. I even joined in a buffalo hunt, driving cross-country on plains after a burn-off and trying to avoid thousands of anthills and small gullies.

I remember that the Stuart Highway from Darwin to Alice Springs, although bitumen, was single lane all the way and had plenty of potholes. It had been built by the Americans during the war. On a trip south with a friend from Pine Creek, we stopped on a jump-up just north of Renner Springs, to admire the view in the moonlight (sometime after midnight). Apart from the view, I can still recall standing among the potholes!

At the end of 1968 I moved to Darwin to work in a town school. Memories include Saturday mornings in the wet season, with the car facing away from the sun and both doors open to dry out the door cards - the window seals couldn't cope with the driving rain. At the Nightcliff weather station in the school yard, 330 mm of rain were recorded in February!

As at Moline, I spent weekends 'down the track,' fishing for barramundi at Yellow Waters, which was across

the Marrakai plain on the Mary River (and no longer accessible), or hunting for pig in the bush west of Berry Springs. Access was always via bush tracks. Once we killed a black pig that was too big to transport easily, so we lashed it across the bonnet of the Beetle and thus conveyed it back to Darwin. We hung it on the clothes hoist to butcher it and then fill the freezer.

At the end of the school year, I drove down to Adelaide the long way - that is, via Mt Isa, Townsville, Sydney, round the coast to Melbourne, and on to Adelaide, a total of 6700 km! A friend with wife and two daughters in a Honda 360 started the trip with me but we parted company at Katherine because they couldn't keep up. I abandoned the roof rack on the side of the road before reaching Tennant Creek, because the wind resistance was too great, affecting top speed and fuel economy.

After the Queensland border, the road west of Camooweal was single lane bitumen which necessitated slowing right down and abandoning the road when a road train came along, to avoid the worst impacts of a shower of rocks. Unfortunately, I encountered one on a blind bend with no time to take evasive action and the windscreen was smashed. I drove all the way to Melbourne without one, although I eventually covered the space with plastic film and masking tape. My recollection is that I was in too much of a hurry to spend the time to repair it until the lack of windscreen wipers and poor visibility in the Victorian weather forced me to do something about it! I have no idea why I was in a hurry.

My bachelor days with a Beetle ended at the beginning of 1970 when I flew to New Guinea. I didn't need a car, and met my future wife. My Dad had kindly agreed to arrange a panel beater to remove the stone chips from the front of the car, detail it generally (clean out the dust) and find a buyer for it, since I expected to be away for two years. The end of a decade, but nowhere near the end of an era.

To be continued...

Rob Cook
(Rob's Blog page)

The VW 1300 Custom.

The Sun-Herald, Sunday 19 February 1967

Volkswagen sales in the Sydney area were trebled last weekend compared with the previous one.

This is due to revived enthusiasm at dealers and renewed public interest following the release of the new models (and prices) the previous Monday.

There is some evidence of a new broom at work in the Australian organisation. The car range has been rationalised to some extent, with a number of models going by the board.

Among those eliminated is the 1200 standard 'beetle', the 1500S sedan and the 1500 station wagon.

New models are the 1300 Custom 'beetle', and the 1600 station wagon that replaces both the 1500 and 1500S models. The price of the bigger car is a surprise, down \$100 on the 'S' model to \$2490. A number of improvements have been made to the engine in the 1500 sedan, which has also had its price



The Custom, now cheapest selling Volkswagen.

dropped \$100, to \$2098.

The price of the 1300 Deluxe sedan is up \$3 to \$1863; the 1300 Sunroof sedan is up \$3 to \$1957 and the price of the 1600 TS Fastback remains the same at \$2425.

Biggest seller last weekend was the new 1300cc Custom model, which sells for \$1698.

The Custom replaces the 1200 Standard model and is \$70 dearer, but is far less austere than its forerunner. It now includes the bigger engine from the Deluxe, and seat belts. Other items now included include a glove box lid, an interior light and non-rusting stainless steel bumper bars.

VW stocks were so depleted this week I found it hard to obtain a car for a short test run.

However, Mosman Service Centre partners Messrs Geoff and Nev Perks registered a demonstrator especially for me and I drove it out of their premises with a mere eight miles on the clock.

The 20 per cent more power was immediately evident, with horsepower increased from 40 to 50, and top speed up from 72 to 75 mph (116 to 121 km/h).

This gives greater torque, with subsequent improved low-gear performance and an extra extension of engine life.

Chrome is now used for hubcaps and running board strips, while screen washers are of the plunger type. As with the other inclusions mentioned earlier, these improvements come from the more expensive Deluxe model.

However as on the previous Standard model, the Custom still lacks a fuel gauge and has the reserve tank switch under the dashboard.

Clyde Hodgins



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Hints about Volkswagens.

Australian Motor Manual, February 1959

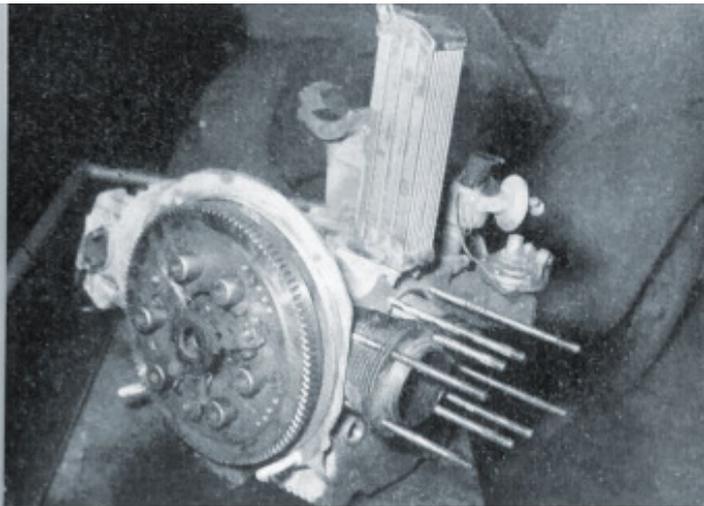
I am currently on a 'round Australia' trip. Yearly I change my vehicles and, as you may imagine, it is amazing the little things one finds out about each.

There is no such thing as perfection, and that applies, behove me, with motor cars.

Fundamentally many ideas are sound, but there are some small things about them that the designer did not foresee and these can cause troubles and often be darned hard to find. In many cases it is the human element involved on assembly and if there is a fault then starts the heart-breaking search to find the cause.

Last year I used a Holden, a fine car but with its faults mostly on the side of assembly. These were eventually solved, or at least, minimised.

This year I purchased a 'Kombi' Volkswagen to make another round Australia tour. This vehicle, like any other, also has faults to meet certain conditions met with in this country.



VW engine being dismantled. Note the removable cylinders which mean easier work and lower costs.

Better Air Cleaner

First, in my opinion, lies in the air cleaner system to the carby. The set up I would say is against maximum efficiency. The flat back of the vehicle sets up terrific dust suction and the volumetric pull of the fan that cools the motor draws a tremendous amount of air and, of course, dust into the engine compartment and amongst all this turmoil of dust is set a small air filter to handle the cleaning of the air stream into the carby.

It just can't handle it and, in the Centre around Alice Springs, it is somewhat of a nuisance as the air cleaner has to be cleaned often - sometimes twice a day.

Nothing will ruin a motor quicker than dust particles getting into the cylinders.

Volkswagen agents have, and can supply, what is termed as a 'desert kit' to check dust more efficiently but as it



was too expensive and still functioning in what I consider the wrong place, I set out to do it more effectively. I consider I have done that and so it is passed on to you. This I think will be of great interest to owners in country areas.

I scrapped the existing air cleaner and purchased from a wrecker (for 10/-) a Holden-type air cleaner, and also a 6-inch piece of 2-in diameter radiator hose. I then cut a hole neatly in the shelf immediately over the carby. I attached the hose to the air cleaner and passed said hose through the hole and attached it directly to the carby. To form a seal and shock absorber, I cut a hole in a 1-inch thick piece of sponge rubber and placed it between the top of the shelf and underside of the air cleaner. It works wonderfully and has caused quite a lot of comment.

Note - see that the holding clip on the back flap is well adjusted.

To make the set-up neater and to protect against damage on loading, I made a neat ply box cover to fit over it - 10 in x 10 in x 6½ in high. In the back and sides I drilled about 20 half-inch holes. It also acts as a silencer.

Timing Light

I have found, generally speaking, that the lower the h.p. is in a car the more sensitive it is to accurate ignition timing and with the Volks it is most important to keep its motor on keen settings.

A timing light can be bought but those who like to improvise and at the same time save a few shillings should note this tip. Obtain a single contact, or double contact, globe holder and a 3 c.p. globe to suit (6 volt). From each terminal of the globe holder take a wire lead about 6 in. long and at the



end of each fit an alligator type clip. This is your timing light.

To check your motor timing clip one alligator onto the coil terminal lead that runs to the side of the distributor head and the other clip anywhere to earth.

Turn on ignition switch and turn the motor by hand until the file mark that is cut into the bottom fan pulley lines up with the join in the crankcase. Correct timing for standard petrol: the light will come on exactly as the pulley mark lines up to the crankcase join. With super petrol the light must come on 1/4-in before the crankcase join.

Most important before doing this job is to check the ignition points for accurate clearance. I have found my Volks hard on points. Slacken off distributor head clamp and check timing.

Note: Be thorough over this setting and turn back the fan pulley several times to check the light on at correct mark line-up. This will give maximum engine performance and petrol consumption. Check every 1,000 miles.

Extra Cooling

As the Volks is an air-cooled motor, plenty of air supplied to the motor is a must and the hotter the running conditions the more important this becomes. The common cry is that a motor is not at its best until it runs at 170-180 degrees (77-82°C). I would much prefer 150-160 degrees (66-71°C) and have proved my motor's performance much better at such. Example: On night running or cool days the motor does not reach the higher temperature and I am sure many people will agree that the car has a brisker feel.



To give greater volume of air to the Volks to aid cooling I fitted air scoops at the rear of the air intake vents into the engine compartment. Fitted at an approximate 45-degree angle, they are put on with small self-tapping screws. They cover the full louver set at the rear and naturally the faster the speed the greater volume of air is forced into the engine compartment.

These air scoops are, I think, a must in hot climates, but in normal temperatures - around 60-70 degrees (15-21°C) - not essential. They project approximately 1 1/2 in (40 mm) and I made mine out of aluminium sheet then painted them with white enamel.

Drain Your Own Oil

To conclude, there is a point I must stress for those who, like myself, are fussy about oil changes and lubrication.

I am strongly against rapid oil changes. Normally a drain plug will be taken out and within a few minutes put back in again and new oil topped up. This gives me the shudders and I daresay that 20 per cent of the harmful deposits in that old oil are left behind to mix with the new filling of oil.



Check this yourself at home. Drain the sump on a hot motor, and several minutes after the extraction of the plug start the motor and run for 30 seconds to force all old oil out of passage ways. Note the extra surge of oil running out. Now leave plug out overnight and place empty tin underneath. Again, note amount of oil there next morning - and very noticeably the colour. The more miles a motor has run, the dirtier this oil will be and that very harmful amount of oil could be mixed with the clean refill.

A motor will treat you as you treat it, so give it good clean oil at least.

Norm Quigstone

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1982 James Hardie 1000.

The 1982 James Hardie 1000 was the 23rd running of the Bathurst 1000 touring car race (including the three races held at Phillip Island 1960-62). It was held on Sunday 3 October 1982 at the Mount Panorama Circuit at Bathurst. The race was Round 3 of both the 1982 Australian Endurance Championship and the 1982 Australian Endurance Championship of Makes. As it had been since 1973, it was open to cars eligible to the locally developed CAMS Group C touring car regulations.

Last year's 'cylinders'-based categories for four/five, six/rotary and eight or more, were dumped. Unfortunately the old 1.6, 2.0, 3.0 and over 3.0 litre categories were not reinstated. Instead, for 1982, there would be just two categories - Under 3.0-litres, and Over 3.0-litres. This killed off all the 1.6-litre cars, and greatly disadvantaged the un-turbo 2.0-litre cars.

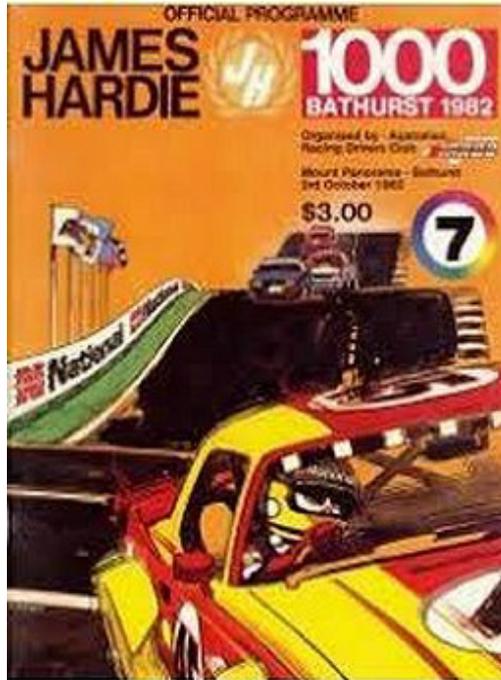
The 1981 season had been a good one. Dick Johnson had emerged as a real force, while the Commodores were by no means disgraced. Bartlett's Camaro was always to be reckoned with, and the BMW and Moffat's RX7 had shown a good deal of promise. And last year's Great Race was an interesting clash of different makes and models until it was cut short by that massive pile-up at Skyline that blocked the track, and ended the race early with victory handed to Dick Johnson.

The 1982 season started on exactly the same note. At Sandown's opening round of the ATCC at its February Tribute to Champions meeting, Johnson comfortably won both heats, while behind him the battles raged between Bartlett, Brock and Moffat. A good field had contested the meeting, and all was well with the world.

Unfortunately, it all fell apart at Calder's second round of the ATCC. There was nothing wrong with the racing, which was closely contested, but the question of mechanical legality again raised its ugly head. Arguments raged between some of the Holden competitors and CAMS about the level of equipment the Commodore had to carry in racing trim, and also about the inlet manifold system. The HDT was right in the thick of the controversy, and decided to take the matter to court, an action which meant that for the rest of the ATCC season, chaos reigned in the pointscore.

After the ATCC had ended, a settlement was reached whereby Brock lost his Calder win, kept his victory at Symmons Plains, and was retrospectively excluded from the rest of the Championship. At Oran Park, things were even more complicated by a one minute penalty for Moffat for jumping the start. So Moffat 'won' the race, but on real time was running 60 seconds behind himself, leaving the 'winner' as Brock, who it turned out months later should have been regarded as never there at all. Kevin Bartlett then ended up as the winner in the record books.

In the second half of the season, Moffat showed that



the Peter Stuyvesant 12A RX7 was now very much an outright contender. After the Oran Park mishap, he won at Lakeside, was punted off while leading at Adelaide, and then won at Surfers Paradise. Other drivers started to mutter about whether the Mazda should be classified as a touring car at all; second-placed Allan Grice said that Moffat had won the 'sports car' category, but he had won the 'touring cars.' Moffat thought that was pretty childish. But Dick Johnson had added victory at Adelaide to his wins at Sandown and Calder, leaving him 21 points ahead of Bob Holden and 26 ahead of Moffat and Bartlett, when the ATCC points were finally settled. Few people thought that the points table reflected the actual situation.

Sadly, there was more controversy and bad feeling at the Castrol 400 at Sandown on 12 September. Allan Moffat copped

two penalties for speeding in pit lane, received a black flag, came back into the pits only to find no official there to talk about it, so rejoined the race, received another black flag, and finally found himself classified as second outright behind Grice. Yet again, it took months for the appeals procedure (this time of CAMS, not the civil courts) to sort it out. Moffat was given the win, and, as it turned out, secured the Endurance Championship as a result.

So the teams arrived at Bathurst after a thoroughly unsettling year. This time, with only two classes (under- and over-three litres), at least that side of things promised to be a bit more straightforward.

Most of the 15 Commodores in the race were the new VH model. This model had made its racing debut in the hands of Peter Brock at the Sandown ATCC in February, but had then been put aside as an offshoot of the arguments about the number of accessories the various Commodore models were meant to wear in racing trim. The VH had emerged again later in the ATCC, and Grice had driven one to victory at Wanneroo.

The HDT had lost the services of Jim Richards, who had moved over to the JPS BMW team, replacing Allan Grice who had fallen out with Frank Gardner. In typical manner of the period, the two were resolving their differences in court. Anyway, the HDT took on Larry Perkins in their lead car. He already had an impressive Bathurst record with Peter Janson, and brought with him considerable engineering skills. The second car contained John Harvey and Gary Scott.

The other Holden with a realistic prospect of outright victory was the Re-Car Allan Grice/Alan Browne car. Grice of course could never be underestimated. Browne, by his own admission, was not in the same class, but had finished 4th and 5th in the last two Great Races.

Peter Janson brought young David Parsons into his team to replace Perkins, while the Cullen/Cooke, O'Brien/Benson-Brown, Harrington/Wigston and Wanless/Rogers cars could all be expected to make strong challenges for at least a top five finish.

After such a successful year in 1981, it could have been expected that there would be more than 10 Falcons in the

1982 race. The 10 were evenly divided between the XD and new XE models. Last year's winners Dick Johnson and John French were logically regarded as the best Ford chance, in their new XE which had debuted at Oran Park in August. That race had been won by an XE handled by Bob Morris, who was part of a team with Alan Jones. However, for Bathurst Morris still had the trusty Fitzpatrick alongside him. Masterton/Stewart (moving up from Capris), Callaghan/Muir and O'Brien/Sampson looked the pick of the supporting Fords.

There were also ten Mazda RX7s. Allan Moffat had turned to Yoshimi Katayama, remembered for his spectacular rollover at Murray's Corner in 1977, while a second Stuyvesant car was listed for Gregg Hansford/Lucio Cesario. Alan Jones had driven, or been involved with, all sorts of cars during the year after retiring from Formula One at the end of 1981, but for the Great Race, he finally settled on an RX7 with Barry Jones. They had already won the poorly-contested CRC 300 at Amaroo. Peter McLeod/Peter Dane were back again in their RX7, while Shiel/Hopwood and Alexander/Gillard also looked strong, evenly-matched teams.

There were again three Camaros. Bartlett had Colin Bond sharing the Nine car, while Dickson kept Bob Stevens as his own partner and put Geoff Leeds and Peter Fitzgerald in his other car. It was the Great Race debut for Fitzgerald, but with plenty of Porsche miles under his belt, it was unlikely that he would be overawed by the big Camaro on the Mountain.

Like Peter Stuyvesant, John Player extended their effort to two cars. David Hobbs was back to partner new boy Richards, while 1967 World Champion Denny Hulme had Stephen Brook for company in the other 635CSL.

A solitary Jaguar completed the big car class. This time John Goss turned to Bob Tullius as a co-driver. Unlike some of the Americans who have contested the Great Race, Tullius at least had fairly extensive experience of road, as distinct from oval, racing, in his Group 44 Jaguars. This effort would turn out to be the best so far for Goss since he started with the Jaguars.

Only 12 cars contested the under 3-litre class. There was no doubt that the turbo Bluebirds, which contained exactly the same driver pairings as in 1981 (Hasemi/Hoshino and George Fury/Fred Gibson), would win by a long way if they proved reliable. Barry Seton/Don Smith and Les Grose/Alan Cant headed four Capris, while the balance of the class comprised two Celicas, and one Escort, one Alfa, one Isuzu Gemini - and **Chris Heyer/Peter Lander** in a German race-prepared **Audi 5+5**, the new Australian-spec version of the Audi 80 fitted with the five-cylinder engine and five-speed gearbox from the larger 5E-CD (Audi 100).

Chris Heyer now had his own Audi/VW dealership at Kingswood in western Sydney, the Chris Heyer Import Centre. It had begun the previous year as a joint business with well-known Holden dealer Tony Packard. A standard 5+5 had recently broken a number of production car records at the Surfers Paradise circuit, driven by Chris Heyer along with Kev Bartlett, Colin Bond and Fred Gibson.

His new 5+5 race car had been prepared by Audi Motorsport in Ingolstadt in anticipation of Bathurst's small class again being 'Four or Five Cylinders', as it had been in 1981. The 5-cylinder Audi would have been one of the fastest



in that class. However, with the small class for 1982 changed to 'Under 3 Litres', the Audi would now be disadvantaged having to race against turbo-four Bluebirds, V6 Capris, a GTV6 Alfa and a worked twin-cam Escort. Once again, Chris Heyer ran the car with his favourite 'Herbie The Love Bug' number 53.

Practice began poorly for the Bartlett/Bond challenge, when on Wednesday Bond gave the Reid Park wall a hefty nudge after a front suspension failure. The team effectively lost two days of practice in repairs. Moffat's team was also in the wars with its second car. Gregg Hansford was involved in an accident with Garry Willmington, and later co-driver Cesario had a huge lose at McPhillamy. The car did achieve a time in official practice on Friday, but was withdrawn from the event later that day.

The Falcon XEs, in particular, were proving very hard to handle, and intensive lobbying was commenced seeking to obtain an order allowing use of the 1981 spoiler. The Holdens were having a better run, by and large, although Clive Benson-Brown had an enormous lose off the second hump of Conrod Straight down into Murrays Corner.

The fastest car on both days of unofficial practice was indeed a Holden, being the very switched-on Allan Grice. He carried this form into Friday's official session, recording 2:17.8 against Brock's 2:18.1. Grice thus nabbed his patron's money, as Browne had put up \$5,000 for the first driver to crack the 100 mph lap average. The fastest Mazda, Bluebird and Falcon came in at 2:18.9, 2:19.1 and 2:19.8, so on paper an evenly matched clash between several marques still seemed possible.

Unfortunately, official practice also saw a very nasty accident occur to Gary Leggatt in the Alfa GTV6. Leggatt was an excellent driver who had won class victories in the Great Race in 1974, 1977 and 1979, but on this occasion he seemed to make a mistake in the McPhillamy Park sweeper, which resulted in him charging into the fence almost head on at high speed. He suffered bad head, leg and internal injuries; the worst injuries seen in the race up to that time.

The Hardies Heroes run-off saw Grice get down to 2:17.501, not much clear of Brock who uncharacteristically did not improve his time on the second run. He wasn't the only one. On his first run, Hasemi in the Bluebird was only two-tenths slower than Grice. The second run looked to have

given pole to the Japanese driver, but the turbo blew, so he had to be content with 3rd on the grid. Progress was being made.

Bartlett in the repaired Camaro lined up fourth on the grid, then Rogers, Morris - marginally faster than Johnson - with Moffat only in eighth. The Mazda and Fords were starting to fall away a bit from the pace of the Holdens.

Amongst the other cars in the outright class, Goss hauled five seconds off his 1981 grid time to line up 14th; Alan and Barry Jones were 15th, nearly four seconds off Moffat's pace; and the faster BMW could not do better than 19th.

In the under three litre class, the pace of the Bluebirds was rather demoralising. Practice for the first two rounds of the Endurance Championship, at Oran Park and Sandown, had seen the faster Bluebird record times about four seconds ahead of the fastest Capri. With Bathurst being a good deal longer than those circuits, nobody thought the same gaps would apply. But even so, it came as a bit of a shock in official practice to see the faster Bluebird record a time which was 12.5s fleetier than the fastest Capri, the Nelson/Jones entry. The slowest car in the class, the Gulson/Lynton Alfetta, was another 14.4 seconds away. The Audi was third from the back, with 2:41.3; it was more than 15 seconds faster than the old Golf GTI had been.



Race day dawned fine and sunny. Grice made the best start from pole with Brock hanging on outside him through the first corner. The two Commodores launched straight into a torrid dice which was very well captured by the TV camera in the HDT car, including a remarkable passing manoeuvre when Grice simply sailed past Brock on the hill going up to the Cutting - not a part of the track where one would normally plan on passing a healthy rival in an equal car.

The first race incident was on lap two when the Lawrence Commodore blew its engine in the Cutting. Everyone got by, but next lap it was hit by the Wigston Commodore, which was then whacked in the rear by Finnigan's Commodore. Wigston staggered on in the badly affected car, finally covering 90 laps. Finnigan was also able to restart after repairs, but was out after only nine laps.

The accident also affected Moffat, who was trying to hold onto the V8s in front of him. The wrecked cars slowed the other cars considerably at this, the corner leading onto the steepest climb on the track. The big V8s powered away from the accident scene, while Moffat's Mazda didn't do it quite so easily. It took at least another ten laps for the flat-bed trucks to remove the three cars from the sides of the Cutting.

After their early skirmish, Grice and Brock had settled



down with the Re-Car driver slightly ahead. But Grice was having trouble with uneven brake pressure, and spun off on lap 11 at Murrays Corner. This had never exactly been Grice's lucky corner. In 1975, he was outed by a crash there after an Alfa had a big moment under brakes in front of him. In 1980, Grice's co-driver John Smith had bogged the Commodore in the sand trap there, and in 1981 Grice himself had repeated the trick in the BMW.

He was soon mobile again, but Brock was gone, applying The Brock Crush in the best tradition. Brock and Perkins were never headed again throughout the race.

Behind the leading Commodores, a tremendous scrap was shaping up between Bartlett, Johnson and Harvey. The three cars were evenly matched, and were keeping everybody entertained by passing and re-passing in what looked like fairly determined, if well-controlled, racing. Ron Wanless had been running with them in the very early laps, but on lap 4 spun at Hell Corner, and set the novel example of driving straight down pit road the wrong way. The car was lucky not to be excluded there and then, but survived to have various other spins and adventures before retiring after 119 laps.

Further back, Cullen, Moffat, Hasemi, Fury, Jones, Goss, Dickson, McLeod, Richards and Willmington made up the top 15 at the time of Grice's spin. Fred Geissler had already retired after a confrontation with the Murray's Corner fence, and the first RX7 was also out, being the Duggan/Bretland entry.

With 35 minutes of the race gone, Brock's lead had



stretched to 16 seconds, while Murray Carter was in the pits trying to cure an overheating problem. Like the other Ford drivers, he had not had much joy from his XE during the week, and was to retire after only 25 laps.

Geoff Leeds spun the second Dickson Camaro after blowing a tyre in The Dipper and kissing the fence. He lost a number of laps waiting for a lift-truck after sector marshals refused him permission to make a U-turn to rejoin the race. The pits began to get very busy again, as Bill O'Brien returned with an electrical fault (which plagued him throughout the day) and Greg Toepfer started a run of pit stops with overheating problems. John English was the first Falcon to retire when he gave it away due to loss of oil pressure after completing 17 laps, then in came Goss for his first scheduled stop followed by Murray Carter with a loose caster bolt in the front suspension and Willmington's Falcon with a broken muffler bracket.

After the first hour, Brock was holding a 17 second lead, the race having settled down with Grice enjoying a 20-second gap to the battling Bartlett, Harvey and Johnson. On lap 26 Harvey again squeezed past the Camaro, which turned out to be extremely opportune. Two laps later as Bartlett crested the rise at Reid Park, a wheel rim split, instantly deflating the tyre. The big blue Chevy hit the wall with the left rear corner, dragged around to hit the front left, then as it lurched away from the wall, dug in and tripped over. Its speed carried the car on its roof across the track to gently nudge the outside fence some distance away.



Thankfully, Dick Johnson, immediately behind Bartlett, only had himself to worry about. If Harvey had still been behind the Chev, things could have been very crowded indeed as avoiding action was taken. As it was, Johnson initially aimed for the outside of the sliding car, but neatly turned back inside to continue on his way. Bartlett was unhurt, but his campaign to win the Great Race with the American iron was over. In its four years in the race, the Nine Sports Camaro always looked the part, but an 11th, 13th and two DNFs was not exactly what Bartlett (and Kerry Packer) had intended.

Back in the race, Bill O'Brien continued to be haunted by an electrical miss, while Alf Grant brought the ex-Johnson Falcon in with gearbox trouble around the time a lot of drivers started making their first scheduled pit stops. It became like peak hour. The Symes/Smith Commodore came in, as did Benson-Brown, Masterton, Kavich, Johnson (on lap

36), changing three tyres, taking fuel, and putting French in in less than a minute; then came Donnelly in the Ford and Grice followed in for a slow, 90-second stop that relegated him to fourth behind Brock, Harvey and Cullen. Behind the four Holdens came Moffat, Johnson, Hasemi, Fury and Jones.

Ninety minutes into the race and Charlie O'Brien clattered in with a blown right-hand front tyre. He was followed in by Harvey, who took on fuel, tyres and Scott in 47 seconds. Most of the big cars had made their first stop by now, but there was still no sign of the lead car coming in. Brock finally arrived after 46 laps, a long way around Mount Panorama in one spell in a Commodore. The stop was not particularly fast, but Perkins resumed with a lead of 22 seconds over Grice.



At high noon, Moffat pitted for a quick routine stop. He stayed in the car, and resumed in fifth place, not far ahead of Hasemi, who had also just pitted. It was now clear that the longer distance between pit stops for the Mazda and Bluebird compared to the Commodore would not be enough to compensate for the speed of the Holdens. The Japanese crew were running the only Nissan by this time, because the Fury/Gibson car had expired after 40 laps with head gasket problems.

Forty-eight laps had been covered at the two-hour mark; by this time Alf Grant's Falcon was retired with a broken crank and Donnelly pulled up the Falcon with a broken wheel. Willmington slid in with a damaged air cooler, which was quickly by-passed and he lost minimal time.

Alan Jones had handed over the RX7 to Barry Jones, who proceeded to have an interesting dice with Hasemi, the two Japanese cars having their strengths and weaknesses on different parts of the circuit. Masterton made his second stop, this time handing the car to Stewart. Goss made another stop, Callaghan coasted in after running out of fuel on top of the Mountain and Harrington pitted to have his steering checked - one of many stops, since the car hadn't been handling at all well since the crash on the second lap.

After a great drive with lots of promise this year, Cullen had to retire the Commodore on lap 54 with a blown head gasket. So one of the better Holdens was gone, but Perkins, Grice and Scott were still running 1st, 2nd and 4th. This became a trifecta when Gary Scott soon slipped past John French.

John Goss had been having a good run, although Tullius was not used to changing gear with his left hand. But



of all silly things, the bonnet locks had failed, so the crew had no option but to tape the bonnet down, necessitating much de-taping and re-taping at future pit stops.

With 72 laps under his belt and nearing halfway, Perkins had opened the gap to 35s on Grice, with Scott 40s further back. Willmington pitted yet again, this time with a flat tyre. Skelton handed the RX7 to Jones and David Hobbs took over the BMW from Jim Richards. Not so quick in the pit stop department was the Burbidge/Kinmonth Mazda, with a flat tyre, rear suspension damage, body damage and a push-started needed to get underway again. Willmington put his car out of its misery when he retired it with a broken valve spring after 68 laps, followed into retirement shortly afterwards by the Moore/Moore Falcon.

From 1pm the pits, which had been busy enough with unscheduled stops, became even busier as the cars started to make their second routine stops. Benson-Brown again got into the car from Charlie O'Brien. At 1:12 pm Grice, still running in second place, handed over the Commodore to owner Alan Browne, hoping he would not lose irretrievable time to the HDT. Harvey got back into the second MHDT car, taking over from Scott at 1:15 during a very quick 42 second stop, and only five minutes later Perkins gave the lead car back to Brock. The car was still in great shape, and Perkins had acquitted himself well on his Dealer Team debut. He had run consistently fast laps throughout his spell, driving bare-handed without gloves, although he had run a little wide at McPhillamy on one occasion when pushing a bit hard.

Steve Masterton pitted for tyres and fuel in a Falcon that had been troubled all week. He would hardly have been encouraged if he had known that this first year in the Falcon would be his best of the three he had in the Great Race. Moffat and Katayama switched places in just 35 seconds flat and Wanless had to change a flat tyre. McLeod pitted



followed by Paul Jones, who was feeling ill, and Skelton got back in the car having just been out of it enough time to comply with the 90-minute rule.

Just after 1:30 Brock had completed 89 laps and Browne had slipped one lap down. Harvey and French were on that same lap, with Katayama on 87, Jones and Richards on 86. Then came Janson, O'Brien and McLeod on 85. French was still finding that the Johnson Tru-Blu Falcon did not handle to his satisfaction; it had now broken a stabiliser bar and was very 'taily.' Neither had the engine problem resolved itself, as the car was gulping considerable quantities of oil. He was happy enough to give it back to Johnson to wrestle for the rest of the day.

Wanless pitted for yet another driver change as the Jones/Jones Mazda RX7 was retired with a stripped second gear, and the 1980 World Champion could reflect on his frustrating year in Australian touring car racing.

The 1967 World Champion did not last much longer than his 1980 counterpart. Coming up to the Cutting after 96 laps, Hulme's co-driver Stephen Brook courteously held the BMW 635 wide to allow faster traffic through. This committed the black car to cornering on the rubber debris on the outside of the track, and it understeered straight into the wall. Frank Gardner was not best pleased. Brook never drove for the team again.



By now, Peter Brock had put Dick Johnson two laps down when he passed the Falcon while it was in the pits. Harvey had relentlessly closed on Browne in the Re-Car Commodore and after 102 laps nailed him, and set out to put a gap on him while Grice was sitting out his mandatory hour and a half. Around this time McLeod pitted again for fuel, the car having problems with fuel pickup. Harrington/Wigston and Wanless/Rogers were continuing their fights with their recalcitrant cars, the STP car never right after its early shunt, while the second Re-Car Commodore was a real handful. In a short space of time, the car had spins in the Dipper, the Cutting, and at Murrays and Hell Corners. The crew kept throwing tyres at the beast, which was nowhere near as straight or well behaved as the leading Re-Car machine.

Alan Browne came in at 2:27 pm to give that car back to Grice complete with a full load of fuel and fresh tyres. Shortly after Grice spun on top of the Mountain without incident, and was soon closing on Harvey in second place. Charlie O'Brien took over from Benson-Brown and Skelton pitted for fuel just before Hobbs came in to hand back to Jim Richards.

The Burbidge Mazda made another pit stop with a nagging fuel feed problem. A new fuel pump didn't solve the problem and a more extensive search showed a crimped fuel line. Shiel and Hopwood were getting fuel surge and Masterton pitted for fuel and Bruce Stewart. The McLeod Mazda pitted with a loose tailpipe which was unceremoniously ripped off.

Brock's last pit stop came just before 3 pm. As well as the crew pouring in fuel and changing all Dunlops, Perkins handed Brock a cool drink and slogged ice cubes and water down Brock's back because Brock was starting to feel the heat.

Harvey stopped soon after Brock, resuming only four seconds ahead of Grice after an excellent pit stop. But Grice passed Harvey going up to the Cutting, and the battle to the flag was now on in earnest. Brock was the best part of two laps up the road ahead of this pair, while behind them, Johnson pulled one lap back on Harvey when the Holden was in the pits.



The cars which were faster were proving more reliable. Seven of the nine Hardies Heroes cars which started the race were still running. But disaster was about to hit the Moffat camp. They had believed they could get through without a pad change, but the pace was too hot, and Katayama came into the pits with no brakes. Moffat watched from the pit counter as the crew tried to wrestle with the front brake units, a new model homologated only a week before the race, but it was 13 minutes before the car would leave again, because the design made it awkward to change pads and calipers quickly. Katayama was a model of inscrutability, sitting at the wheel seemingly unperturbed, occasionally resting his face in his hands as he waited for the job to end. Moffat confessed that he anticipated that the brakes may be a problem.

The Masterton Falcon pitted for fuel and Janson went in for both fuel and oil as Brock notched up lap 143 - only 20 laps from the flag, the car seemingly going like clockwork and sounding wonderful, although there was a vibration which caused some concern.

After his last stop, Grice had pulled away from Harvey but the balance altered as Harvey started to run him down at about two seconds a lap, even though the HDT driver felt absolutely terrible. With only 16 laps remaining, Grice flew in for the planned top-

up of fuel, the vital lifeblood being administered to the car as it ambled past its pit at walking pace! Grice blasted back onto the track with Harvey still 15 seconds adrift.

Brock, meanwhile, was cruising towards his sixth victory in the Great Race. Peter Janson latched onto his tail in the closing laps. There wasn't much Brock could do about it, since Janson was obviously keen on the end-of-race publicity, and the Schweppes car was running well enough to make it difficult for Brock to shake him off. As they came into Murrays for the last time, Janson attracted some publicity he probably did not expect, when he executed a big spin to the inside of the corner as Brock crossed the line in more orthodox fashion.

As Brock acknowledged the flag, he had a lead of one lap plus 70 seconds after a very good drive. Grice took second spot just 0.4 seconds ahead of Harvey.

Alan Browne was delighted, and to an extent vindicated. On this day, Grice would probably not have beaten Brock/Perkins no matter who he had for a co-driver. Second place is obviously the next best thing and, despite the speed differential between Grice and Browne, the crew had achieved that placing. Grice was suitably appreciative of Browne's efforts and support, which were very welcome at a time when Grice's career looked to be at the crossroads.

After the race, the Johnson/French and Callaghan/Muir Falcons (fourth and tenth) were excluded for cylinder head discrepancies. That meant that only 15 of the 41 over three-litre cars were classified as finishers: only five of the 15 Holdens, two of the 10 Falcons, and five of the 10 Mazdas.

How did the Audi go in the Under Three-Litre brigade? The two turbo Nissans disappeared into the middle distance at the start, as was to be expected after practice. Fury and Hasemi were the starting drivers. By the end of the first lap Hasemi in the turbo Nissan was 10th outright. Fury wasn't far behind Hasemi, followed by Seton in front of Nelson in Capris, Cant, Craft, Scott (in the first two-litre car), Bailey, Holden, Heyer, Gulson, and dropping back, Faneco.

Fury's Bluebird departed the scene after 40 laps with a blown head gasket, which occurred on the extra lap he was ordered to do because the Hasemi car was in the pits when he wanted to come in. Hasemi had, at one stage, been running within five seconds of Moffat's RX7, and when Hoshino took over he was sitting in sixth place outright. The Audi pitted





7 team for most of the day, visible only for a few seconds occasionally as it was passed by a faster car. Only in the last half hour did it feature on TV for almost a whole lap. Channel 7 head commentator Evan Green did a pit-lane interview with Audi Motorsport racing manager Peter Steinmeyer:

Evan Green: Well Peter Brock might be leading the race, but let's turn our attention briefly to a car at the other end of the field, car 53, the Audi five plus five, driven by Chris Heyer and Peter Lander. Not because it's coming towards the tail end of the field, but for two reasons. One, it's the only five-cylinder car in the race, and the first we've ever seen here at Bathurst, but also it is a genuine factory-interest car in that Audi, at Ingolstadt in West Germany, have sent their racing manager for the world,

and Lander took over with fuel and new front tyres.

The second pit stop for the Japanese came a shade early due to a flat tyre, and Seton handed over to Don Smith with the Capri quite firmly entrenched in second place in the class. Not long after the Nissan was back in the pits, this time for a long 14-minute stop to replace the right-hand constant velocity joint. The Bluebird went back to second place in the class, half a lap behind Don Smith. The 'old firm' of Barry Seton/Don Smith/Ford Capri, which had such an illustrious record on the Mountain, still had a chance.

But it didn't take the Japanese too long to haul in the Capri again, and the Bluebird set out to see how far up the outright order it could get, as the class win certainly seemed assured. After 100 laps they had a lap up on the Seton/Smith Capri and nearly another on the Grose/Cant Capri - by which time Bob Holden, this year running with Neville Bridges, had the Escort in fourth place, seven laps in arrears but a lap ahead of the Audi.

The Audi changed front pads on its second stop and the Grose car lost time doing the same. With just over an hour to the finish, Hasemi handed the Nissan over to Hoshino for the final run to the flag. Don Smith ran out of fuel on his way to the pits, which didn't change anything as Seton went out again still in second spot. Some concern was caused when, with 17 laps remaining, Seton's engine sounded very ragged, but the veteran didn't pull in so the crew figured he had the experience to know what he was doing.

While the Bluebird and the Capris got generous TV time during the telecast, the Audi was ignored by the Channel

Peter Steinmeyer, here to the track to observe the race. I would think Peter, that you're here to see what the potential is for Audi in the future in this race.

Peter Steinmeyer: We have started this project last year, as a press release from the five plus five car, and was a 24-hour event at Surfers Paradise, and we beat all the old records from the Saab and the BMWs, and we started a few weeks ago with this project here at Bathurst and the car is more or less a normal road car with a little bit stronger engine and a little bit better brakes. And for this reason the car is doing quite well. We are at the moment in fifth position in the class and I think we will finish the race.



EG: Audi has a tremendous reputation in rallying with the Audi quattro, which is turbo-charged. Might we see a turbo-charged version of the car here next year?

PS: No. The only turbo-charged version is Audi quattro, which is the four-wheel-drive coupe. And, we get next year an Audi 80 - which means five-plus-five - as four-wheel drive car for rallying. But not turbo-charged, as with fuel injection system.

EG: How are you enjoying the race, as a first-time visitor here?

PS: Oh, it's the second time, I was last year already as a visitor, but the first time I am working here. It's very nice, very nice circuit, it's very difficult for the drivers I think, and some places are a little bit dangerous! But it's very good.





EG: Some places indeed are a little bit dangerous. Back to the commentators, who have been calling that dangerous action for you all day.

Mike Raymond: Thank you Evan Green. There's the Audi, going up towards the Cutting, again. Quite a remarkable first-up performance from it.

At the flag it was the Hasemi/Hoshino turbo Bluebird as class winner with 153 laps, six laps clear of the Seton/Smith Capri, with Grose and Cant a further three laps back in their Capri. Bob Holden did very well in the Escort 2.0GL to be another three laps in arrears and the first two-litre car home. Chris Heyer brought the Audi home in fifth (and sixteenth overall), another two laps back and 139 completed, and two more in front of the problem-plagued Scott/Walton Celica. Gulson and Lynton in the Alfa were the last classified finishers in the class.

For the Audi to finish the race distance on its first time out was a great result. 139 laps completed was the greatest distance covered so far by any VW/Audi in the race. The Heyer/Lander Golf GTI completed 111 laps the only time it finished the race, in 1979.

For the big-name teams and drivers, the 1982 season was one of the lowest points in the history of Australian touring car racing.

The leading Holden driver was disqualified from the ATCC, which was disfigured by legal and technical arguments. The Sandown enduro was a fiasco. The leading Ford driver was disqualified from Bathurst, which by its usual standards was an unequal and not very interesting confrontation.

Hopefully, things would be better in 1983.

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The Love Bug's cinemas.

The Love Bug first opened in Sydney, Melbourne and Canberra on the same day - Thursday 18 December 1969. These are the major markets in Australia, and so got the first releases. As documented in previous issues, there were five cinemas and drive-ins showing The Love Bug in Sydney, three in Melbourne and one in Canberra. That makes nine screens showing the film on that date and for weeks after, meaning at least nine prints of the film would have been needed.

Once some of these cinemas stopped playing The Love Bug, the prints could then be sent on to other theatres in other cities and towns. Brisbane began showing The Love Bug three weeks after Sydney, beginning on Thursday 8 January 1970. As we saw last month, Adelaide was another week later, starting there on Thursday 15 January 1970. Perth's release date is not known, but it was probably the same as Adelaide. Hobart, with no MGM theatre in town, did not get a first release at all.

What about Newcastle and Wollongong, the large regional centres close to Sydney? Both of them were larger than Canberra in 1969.

Newcastle

The Love Bug began in Newcastle the same day as it started in Brisbane, Thursday 8 January 1970, which is three weeks after Sydney. While MGM's main theatre in Sydney, the St James, played The Love Bug until the end of the school holidays in January, the suburban Metros at Bondi Junction, Manly Beach and Crows Nest, plus the Roselands Theatre and the Chullora Drive-In, only played it for a couple of weeks. The Love Bug was replaced by other Disney films for kids, such as re-releases of 20,000 Leagues Under the Sea, the Swiss Family Robinson and Kidnapped. This freed up the prints of The Love Bug to be sent to Brisbane - and to Newcastle.

The Love Bug was shown at two cinemas in Newcastle. It played at the famous and much loved Newcastle Civic theatre, and at the Gateshead drive-in.

Like Sydney's State and Capital Theatres, and the sadly demolished St James and Rose Bay Wintergarden among numerous others, the Newcastle Civic was designed by renowned NZ-Australian architect Henry Eli White. He also designed the adjacent Newcastle City Hall. The



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CIVIC THEATRE

Civic Theatre was built at 375 Hunter St, designed to seat 1,723 in the lower stalls and upper dress circle. It was opened by the then NSW Premier, Sir Thomas Bavin, in December 1929.

The Civic's exterior is in the Georgian Revival style, while the interior decoration in the Spanish Baroque style with a marble staircase, terrazzo balcony and chandeliers. There is a large ornamental dome in the ceiling, and huge recessed arches over the Royal boxes which flank the stage. Designed for both live theatre and cinema use, the stage is 27 metres wide and 12 m deep. The proscenium, with its Classical frieze, is 12 m wide.

First operated by Northern Amusements, it came under the control of Hoyts Theatres chain in 1941 and was a popular 'high end' cinema for the residents of Newcastle for many years. Hoyts closed the Civic Theatre as a cinema on 10th October 1973, and it was taken over by Newcastle City Council and renovated for live performances, with an enlarged stage, an orchestra pit and new amenities. The building is now listed by the National Trust as an historic building. The Civic was renovated between June 1992 and November 1993 at a cost of \$10.4 million.

Today the Civic Theatre hosts a wide variety of live acts, orchestral to rock, stage drama to live comedy. It is also popular for conventions and seminars and is available for hire. You can contact the Newcastle Civic and see what's on at their website:

www.civictheatrenewcastle.com.au/home

The other venue in Newcastle to show *The Love Bug* in 1970 was the Metro Drive-In at Gateshead, in southern Newcastle near Charlestown. It was built on Bulls Garden Rd, just off Oakdale Rd, and opened on 20th February 1958. It was initially operated by Oakdale Drive-In Theatre Property Ltd., and was then called the Oakdale Drive-In. It was later bought by MGM when they were expanding their Australian theatre chain, and renamed the Metro Drive-In Gateshead. After MGM sold their Australian business to Greater Union in 1971, it was then renamed the Gateshead Skyline Drive-In.



The drive-in closed in 1986 and was demolished for a new industrial area. Today Skyline Way and Metro Close pass through what used to be the grounds of the drive-in. The long building with the tall square block, visible at the bottom left in the photo, is still there today.

Wollongong

The *Love Bug* only played one cinema in Wollongong, and it opened a week earlier than it did in Newcastle. The *Love Bug* opened on Thursday 1 January 1970, playing at the famous Wollongong Regent Theatre.

Club member Brian Mannix told us about the Wollongong Regent in the July 2014 issue of *Zeitschrift*. Construction began in 1950 on site at 197 Kiera St, and proceeded slowly - the theatre didn't open until April 1957.

Seating for 1,630 was provided in stalls and dress circle levels. There were plaster mouldings on each of the side-walls which depicted mythological scenes. The trough surrounding the proscenium originally contained concealed lighting but the auditorium has a much



more modernistic 'stark' appearance than the richly decorated 1930s-40s cinemas. The ceiling has a criss-cross of lights representing a starry sky, although it's not classified as an 'atmospheric' theatre as such.

It was equipped with 70mm projection in October 1967, when *'My Fair Lady'* was screened in the Todd-AO process. The foyer decor is still very 1950s.

Brian said it was a very nicely appointed theatre, and where he and his wife Eunice went on their first date so it has special memories. He thought that *'The Robe'* was showing, a biblical extravaganza from 1953 that was the very first movie to be filmed and released in Cinemascope.

The Regent survived the TV revolution, the demolition of fellow Wollongong cinemas the Crown and Savoy, and even the 1980s VHS revolution. But in 2002 the Regent



Herbie the hero in town

The *Love Bug* has hit Wollongong.

And the hero of the *Love Bug*, Herbie the Volkswagen, is capturing the hearts of the city's youngsters.

The *Love Bug*, Walt Disney's latest creation, is now playing at the Regent Theatre and is described as a "happy love-in."

Ushette, Lee Wagner, yesterday introduced three youngsters, bitten by the *Love B'g*, to Herbie in the foyer of the theatre. Gay Beasley, 13, Hans Kujat, 9, and his sister, Karen, all of Warilla, fell

.. AND KIDS LOVE HIM

in love with Herbie after seeing the film.

Herbie is the hero of the *Love Bug* and takes on all comers in various car rallies.

But, even though he is competing against haughty foreign sports cars, he triumphs in the end.

Theatre was being threatened with demolition by Lend Lease, who proposed demolishing the opulent theatre and erecting a supermarket and commercial complex in its place. Residents banded together to fight the proposed development, and the National Trust prepared a statement of significance for the building, giving the Regent Theatre an interim listing on its Register.

The Regent Theatre closed as a cinema in 2004. The theatre was bought by the Pentecostal religious group and they held church services and shows there from time to time. It became a Gateway City church in 2013, and most recently, an Awaken church under the name 'Wollongong Central.' You can see their website and Regent Theatre location on their website:

www.awakenchurch.life/wollongong

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THE LOVE BUG
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The 1950s interior, designed by Marion Best with its unique colour scheme, lighting fixtures and rich '50s décor, is now recognised as the only cinema in Australia with its original work of hers all completely intact.

There were two drive-ins in the Illawarra in the '60s and '70s - the Southline Drive-In at Fairy Meadow, and the Lakeline Drive-In in Dapto. Neither of them showed the Love Bug during its initial release. But they both played it as a re-release during school holidays in the years following. Both are gone, closed in the 1980s. The Southline is now an industrial area, and the Lakeline is now high-density housing.

How interesting (and also a bit sad) that after looking at all the cinemas and drive-ins in Australia where The Love Bug was originally released in 1969-70 - five in Sydney, three in Melbourne, six in Brisbane, four in Adelaide, one in Perth and one in Canberra - that all of them are now gone. All have been demolished (the Canberra building still exists but the cinema is gone). The only survivors - cinemas that played the Love Bug on original release in 1969-70 and are still around today (if not playing movies) - are the Civic in Newcastle and the Regent in Wollongong.

20 The Age, Thursday, Dec. 18, 1969

Car with a mind of its own

MGM's *The Love Bug*, which is all about a Volkswagen with human qualities, opens in town today as a holiday comedy and a good automobile promotion while *The Italian Job*, with three minis almost starring, plays on to good houses.

It used to be the great big glossy expensive automobiles that made people gasp in the cinema but now the common cars are getting their pictures taken. They are so much more intimate.

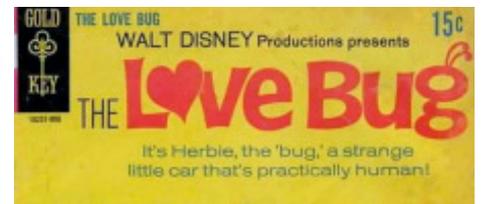
The film stars Dean Jones, Michele Lee, David Tomlinson and Buddy Hackett in a Walt Disney production with a small car with a mind of its own.

The hero is a handsome race driver. There is a pretty girl, a mean villain, a beatnik type and the love bug and the action gets under way in San Francisco and around California.

You may be amused to know that Herbie, the car, played his role with a Porsche engine safely installed.



Buddy Hackett plays with Michele Lee and Dean Jones in *The Love Bug*.



Opposites attract.

Nobody wants to grow old alone, so through life, we try to find and meet a partner who we can spend time with.

A lot of the time we choose a partner that is interested in totally different things than we are into.



This difference makes things interesting and fun. So don't be surprised if your partner just isn't really interested in old Volkswagens or Porsches, just like you might not be interested in shoes or handbags.

Most of the time, they are only interested in how much money you spent and how much it's worth when sold. This can be a little disappointing.

Having a partner is like working on your car with your hands cable tied together, you can still do it but it makes it very hard.



If you have a partner that is into old VWs and Porsches and shares your passion, then make sure you look after them because they are pretty rare.

Even still, in life, there are no guarantees and you could still grow old and lonely anyway.

If you are looking for a partner that is always interested in helping you with your old classic, I recommend you get a dog. Nothing beats their devotion.

Ashley Day.

A testament to friends, music, alcohol and bull dust sessions.

Whilst I would never recommend alcohol, and I don't drink much anymore, over the years I have drunk more than my share of 'Black Jimmys.'

I have a mate that I have known since kindergarten. We have always got together, worked on our Volkswagens and chatted whilst having a few bourbons.

Mostly, we just talk about ways we could become millionaires, but it never really worked out that way for us. I wonder why?

He was looking for a project one day, so I donated him one of my basket cases.

I didn't really do him any favours, but he was low on funds and so he accepted the challenge.

Over the years, whilst catching up, we continued working on that 1968 Karmann Ghia.

Sometimes, the work seemed endless, with no finish line in sight, but we continued catching up.

Sometimes it's been just a good excuse - yeah, we need to do the roof lining?

Even though we never came up with that get rich quick scheme, he has ended up with something special.

Sure, over the years, the old liver may have had some punishment, but we would have punished them anyway.

Why not save some basket case Volkswagen with a mate, it's a great excuse to catch up.

Always look after your good friends and they'll look you.

Ashley Day.



VW in der presse.

3 The Sydney Morning Herald, Sat, July 6, 1975 3



The car sandwiched between the prime mover and the trailer yesterday.



A fireman clearing the soap concentrate from the road.

Tanker rolls on to car on bridge

The driver of a road tanker lost a leg when his vehicle jackknifed and rolled on to a Volkswagen car on the Gladesville Bridge yesterday afternoon.

The car driver, Mrs Betty Patterson, of St Georges Crescent, Drummoyne, escaped with shock and minor injuries.

The tanker's prime mover crushed the boot in front of her and its tank smashed the engine compartment.

The City-bound tanker rolled over on the crest of the Victoria Road overpass to the Gladesville Bridge at about 2.30.

Most of its load — 18,000 litres of a heavy soap-concentrate — poured on to the road, making it unusable.

The tanker driver — Mr Keith McKenna, of William Drive, Cartwright, near Liverpool — was trapped in his cabin for about 15 minutes.

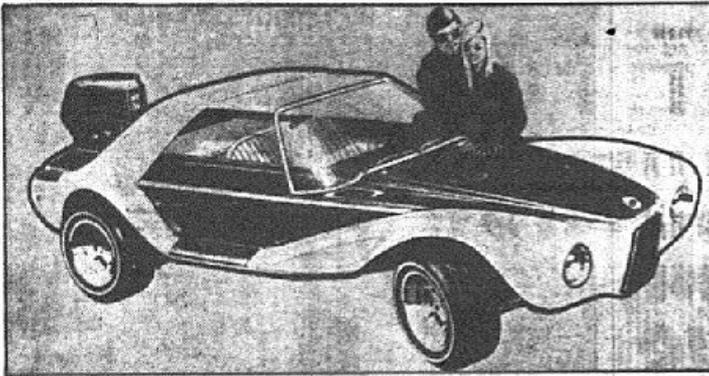
A driver for the same company, travelling in the opposite direction, stopped and raised the cabin with a jack to free him.

The police brought two doctors from Ryde District Hospital. A doctor from Ryde Psychiatric Centre, driving by, stopped to help.

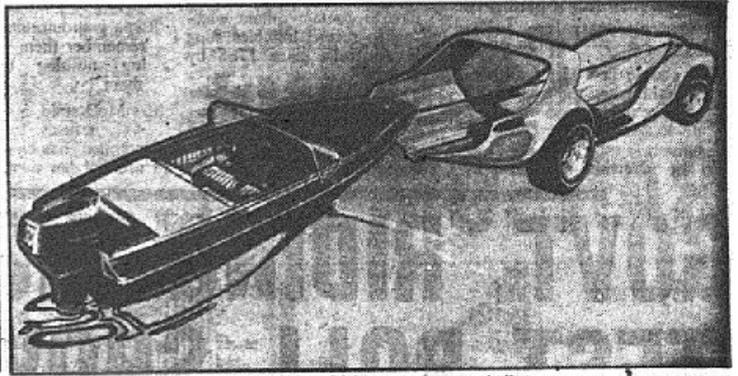
Firemen hosed and scooped away the slippery fluid which spilled from the tanker.

A Department of Main Roads team will inspect the overpass at 9 this morning to see if it is safe for driving.

VW car doubles as 14ft boat



The "dune buggy" that becomes a speed boat.



The speed boat after shedding its outer shell.

From OUR OWN CORRESPONDENT
NEW YORK, Saturday. — A sports car that is readily converted into a high-powered speed boat by disengaging its outer shell has been unveiled in America.

Called the Lakester, the sports car is a smartly designed two-seater which combines Volkswagen components with "dune buggy" features and travels at the speed of a standard VW car.

When backed to the water's edge, an electric winch separates the inner and outer shells, turning it into a 14-

foot, semi-hydro hull boat, good for lake riding and water skiing. The retail price is expected to be about \$2,500.

The Lakester, made of orange fibre-glass, is powered by a 50-horsepower outboard motor, which is similar to the standard 37-h.p. Volkswagen engine.

The thing that allows one engine to run both the boat and the car is a power take-off shaft from the lower unit of the outboard.

This can be quickly engaged with the differential of the Lakester's rear axle when converting from boat to car. The steering column of the vehicle runs through the hull of the boat.

1968

VW ANNOUNCES MAJOR REVIEW OF PRODUCTION

MELBOURNE, Thursday.—Volkswagen today announced it had shelved plans for the complete manufacture of cars in Australia.

The company has withdrawn both the cars—the "beetle" and the "notchback"—it had entered under the Federal Government's Plan A production program.

In other moves aimed at curbing its recent heavy losses in Australia, the company intends to gradually reduce its workforce and to sell about \$2.5m worth of plant and buildings.

Plan A production calls for a minimum of 95 per cent local content in the vehicles manufactured.

Instead, Volkswagen has nominated several vehicles under S.V. (small volume) plans, which allow the pro-

duction of up to 7,500 units of each model annually with a local content of 60 per cent.

Among the new vehicles scheduled to appear within the next few months will be the VW Country Buggy, a utilitarian vehicle with a 1,300c.c. engine, a "stick-shift" automatic "beetle," with a 1,500c.c. engine, and a 1,500c.c. manual "beetle."

PEAK YEAR

The company's director of marketing, Mr J. A. Cook, said that under the new plans, Volkswagen Australia could assemble this year up to 22,500 vehicles with local content of 60 per cent.

During its peak year of 1964, Volkswagen produced more than 31,000 "beetles" alone.

In 1967, the company's total output had fallen to about 19,000 units.

The plant and buildings to be sold includes the company's Melbourne head office and administration building and foundry. The company's total Australian investment exceeds \$20m.

With the change of emphasis from manufacturing to assembly, the number of people employed by Volkswagen Australia would gradually drop to fewer than 1,500 from the figure of about 2,200 about 18 months ago, Mr Cook said.

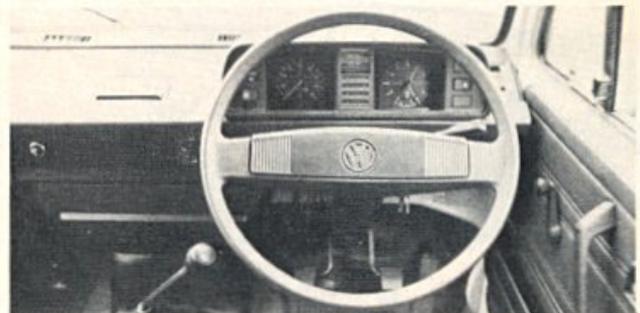
Mighty Microbus Back!



Volkswagen Australia calls this new range of commercial vehicles the "new generation". The Kombi, Microbus and Microbus DL look about as sleek as such machines can — they are wider than their predecessors and the full width grille enclosing the headlights accentuates this. Among the gains is a lower drag coefficient.

The Transporters are bigger inside and offer easier access and much improved vision. Despite the extra width, the turning circle is smaller.

According to VW the Transporter range offers "exceptional ride, handling and stability characteristics never before seen in a commercial vehicle". MOTOR has been lucky enough



to borrow a new Microbus for an exclusive pre-release drive. That familiar Fokker Friendship sound from the two-litre fuel-injected flat four is still there, but it seems to come from another world, so much quieter is the new beast. The ride is silent and supple and

it is almost possible to forget you are at the wheel of a commercial vehicle, except for the masterful driving position, somewhere above the Corollas and Commodores. And if you pedal hard you can keep up with them. Watch this space for a full test soon.

MOTOR, April 1982

Jeff's Facebook finds.

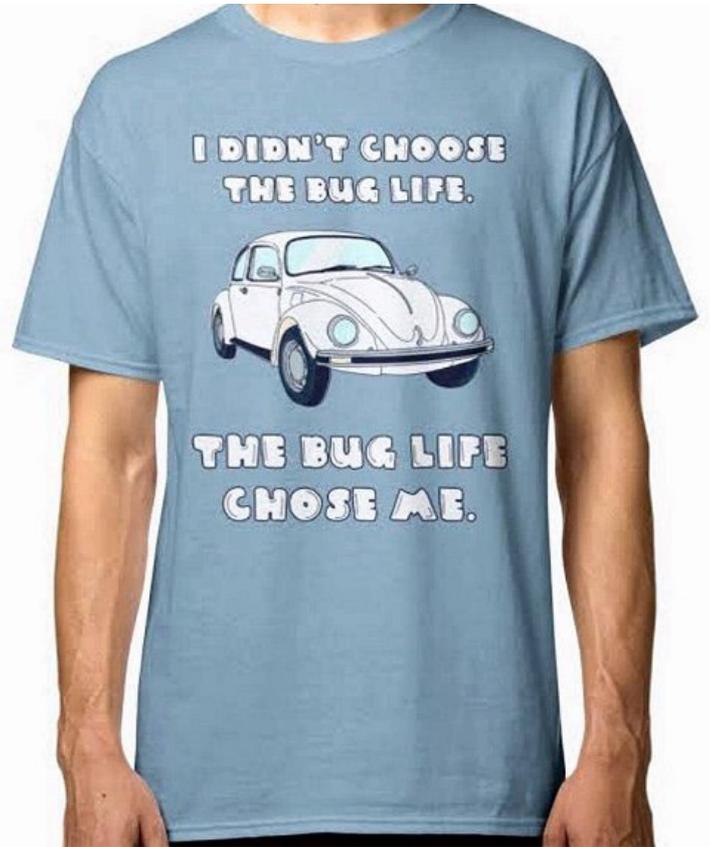


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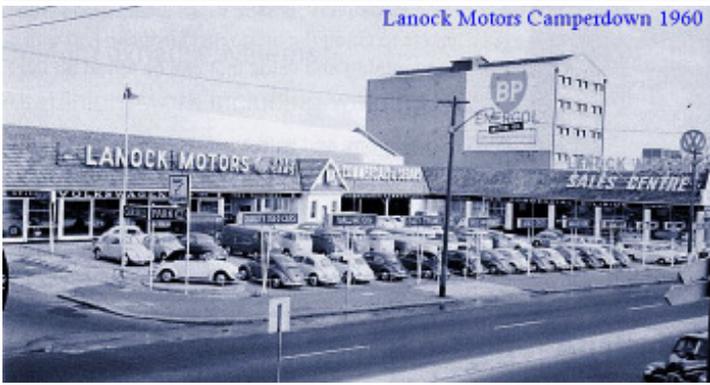


 **Stephen Clark** Yesterday at 9:28 pm



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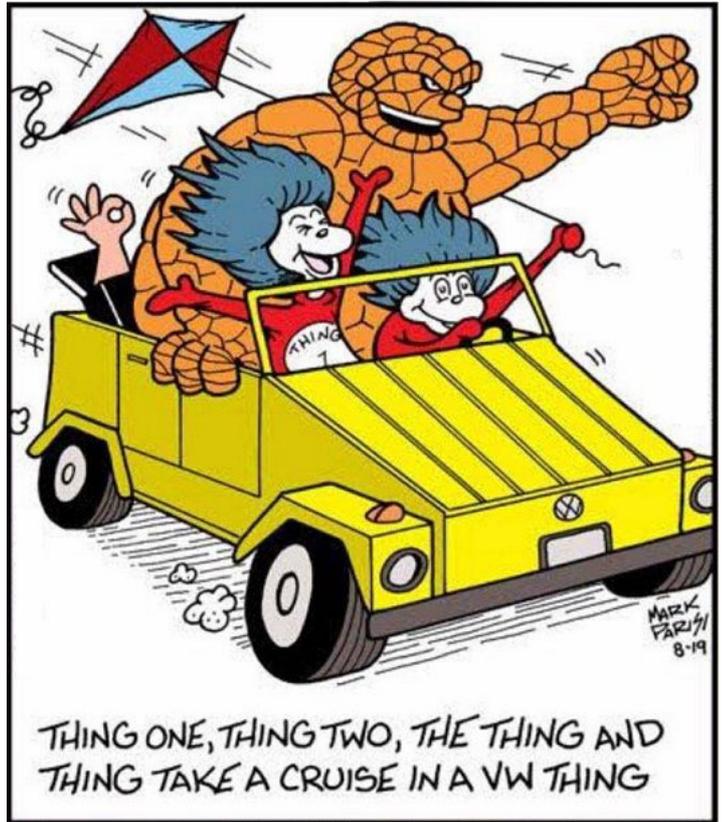
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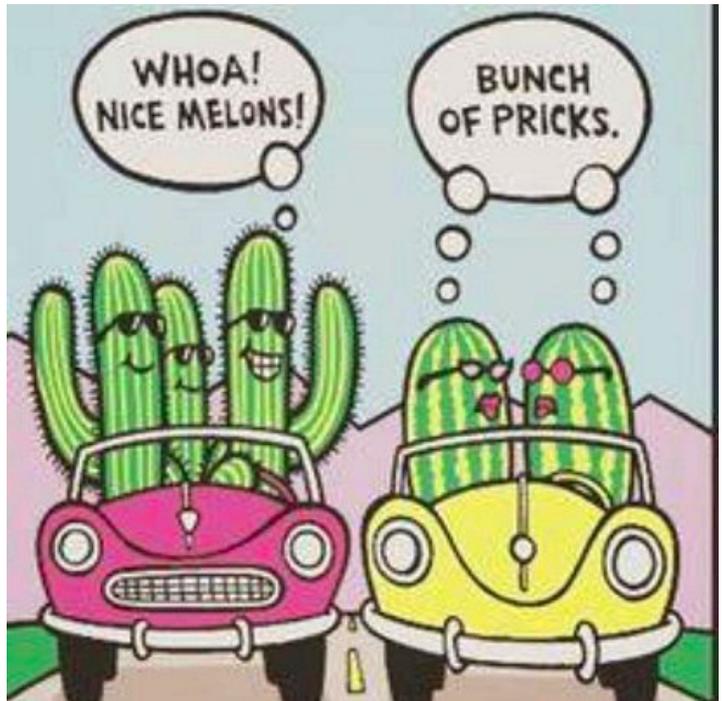


facebook



17

1 Comment



Laughs in Lockdown.

Christmas is in my heart 12 months a year. And thanks to all my shopping, Christmas is on my Visa card statement 12 months a year also.

I got a polyester jumper for Christmas, but it kept picking up static electricity. I took it back and exchanged it for another one, this time made of pure wool. Free of charge!

I have a special talent - just by looking feeling and maybe a light shaking, I can tell exactly what's inside a wrapped present. It's a gift.

What do you call Santa living in the Simpson Desert? A lost clause.

How does Santa keep track of all the fireplaces he's visited? He keeps a log book.

Darth Vader knows what you are getting for Christmas. He can feel your presents.

Did you know that Santa wears a pink singlet and pink underpants? He did all his washing in the one load.

Another year Father Christmas somehow lost his underpants and he had to go out without them. That's how he got the name Saint Knickerless.

When he was young, my cousin once ate all the Christmas decorations off the tree. He got tinselitus.

How does Good King Wenceslas like his pizzas? Deep pan, crisp and even.

How did Mary and Joseph know that Jesus weighed exactly 3.126 kilograms when he was born? They had a weigh in the manger.

Last Christmas I was in the lobby of a hotel and I heard a group of chess tournament players bragging about winning games. They were chess nuts boasting in an open foyer.

Santa tried to sell Dasher and Dancer on Ebay, but he didn't get any bids. They were two deer.

It's just as well that Santa never seems to get stuck in the chimney. If he did, he would probably get Claustrophobia.

It had been a really busy year at the North Pole workshop, and Santa's helper had to take time off and see a psychologist. He had low elf esteem.

What do you get if you cross Santa with a duck? A Christmas quacker.

You probably think of Santa originally coming from somewhere like Finland, or Norway. He's not Russian or Swedish. Of course, he's really North Polish.

Last year I finally worked out what's the very best Christmas present in the world - it's a broken drum. You just can't beat it.

Instead of just coming in through the front door, why does Santa still come down the chimney? Because it soots him.

Did you know that on Christmas Day the alphabet has only 25 letters? It's because the angel said 'No L.'



THAT WAS THE LAST YEAR SANTA WOULD FORGET TO BRING HIS GLASSES

Chris Cooper

Santa recently had to re-write his employment contract with his little workshop helpers. He's not allowed to call them 'elves' any more. Now they are called Subordinate Clauses.

Santa was nearly finished loading up his sleigh when Mrs Claus came out and warned him about the weather forecast. She said "It looks like rain dear."

My young son decided that he no longer believes in Father Christmas. He's a rebel without a Claus.

Santa's elves decided to put a band together to play music at Santa's workshop. They had to make the turkey the drummer - he was the only one with drumsticks.

Adam and Eve were in the Garden of Eden, the day before the very first Christmas. Adam said "hey, it's Christmas, Eve!"

In spite of all the work he has done for many years, Santa has never had to go to hospital. That's because he has private elf insurance.

Mrs Claus once found someone hiding in the bakery at the North Pole. It was a mince spy.

Santa has no problems dealing with any of his elves who misbehave. He just gives them the sack.

They mostly don't celebrate Christmas in Islamic Saudi Arabia. But they still sing a favourite Christmas carol - 'O Camel ye Faithful.'

In New Zealand they usually say "Merry Christmas to Ewe."

The elves in Santa's workshop don't drive Volkswagens - they drive Toy-otas.

In fact the only drivers of Volkswagens around Santa's workshop are the Polo bears.



Got a lot to carry? Why waste your money on half a car?

This is our big, roomy Micro Bus. It's not half of anything. It's 100% Micro Bus. Which means you can carry as many as nine people.

And you can carry an incredible amount of things that seem to go with people. It's a very flexible vehicle. For a start, with all the seats in, it can seat nine. Take out one seat and there's still room for 5 with loads more room for a load.

You get a big sliding door to get people and things in and out easier (plus a rear door, plus two passenger doors). Open wide and say Ahh.

Our Micro Bus has some other unusual attributes. Like a 25 mpg performance, the safety of power assisted disc brakes up front, a road hugging double joint rear axle, just like Porsche, to smooth the ride. You get soft bucket seats, a fully lined cab,

cool air when it's hot and hot air when it's cool. In the load department, there is 177 cu. ft. (with the seats out).

But maybe the best thing about our Micro Bus is Diagnosis. It's free with every one. It's a remarkable new service system that stops little problems from becoming big expensive problems.

So that's our Micro Bus.

Not everyone will want one around the house; but if you've created a big family with a lot to carry you should really think about one.



See your Volkswagen dealer. He'll give you a guided tour of our Bus.

You'll see, it really works.

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