

Zeitschrift



Bathurst 1964 - where is DHY-500 now?

January 2018

IN THIS HOLIDAY ISSUE:

Canberra Xmas Cruise
The Toy Department
Phill Lander's T3s
Ash's DHY-500 find

Canberra Cars & Coffee
Joe's Israel experience
1964 Armstrong 500
Plus lots more...



The Legend Never Dies

Club VeeDub Sydney.
www.clubvw.org.au

A member of the NSW Council of Motor Clubs. Also affiliated with CAMS.



Club VeeDub Sydney Committee 2017-18.

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VW Motorsport Committee:

John Ladomatos	Brian Walker
Craig Adams	Martha Adams
Norm Robertson (JP)	Eddie Fleita

General Committee:

Shirley Pleydon	Charlie Attard
Zelko Jurkovic	Leanne Woods
Conie Heliotis	

Canberra Committee.

Chair:	RJ 'Willie' Nelson chair@canberra.clubvw.org.au
Vice-Chair:	Bruce Walker vwevents@dodo.com.au
Secretary:	Mandy Conway vicechair@canberra.clubvw.org.au
Registrar:	Iven Laufer (02) 6254 1142
Merchandise:	Mandy Conway merchandise@canberra.clubvw.org.au

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
PO Box 1340
Camden NSW 2570

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 (2007-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:

30 VW Nationals.

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

Meet at Uncle Leo's Diner, the Crossroads, Liverpool, at 9:30am, departing at 10:00am, stopping at Appin and finishing at Stanwell Park at 12:30pm.

If you are not up for a cruise, head straight to Stanwell Park and meet us under the Club VW Marquee.



The 12th Annual VW Watercooled Summer Cruise 2018

Sunday the 21st of January!

Families and kids are all invited, with a free BBQ lunch of snags and rolls along with ice cold drinks. There is a great playground and of course the beach! All donations on the day will go to the cancer council.

**Contact Craig - 0404 184 893
Steve - 0490 020 338**

AUSTRALIA DAY

— IN PARRAMATTA —

CARNIVALE



10.30am-5pm

The iconic Carnivale classic car display is sure to delight car lovers, motoring enthusiasts and families alike.



- First held in 1986, CARnivale is one of the longest running events in Sydney's Australia Day celebrations
- Hosted in the former Parramatta Park racing circuit
- See vintage race cars that raced at Parramatta Park in the 1950s
- Visit the dedicated members marquee where you can learn about vehicle history, restorations and engineering from car club members
- Memorabilia stalls

PARRAMATTA
WE'RE CELEBRATING IN AUSTRALIA'S NEXT GREAT CITY

#ausdayparra





Gerringong Motor Fest 17th February 2018 Michael Cronin Oval

Gerringong Lions Club will be holding its annual **Motor Fest/ Car Show on Saturday 17th February 2018 on Michael Cronin Oval Blackwood Street Gerringong.**

The Lions Club Gerringong is a not for profit organisation and **all funds raised from this event will be provided directly to Prostate Cancer Research.**

This initial contact is to advise your club and determine if your club members may have an interest in participating in this car display day. We will be limited by numbers of participating vehicles, thought to be a maximum of **200 vehicles** (maybe a few more with comfort). As a result we plan on a limit of maximum per club of 15 to 20 vehicles. This may change depending on the numbers of clubs and vehicles that propose to attend.

About The Event

This event is structured to be a little different than just another car display day. We intend to invite some very specific and unorthodox vehicles along with specifically collectable, performance and exotic vehicles both old and new. Prizes will be provided to vehicles in each category. Barry Ferguson again this year plans to bring the HDT works team Commodore from the Round Australia, this is the sister car to Brock's and finished second; a great piece of history and Barry is a great bloke and always up for a chat.

We have allocated lots of room around each vehicle to ensure those participating can feel safe in knowing that their vehicle is safe whilst parked. **Entry for participating vehicles for driver and passenger is only \$5** to the vehicle participant/club member. A small charge of \$5 will apply for all other people including the general public. Any donations would be most welcome for a very important cause.

For your club members interest this event will be held on what is Gerringong's monthly market day in the centre of town (about 300 metres away) so will provide an excellent opportunity for members and partners to enjoy the hospitality of this wonderful seaside township.

This year like last year we anticipate a healthy interest in this forthcoming event, hence the advice to you so early. We would appreciate a reply from your club by **15th December 2017** or sooner to advise us if you would like to be formally invited to participate.

Many thanks to you and your motoring enthusiast members.

Contacts: Keith Watson

Car Show Coordinator Lions Club of Gerringong

Email: keithwatson3@bigpond.com:

Phone : Keith Watson : 0401 777 130



THIRLMERE FESTIVAL OF STEAM

Sunday 4th March 2018

The 2018 Thirlmere Festival of Steam is a great escape into our railway past - it's Australia's biggest rail heritage festival, featuring the largest number of steam locomotives to be found anywhere - five steam locomotives in operation!

The Festival is a fantastic day out for all the family, with all the fun of a country fair. Thirlmere village comes alive with a street parade, vintage steam machinery and historic vehicles, food, music, country crafts and displays. Over a hundred market stalls will offer their produce, craftwork, toys, snacks and specialty foods for sale.

The Festival is centred on historic Thirlmere Railway Station and Australia's largest display of historic locomotives, carriages and rail memorabilia at the Rail Heritage Centre, Thirlmere. A popular feature of the Festival is the huge variety of operational steam locomotives, all in operation on the day to provide frequent vintage steam train trips on the Thirlmere Heritage Railway to Buxton and back.

The ever-popular gala parade features bands, floats, performers and displays from local groups, car clubs and businesses, while classic and historic vehicles (including VWs) will line the streets. The parade starts at 1.00 pm. The Steam Festival also has lots of attractions especially for children, including miniature train rides, model train layouts and amusement rides of all kinds.



It is with great pride that we extend an official invitation to Club Veedub Sydney to join us at the Thirlmere Festival of Steam 2018 at Thirlmere, NSW, on **Sunday 4th March 2018**.

Sunday's event will be similar to previous years with a car display and parade taking place. There will be an entrant fee of approx **\$10 per car** (TBA) There will be prizes awarded on the day.

The VWs will once again display in Westbourne Avenue. Please enter from the northern end of Westbourne Avenue, as entry from all other locations will be prohibited. Please ensure that all members are in position by **no later than 9:30am**. There will be overflow parking for latecomers, but it will not be near the show cars. The earlier you arrive the better chance of a good spot. **Join the Club Veedub convoy from Uncle Leo's Caltex Servo, Liverpool Crossroads, at 7:15am for a 7:30am departure.**

The festival hours will be from 10:30am through to 5:00pm. Apart from the parade, which starts at 1:00pm sharp (marshalling from 12:30pm), vehicle movements will be kept to a minimum.

There is a restriction on parade vehicle numbers to **2 per club** to allow the parade to move freely and to reduce traffic snarls. If your club could select their appropriate vehicles and let the parade manager know on the day, that would be appreciated. The owners would then be required to ensure their vehicles are made available at the marshalling point in Westbourne Ave at the appropriate time (12:30pm). If they are not there on time, they will not be participating in the parade.

Please don't hesitate to contact me with any queries.

Gary Tierney, Vehicle Show and Parade Manager
0422 004275



www.thirlmerfestivalofsteam.com.au

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Yamba Rd,

Hawks Nest

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**Saturday
10th March
2018**

10am - 2:30pm

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VW Nationals

SYDNEY 2018 AUSTRALIA

Saturday 26 May
Supersprint Sydney
Motorsport Park

Sunday 27 May
Show Day Fairfield
City Showgrounds

clubvw.org.au - Call David Birchall 02 9534 4825

Von dem Herrn Präsident.

Hi all, well I hope everyone had a great Christmas and New Year! I hope everyone enjoyed our Christmas meeting at Arena (Greyhound Club) in December. It was good to be able to use the extra space in the auditorium. Thanks also to the people who organised nibbles – Lily, Gwen and Shirley. Thank you too to everyone who brought a present and to Christine for running the big Christmas raffle.

2018 is shaping up to be a busy year for VW events, with some great things coming up for you to do with your VW. Check the Klub Kalender and make a note in your diary or calendar so that you don't miss out on these events.

The VW Summer Cruise is just about to happen so check the coming events section for more details. See the flyer and ring Martha or Craig if you have any queries. The Club BBQ will be sizzling at Stanwell Park beach, so we'll see you at Uncle Leo's at 9:30am on 21st January.

Some of our members will be showing their VWs at the Parramatta Park CARnivale on Australia Day. This is a pre-booked event, so you should already have all your paperwork to attend.

We've been invited to the Gerringong Motorfest in February, so it will be great to try a new event, have a nice cruise and show off our VWs.

The Thirlmere steam festival in March is on again. We're back in the main street again after several years off to one side. Please note the organisers are now charging \$10 per car for an event that used to be free. Meet at Uncle Leo's Caltex if you would like to attend.

The VW Nationals is fast approaching. Great news – thanks to the tireless efforts of Dave Birchall we will be running the VW Nationals Supersprint at Eastern Creek on the usual South Circuit. We will need lots of helpers on both days.

Enquiries about Sundays show n shine are already coming in, so we will get the VW Nationals 2018 pages up and running on the website very soon. This year we are planning on having an extra concours judging category for top-shelf modified vehicles, as well as for immaculate stock VWs.

I hope to see you at an event in 2018 soon.

Steve Carter



Kanberra Kapitel report.

Season's Happy New Year from Canberra!

December saw some of the hottest temperatures experienced in the Capital for more than 30 years. But that didn't stop us VW enthusiasts getting out in our VeeDubs! The lead up to Christmas is always a busy time of the year for everyone, but we still managed to get a couple of organised events in to see out 2017.

December 10th was our chapter's Xmas event, the Christmas Carols Cruise. December 17th saw the Shannon's

Xmas Cars and Coffee event at EPIC (Exhibition Park In Canberra). Reports and photos are in this issue. The next Shannon's cars and Coffee will be held on 17 Feb 18 at The Old Bus Depot in Kingston.

I'd like to reflect on 2017 in respect to the progress of the club and all VW enthusiasts in the Canberra region. There are many classic VW owners in Canberra and not all are members of our club. This is OK – not everyone is a “Club type person” and nor do you need to be to have an interest in a classic car. We as a club have always welcomed anyone interested in VWs to any of our events and meetings to see if club membership would suit them. Whilst the membership hasn't grown much in recent times, I have seen a rise in numbers of non-members to both our events and the large all-marque events. Our members are embracing this interest and our club has been recognised as welcoming and approachable. Also, we have had other car clubs join us on occasion which has seen healthy relationships between the clubs fostered. Additionally, our club has been invited to events by other car clubs which gives us a broader variety of events to attend. I see all this as positive and progressive and hope that it will continue into the future.

Please remember our next Chapter's monthly meeting will be held on January 29th at the Harmonie German Club in Narrabundah. The AGM will be held on Sunday February 25th at the Lake George Hotel in Bungendore, which is also our monthly meeting for February. This will include a cruise out to Bungendore from Canberra and lunch at the pub, followed by the AGM. Please keep an eye on our facebook page and your inbox for more details.

Also, if you haven't joined yet, please check out the “Club VeeDub Canberra Chapter” Facebook page. Upcoming events, reminders for the meetings and photos of club members' cars are often posted on here.

If you are not receiving emails from the club, please contact us so we can add you to the mailing list; or if you don't want to receive our mail-outs, also please contact us.

(vvevents@dodo.com.au).

Cheers for now,

Willie.



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 for the latest information and any changes.**

January 2018.

Friday 5th:- 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).

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.

Sunday 21st:- VW Watercooled Summer Cruise 2018. Meet us at Uncle Leo's Caltex Roadhouse, Liverpool Crossroads, at 9:30am for coffees, photos and VW chat. Cruise departs at 10:00am. Brief stop for photos at Appin, then to Stanwell Park by 12:30pm. Families and kids welcome, with gold coin BBQ sausage sizzle and drinks. Large grassy park with kids' playground, kiosk and nearby surf beach. All profits to the Cancer Council. All VWs welcome, new and old.

Friday 26th:- Australia Day CARNIVALE at Parramatta Park. Celebrate Australia's birthday in 2018 with a day-long program of festivities. Hot air balloons, BBQ festival, family zone with kids' activities, rides workshops and concerts; Hot 100 party, bar and rides, main stage concert and dazzling fireworks finale at 9pm. Huge vintage and classic car show with new elements this year. Pre-booking essential, up until 17 November only. Register on-line at www.australiaday.com.au/get-involved/registration/

Monday 29th:- Canberra General Meeting at the Harmonie German Club, 49 Jerrabomberra Avenue, Narrabundah, at 7:30pm.

February.

Friday 2nd:- Magazine Cut-off Date for articles, letters and For-Sales.

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

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.

Saturday 17th:- Gerringong Motorfest 2018 at Mick Cronin Oval, Blackwood St Gerringong, from 9am. Organised by the Lions Club for prostate cancer research. Over 160 cars will take part, including Thunderbirds, Pontiacs, Lotus, Mustangs, Brock Commodores, Valiants, Chevs, Leylands and Hot Rods just to name a few. Volkswagens wanted! Special guest Barry Ferguson will be attending with his HDT Repco Round Australia 1979 Commodore. \$5 car show entry, with trophies to be won. Town markets are on the same day. Join the VW convoy from Uncle Leo's Caltex, Liverpool Crossroads, from 7am for 7:30am departure. 1 hr 20 min to Gerringong.

Monday 26th:- Canberra General Meeting at the Harmonie German Club, 49 Jerrabomberra Avenue, Narrabundah, at 7:30pm.

March.

Friday 2nd:- Magazine Cut-off Date for articles, letters and For-Sales.

Sunday 4th: Thirlmere Festival of Steam 2018 at Thirlmere. Sunday's event will be similar to previous years with railway festivities, steam train rides, Trainfest museum, model railways, street festival, market stalls, a car display and street parade taking place. This year there will be an entrant fee of approx \$10 per display car. There will be prizes awarded on the day. A reduction fee will be charged for cars participating on both days. Contact Garry Tierney on 0422 004275 for further info. **The Club VW Convoy meets at Uncle Leo's Caltex at Liverpool Crossroads at 7:15am for a 7:30am departure.** We have to arrive by 9:00am.

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

Saturday 10th:- Tea Gardens Motorfest 2018, at Myall Park Sports Reserve, Yamba St Hawks Nest. Exhibits of veteran, vintage, classic and unique cars. Volkswagens are invited to attend! Displays by surf lifesaving club, fire brigade, ambulance. Market stalls, live entertainment, food and drink stands. \$10 car show entry, with 16 trophies to be won. Cars to be in place by 9:45am for show opening at 10am, trophies awarded at 1pm. See www.teagardensonline.com.au for those coming from Sydney we recommend coming up the evening before and staying in a local motel.

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.

Monday 26th:- Canberra General Meeting at the Harmonie German Club, 49 Jerrabomberra Avenue, Narrabundah, at 7:30pm.



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Sunday 27th:- VW Nationals 2018 at Fairfield Showgrounds, Sydney. It's Australia's biggest VW show, with 44 peer-judged categories, 2 concours categories (stock and modified) and 3 perpetual trophies. VW trade stands, new car display, VW swapmeet, kids rides, Club shop, German dancing, entertainment, great food and drink, VW fun all day.

Monday 28th:- Canberra General Meeting at the Harmonie German Club, 49 Jerrabomberra Avenue, Narrabundah, at 7:30pm.

April.

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

Thursday 12th:- Committee Meeting and magazine pack at the Arena Greyhound Sports Club, 140 Rookwood Rd. Yagoona (next to Potts Park).

Thursday 19th:- 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.

Monday 30th:- Canberra General Meeting at the Harmonie German Club, 49 Jerrabomberra Avenue, Narrabundah, at 7:30pm.

May.

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

Thursday 10th:- Committee Meeting and magazine pack at the Arena Greyhound Sports Club, 140 Rookwood Rd. Yagoona (next to Potts Park).

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. 8:00pm start.

Saturday 26th:- VW Nationals Supersprint at Sydney Motorsport park, Eastern Creek. We're back at this famous Sydney track, on the south 'Aamaroo' circuit. VW racers wanted, air or water-cooled. Stock is OK! CAMS licence and helmet required. Phone Rudi Frank on 0418 442953 for information on licencing, registration and entry.

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:- I have a brand new (NOS) German MacPherson Strut **Superbug steering box** for sale. If you are interested please contact Mr Bob Freier on 0414 431116 or email bob@oddjobbob.net.au



Next Club Meeting:

**Thursday
18th Jan.**

8:00pm

Arena Greyhound Club.



For Sale:- 2012 model 3dr VW Up!. Black in colour, 5 speed manual, power windows and central locking, air conditioning, tinted windows, VW fitted floor mats, full service history, alloy wheels with almost new tyres, good condition, 12 months NSW registration until December 18th 2018. The car has travelled about 61,600km and runs flawlessly, comes with service book and both original keys. Great first car or run around, very economical, keeps up with highway traffic no problems at all. Asking \$5800 (negotiable). Located in Goulburn. Please call or email with any questions, 0419210618 or kristancox@bigpond.com

2nd month ads.

For Sale:- 1970 VW Beetle 1500. Good body, original engine. One family owned. Mostly restored. New petrol tank, new steering box, new brakes, new running boards, new regulator, adjustable lowered front end, new mag wheels and tyres, new velour lining, seats like brand new. New floor pans installed, new battery. Painted black with flame graphics across front and down sides. \$16000. Contact David Zappia on (mobile) 0435 742966 or email davidjzappia@me.com



For Sale:- My Dad Carlos' 2001 Golf Cabrio 2.0L, as mentioned in last month's Zeitschrift. Black, 137512 km. Manual gearbox. Always serviced at VW. Registration 4/2018. Wind deflector, Leather Seats. \$4800 ono. Contact Ihara Mannise on 0434 079636 or email ihara@threefishes.com.au



For Sale:- My Dad Carlos' 1995 VW Golf GL 2.0L, as shown on the cover of last month's Zeitschrift. Red, 140000 km. 5-door manual, rego 30/4/18. Standard, completely unmodified, detailed inside and out. First prize winner at VW Nationals from 2013-2016. Shannons valued at \$12k, reasonable offers. Contact Ihara Mannise on 0434 079636 or email ihara@threefishes.com.au

For Sale:- Pieter Los VW Parts, selling VW parts since 1967. Interested in selling off my stock of VW parts, that I still have in stock. I try to retire now. Best regards, Peter Los in the Netherlands / Holland. Contact Pieter Los (Pieter Los VW Parts, since 1967) on 0031625096325 email info@pieterlos.nl or visit our website to see what VW parts are available: <http://www.pieterlos.nl/>



For Sale:- Hello in Australia, I have a VW T2 Westfalia Berlin year 1979 with a nice story of how I came to my country Chile. And in very good condition. I want to sell it and if you are interested someone informs me. thank you very much. I live Santiago. Mr Hugo Pinochet, phone +56941368687 or email hugopinochet@vtr.net

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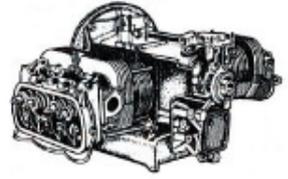


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Cerato, and ahead of the Honda Civic, Holden Astra and Subaru Impreza. The Golf was the 16th best-selling vehicle of all types.

The Passat was the seventh-best selling 'Medium Car' with 2,463 sales (down 20.3% on the 3,090 sold in 2016), behind the Toyota Camry, Mazda 6 and Ford Mondeo in the under-\$60K category and behind the Mercedes C and CLA-class and BMW 3-series (over \$60k). The Passat traditionally under-performs in this segment; Toyota sold 23,600 Camrys,

VW sales up in 2017.

Volkswagen has recorded a 2.5% increase in sales in Australia in 2017, and recorded its second-best ever year here, according to VFACTS sales figures released this week.

Volkswagen sold **58,004** vehicles in Australia in 2017, a 2.5% increase on the 56,571 sold in 2016, and ahead of previous figures of 54,835 (2012), 54,892 (2013) and 54,801 (2014). The excellent 2017 result is only slightly behind VW's all-time sales record of 60,225, set in 2015.

After six years in 8th place, Volkswagen has now moved up to **7th place** in the list of most popular makes in Australia, overtaking Nissan overall for the first time since 1968. VW is behind Toyota, Mazda, Hyundai, Holden, Mitsubishi and Ford, and ahead of Nissan, Kia and Subaru. Volkswagen finished 2017 as Australia's most popular European brand, for the thirteenth year in a row.

VW was once as high as third behind Holden and Ford in 1960-61, when VW's Melbourne manufacturing plant was producing Beetles and Transporters, but they were overtaken by Morris in 1962, Chrysler in 1965, Toyota in 1967, Austin in 1968 and by Datsun, Mazda and Hillman in 1969. As sales fell further and the Melbourne factory was sold, VW was then passed by Honda in 1974, Volvo and Subaru in 1977, Mercedes-Benz in 1978 and Renault and Daihatsu in 1979. VW car sales were discontinued in 1981.

VW's passenger car sales were restarted under new importers Ateco in 1990, starting with just a few hundred Golfs and T3 Transporters. TKM/Inchcape took over VW imports in 1991, and had slowly increased VW's local sales to 8,000 by 2000, when today's Volkswagen Group Australia was established. Since then VW has grown steadily, overtaking Kia in 2001, BMW and Daewoo in 2003, Mercedes-Benz in 2005, and Subaru and Honda in 2011 when the 1964 air-cooled record sales figure of 31,419 was finally beaten. Sales have increased another 85% since then.

The Golf was again the most popular VW model, as it has been every year since 1997 (the T4 Transporter outsold the Golf 3 in 1996). VW sold **18,454 Golfs** in 2017, down 5.2% on the 19,470 sold in 2016 and behind the all-time Golf record of 22,092 sold in 2015. However total Golf sales in Australia, since 1976, have now reached 252,232 (not counting Cabriolets), only slightly behind the Beetle's 1954-1977 total of 260,055. The Golf is due to pass the Beetle's total in June this year and become Australia's top-selling Volkswagen ever.

The Golf was the fifth-best-selling 'Small Car' in 2017, behind the Toyota Corolla, Mazda 3, Hyundai i30 and Kia

and Mercedes an amazing 8,500 C-Class this year, while the Passat's all-time sales record is just 4,362 in 2012. VW Australia needs to do more work in this segment.

VW did much better with Commercial vehicles. The **Amarok sold 9,282**, an all-time record for the model and a 12.4% increase on the 8,261 sold in 2016. This is also the highest ever total for any VW commercial vehicle, beating the 8,974 VW Type 2 Kombis sold here in 1975 (and 8,413 in 1973). Nonetheless, the Amarok finished eighth in the 4x2 / 4x4 Ute category, well behind the 47,000 of the Toyota Hilux and 42,000 of the Ford Ranger, the top two-selling vehicles of all kinds in Australia in 2017.



The VW Caddy was again the best-selling Small Van, with 2,256 sales, up 32.2% on the 1,706 sold in 2016 and an all-time record for the Caddy. The Caddy was in fact the third-best selling van of all types, behind the Toyota Hiace (7,470) and Hyundai iLoad (5,645). Note that the Toyota Hiace's sales figure is still not as high as the VW Kombi's was back in 1973-75, even with twice the population now.

The VW Multivan was the third-best selling People Mover with 1,076 sales, behind the Kia Carnival (5,878) and Honda Odyssey (2,184).

Overall, Australians bought 1,189,116 vehicles during the entire 2017 year, up from 1,178,133 during all of 2016. This figure is 0.9 per cent higher than 2016's previous high-water mark, and becomes the market's fourth record inside the past five years. Two-thirds of the months within 2017 were new record periods.

For the first time, SUVs outsold all other passenger vehicle types (hatches, sedans, wagons, coupes, convertibles and people-movers) combined, with 39.2 per cent market share compared to 37.8 for passenger cars and 19.9 for utes.



This latter figure means one-in-five vehicles sold were light commercials. Indeed, the market's two biggest-selling vehicles were utes: the Toyota HiLux (#1 two successive years) and the Ford Ranger. Rounding out the podium was the Toyota Corolla in third place.

Toyota was overall market leader for the 15th year in succession with 18.2 per cent market share, ahead of Mazda, Hyundai, Holden and Mitsubishi, Ford, Volkswagen, Nissan, Kia and Subaru.

Toyota's figure was all the more impressive because it grew faster than the market average. Other big brands with strong growth included Mitsubishi (up 10 per cent), Kia (up 28 per cent), Subaru (up 12 per cent), Honda (up 15 per cent) and Isuzu Ute (up 10 per cent).

Brands that struggled this year for a variety of reasons – ageing product, lack of good marketing, reputation issues – included Nissan (down 15.3 per cent after it axed numerous passenger models), plus BMW and Audi (down 16 per cent and 9 per cent apiece). Stalwarts Hyundai, Holden and Ford all fell by around 4 per cent, too.

Smaller brands that performed well included Alfa Romeo (up almost 50 per cent thanks to the Giulia), Chinese brand LDV (up 67 per cent as it broadens into utes and SUVs), Maserati (up 53 per cent thanks to top-selling Levante SUV), Peugeot (up 8 per cent under its new distributor and thanks to the 3008), and Ram trucks (an impressive 398 sales, up 36 per cent).

Other smaller brands that went backwards against 2016 included – but were not limited to – Fiat (down 17 per cent), Jaguar (down 17.5 per cent) and Volvo Car (down 20 per cent).

Australia's top-selling brands for 2017:

1. Toyota	216,566	Up 3.3%
2. Mazda	116,349	Down 1.6%
3. Hyundai	97,013	Down 4.5%
4. Holden	90,306	Down 4.2%
5. Mitsubishi	80,654	Up 9.9%
6. Ford	78,161	Down 3.8%
7. Volkswagen	58,004	Up 2.5%
8. Nissan	56,594	Down 15.3%
9. Kia	54,737	Up 28.3%
10. Subaru	52,511	Up 11.7%
11. Honda	46,783	Up 14.6%
12. Mercedes-Benz	42,489	Up 4.3%
13. Isuzu Ute	25,804	Up 10.4%
14. BMW	23,619	Down 15.7%
15. Audi	22,011	Down 9.3%

16. Suzuki	19,256	Down 1.2%
17. Land Rover	13,112	Down 3.6%
18. Renault	10,812	Down 2.7%
19. Lexus	8,800	Down 2.5%
20. Jeep	8,270	Down 34.5%

Australia's top-selling models in 2017:

1. Toyota HiLux	47,093	Up 10.5%
2. Ford Ranger	42,728	Up 13.7%
3. Toyota Corolla	37,353	Down 7.4%
4. Mazda 3	32,690	Down 9.5%
5. Hyundai i30	28,780	Down 23.8%
6. Mazda CX-5	25,831	Up 5.2%
7. Hyundai Tucson	23,828	Up 18.4%
8. Holden Commodore	23,676	Down 8.4%
9. Toyota Camry	23,620	Down 10.8%
10. Mitsubishi Triton	23,605	Up 7.2%
11. Holden Colorado	21,579	Up 15%
12. Toyota RAV4	21,077	Up 7.9%
13. Mitsubishi ASX	19,403	Up 7%
14. Nissan X-Trail	18,955	Up 0.3%
15. Kia Cerato	18,731	Up 42.9%
16. Volkswagen Golf	18,454	Down 5.2%
17. Isuzu D-Max	17,717	Up 7.7%
18. Mazda CX-3	17,490	Down 4.6%
19. Hyundai Accent	17,578	Down 6%
20. Mitsubishi Outlander	16,632	Up 34.1%

Golf GTI Original and Golf R Grid.

Australian pricing and specifications for the 2018 Golf GTI Original and Golf R Grid have been released this week ahead of their arrival this month.

Both variants significantly undercut the current entry points to the Golf GTI and Golf R ranges, providing Australian buyers with a cheaper way into a performance Golf while also offering a simpler package for enthusiasts.

Kicking off at \$37,490 plus on-road costs, the three-door-only GTI Original is \$4500 cheaper than the current GTI five-door manual, and is more affordable than the three-door Golf 5 GTI from a decade ago (\$38,490), while offering enthusiasts a pared-back version of the iconic Volkswagen hot hatch.

It's only available in two colours; Pure White or Tornado Red, and can be ordered in either six-speed manual or six-speed DSG guise.



Despite the lower entry point, the GTI Original still has a healthy amount of standard equipment, including front assist with city-speed autonomous emergency braking (AEB) and pedestrian protection, 18-inch 'Sevilla' black alloy wheels with red pinstriping, 'Original' badging, and an 20.3-cm infotainment system with Apple CarPlay and Android Auto – though satellite navigation has been deleted.

There's also dual-zone climate control with Air Care filtration, LED head, fog- and tail-lights, front and rear parking sensors, a rear-view camera, and a driver fatigue monitor.

Unlike the standard GTI variant offered locally, the GTI Original is only offered with one option, the Driver Assistance package (\$1600), which adds adaptive cruise control, lane assist, park assist, along with blind spot monitoring with rear cross-traffic alert.

Power comes from the same 169 kW/350 Nm 2.0-litre turbo four as the regular GTI, sending drive to the front wheels via a six-speed manual as standard or an optional six-speed DSG (\$39,990).

Meanwhile, fans of the all-wheel drive Golf R now have the choice of the Grid, which drops the entry price to \$47,490 before ORCs in manual five-door hatch form – \$5500 less than the regular R variant.



There's a little more variety for the Golf R Grid, offering both five-door hatch and wagon body styles, along with a wider range of colour options.

Standard kit includes 19-inch 'Spielberg' alloy wheels, adaptive chassis control, gloss black side mirrors, a 20.3-cm navigation system with Apple CarPlay and Android Auto, LED headlights with dynamic cornering lights, 'Race' sport cloth and Alcantara seat upholstery, keyless entry and start, privacy glass, premium LED tail-lights with dynamic indicators, along with black roof rails and a luggage partition net for the wagon.

There are six colour options available; Pure White, Tornado Red, White Silver metallic, Lapiz Blue metallic, Indium Grey metallic, and Deep Black Pearl. Additionally, the Driver Assistance pack is offered for \$1300, though it doesn't include the park assist function seen in other Golf models. A panoramic sunroof (\$1900) is also optional.

Power comes from the same 213 kW/380 Nm 2.0-litre turbo as the Golf R, sending drive to the company's 4Motion all-wheel drive system via a six-speed manual or seven-speed DSG transmission (\$49,990). The wagon, unlike the hatch, is DSG only (\$51,990).

Volkswagen has also confirmed pricing for the standard Golf R wagon, which also arrives this month, starting at \$57,490 plus ORCs. Specification mirrors that of the standard R hatch, though adding silver roof rails, and it's DSG only.

2018 Golf pricing (excluding on-road costs):

GTI Original (3 door) – \$37,490/\$39,990 (man/DSG)

GTI (5 door) – \$41,490/\$43,990 (man/DSG)

GTI Performance Edition 1 (3 door) – \$47,990 (DSG)

R Grid Hatch – \$47,490/\$49,990 (man/DSG)

R Grid Wagon – \$51,990 (DSG)

R Hatch – \$52,990/\$55,490 (man/DSG)

R Wagon – \$57,490 (DSG)

R Wolfsburg Hatch – \$57,990 (DSG)

R Wolfsburg Wagon – \$59,990

More Tiguan in 2018.

Production shortfalls in Germany have hampered sales of the Volkswagen Tiguan in Australia during its first 12 months on the market, but VW's Chullora HO says a clearer pipeline and the imminent arrival of a seven-seat long-wheelbase option will give it room to dramatically scale-up deliveries during 2018.

In what must be considered a warning to medium SUV heavyweights Mazda (CX-5), Hyundai (Tucson) and Nissan (X-Trail), Volkswagen's local arm is confident of a sales increase greater than 50 per cent, if everything falls its way. Though it must be added, the huge overall segment growth may mean VW's competitors need not lose too much sleep.

The Wolfsburg-built SUV averages about 800 sales a month at the moment, but Volkswagen Australia chief Michael Bartsch reckons a monthly average of around 1250 units is highly achievable once supply on the regular car improves from the second-quarter of next year, and when the seven-seat Tiguan Allspace arrives by mid-year.

"I think at the moment we are completely undercooked," he said, reassuring a dealer network hungry for greater allocation and a buying public currently not ideally catered for.

"Particularly when we bring the long wheelbase out, I don't see any reason why a car like Tiguan couldn't get to 15,000 units a year. There's no reason. The segment is growing, the technology is right, as is the price positioning. I think there's enormous potential."





architecture as the new 2018 Polo hatch and Audi Q2, slots into the Volkswagen range below the 250mm-longer Tiguan.

The car has what VW calls “pioneering lines, coupe-style roof, strikingly wide front end and concise proportions”. You can also order one with the roof painted various contrasting colours to the body.

The cabin can be had with smartphone-style glass touchscreens up to 23.4 cm, with Apple CarPlay and Android Auto, plus the 29.7-cm Active Info Display digital instrument cluster. The cabin comes with various colourful plastic inserts that you can swap out whenever,

There are six engines (petrol and diesel) headlined by a 85 kW/200 Nm 1.0-litre three-cylinder turbo-petrol and a 140 kW four-cylinder.

There are six-speed manual and DSG auto gearbox options, plus front-wheel drive or 4Motion all-wheel drive.

Boot space is 445 L/1290 L, which is more than a Mazda CX-5 or Ford Escape – both much bigger SUVs. The HR-V has 437 L/1462 L.

Bartsch’s update follows what we learned at the Frankfurt Motor Show last year. There, Volkswagen AG’s Sales and Marketing boss Jürgen Stackmann admitted that VW had even then already decided to triple T-Roc production to 200,000 units annually. The Scirocco, made at the same VW plant at Palmela, Portugal, was even killed off to make room.

Yet it won’t be enough for us, for now.

“Eventually we’ll get it but at this stage it’s best we take it off the agenda for 12 months,” Bartsch added. “The production situation won’t allow us to get the car in quantities that will make it viable [for now].”

Irrespective of what VW management says, it’s obvious the company’s global planners drastically underestimated the worldwide demand for T-Roc, to be built in Portugal alongside the Volkswagen Sharan and Seat Alhambra people-movers.

Countries all over the world are growing ever hungrier for small SUVs. In Australia this segment now has almost 10 per cent share of the overall market, while the Mazda CX-3, Nissan Qashqai, Mitsubishi ASX and Honda HR-V all average 1000 or more sales every month apiece. Laggards Toyota and Hyundai just joined in, with the C-HR and Kona.

By missing out on this market, Volkswagen Australia is losing sales.

For context, the 15,000 annual figure would – in 2017, a year where medium SUV sales are up a significant 16 per cent – place the Tiguan ahead of the Subaru Forester and slightly behind the Mitsubishi Outlander. The class-topping Mazda CX-5 and Hyundai Tucson average more of 2,000 units per month.

In VW’s favour, though, is the fact that it sells far more flagship, high-yield variants than any rival bar perhaps Mazda. About 40 per cent of Tiguans sold are the flagship Highline 162TSI and 140TDI, which usually sell for more than \$50,000 drive-away – and this is where the supply shortfalls are biting hardest.

“Highline is where everybody is going and it’s where we have the big shortage,” Bartsch claims, citing higher-than-expected global demand for tech such as the 12-inch Active Info Display digital instruments, the supplier of which is apparently well behind on what is now needed.

No T-Roc for a while.

A worldwide production shortfall has forced Volkswagen Australia to take the Polo-based chic little T-Roc crossover off the agenda for the time being, though it will revisit the business case in 12 months’ time.

It had been pencilled in for a local launch either late in 2018 or early 2019, though supply issues always made its situation for our market tenuous.

This update comes from Volkswagen Australia’s managing director Michael Bartsch, who spoke with the press at the launch of the new Arteon luxury car in Tasmania. It’s something of a setback for VW as it seeks to increase its market share in the dominant SUV sector here.

“I think we’ll have to take T-Roc off the agenda at this stage,” he said, remaining diplomatic despite VW’s evident need for a crossover to slot in below the Tiguan, which is itself being dramatically supply-restricted due to European demand.

“It’ll be reviewed again probably in the next 12 months, but again they’re (Volkswagen AG) looking at a global rollout and the priorities will be from the Northern Hemisphere first,” he added.

The oddly-named high-riding hatch, based on a similar version of the stretchable MQB



To put it another way, while the Australian market excluding commercial vehicles is now divided into roughly 50 per cent passenger cars and 50 per cent SUVs by sales, Volkswagen's ratio is more like 75:25. VW's overall market share is 4.8 per cent, but its share of the SUV market is just 2.9 per cent.

No VW warranty extension.

Volkswagen Australia has no present plan to extend its standard factory warranty beyond three years – yet – largely because it doesn't see itself losing sales to other middle market brands with longer terms of coverage.

With its subsidiary brand Skoda offering a five-year term like other brands including Hyundai and Honda, and Kia hitting the market with seven years of coverage, it's an obvious question to ask.

But VGA managing director, Michael Bartsch, said that extending its coverage was not seen as a priority, giving it was exploring other ways to improve its average customer satisfaction scores, such as investing even more in technician training.



"I think the entire industry is looking at it, but it's one of those things where there's nothing for nothing, and when you look at who's broken away, where it's been pushed, they have their own reasons for doing it," he stated.

"I think we now, like Subaru or Toyota or anyone else, are comfortable with where we are. The reality is even if someone has a problem in year four or five, we look after them anyway," he claimed.

"But there's a point we see it moving that way, at this stage it's not on our agenda, we'll monitor it closely but again we aren't seeing any impact as a consequence. I think what you see and who's offering it, it becomes a war at certain price points, but where we sit it's not the battleground.

"With Hyundai and Kia etc. you need something to make a fast and rather loud statement, and those games are short-lived, it's sort of like a drug, you know. Do they really need a seven-year warranty? Probably not."

Bartsch has long stated that Volkswagen should position itself as a "premium for the people" brand, aimed at appealing to the aspirational middle-class, rather than selling on price alone. Starting the Golf 110TSI at \$24k drive-away is an example of this.

"Volkswagen is a premium brand, our technology is

far more advanced than most brands in the middle class segment, and if we want to capture that premium when someone sees a VW, they must know the brand stands for exactly X," he said.

We should note that Volkswagen Australia does offer the option of extending your warranty to five years/unlimited kilometres for an extra fee.

Amarok at Eastern Creek.

An apprentice-tuned Volkswagen Amarok V6 has broken the two-minute barrier around Eastern Creek at this year's World Time Attack Challenge (WTAC).

The special ute is based on a stock Amarok V6 Highline. A team of top apprentices from the local VW head office workshop and dealer network made an array of modifications to the mechanicals to make it track-ready, with a target of lapping Eastern Creek Raceway faster than a stock Golf GTI.

With a lap time of 1 minute 57.01 seconds, the apprentice-built Amarok V6 managed two feats; breaking the two-minute barrier while also smashing the Golf's benchmark time of 1 minute 59 seconds.

To help the diesel-powered ute to achieve the record time, the team stripped the Amarok of weight, fitted a custom-built suspension package dubbed 'The Big Bad Wolf' by engineers at Bilstein, and added an AP Racing brake setup in collaboration with V-Sport technicians. Semi-slick Michelin tyres were also part of the upgrade package.

Meanwhile, visual changes include the matte-grey vinyl applied by Shane's Signs, in addition to the eye-catching fluorescent orange wheels.

Interestingly, it appears the Amarok went without any engine modifications, sticking with the standard 165 kW/550 Nm (180 kW on overboost) tune of the production model.

"Thanks to this incredible team of Volkswagen apprentices, we've been able to show just how much power is under the hood of the Amarok – 550Nm is great for towing a boat or caravan; and now we can add smashing lap times to that list," said Carlos Santos, director of Volkswagen Commercial Vehicles Australia.

"We're enormously proud of our Amarok V6, which we've always seen as the leader of the pack in terms of power."

The team is now keenly awaiting next year's event, cheekily hinting at a possible challenge against the all-wheel drive Golf R.



The Toy Department.

Happy New Year to all, and hope you all received something special over the break and even more special if it was VW related.



This month we feature the Westfalia T3 Joker Camper released 12 months ago by Schuco.

The 1/18 scale model continues live up to the Schuco reputation of being a fully functional die-cast model, this being the T3 Joker version which was released in the '80s throughout Europe and the UK and can still be found in abundant numbers today travelling the motorways.

This model is in the classic bamboo yellow with high



top fixed roof and distinctive grey striping and Joker livery. It is almost difficult to spot the model from the real thing. The detail is excellent down to the gas struts on the rear cargo door (except for the gas...)



What I like about Schuco is the great paint finish and colour choices in keeping with the original factory colours.



For now some new releases you might find down the shops, the Maisto car hauler with a nice custom convertible beetle on the rear, and a majorette release of the of the new VW Beetle GSR in yellow in an attractive blister pack. Both can be found at your nearest Toys R Us.

Until next month happy collecting

Tony Bezzina





Canberra Chapter's Xmas Cruise and Carols.

Sunday December 10th saw the Canberra crew run the annual Xmas Cruise and Carols event out to Mullion park in Harrison to join in with Harrison Carols in the Park.

We met at Old Parliament House (OPH) before being led by Dave in his Kombi up Northbourne Ave / Federal Hwy to Horse Park Dr and in to Harrison in Canberra's north. The cruise went well, and despite the disruptive road works for the new light rail we managed to stick together and make it to Harrison in one group. We had a beautiful purple Hot Rod (also owns the red Karman Ghia) and a pristine 1973 Mercedes 350 SL join us for this event.



Our cars were put on display, circling the BBQ area where the band were set up and the carollers sang. With the sausage sizzle, drinks and of course singing of Christmas carols being conducted into the evening, this turned out to be a wonderful event.

The weather was on our side (despite forecast of rain) and the balmy early summer evening was a great opportunity to have a quiet ale (light of course) and listen to the carollers sing their Xmas carols. The sausage sizzle was a great success, but nowhere near as popular as a visitor we got – delivered in a VW Kombi no less – from the North Pole. The kids went wild and gifts and sweets were handed out to all the littlies there. Almost as many kids who wanted a photo with Santa, also wanted a photo in the Kombi. Our VWs continue to be crowd favourites no matter where we go.

The organisers of Harrison Carols in the Park have extended an invitation to join them once again in 2018, and we can't see any reason why not.

Shannon's Xmas Cars and Coffee - Canberra.

Shannon's conduct a number of Cars, Bikes and Coffee events in Canberra each year and invite all car and motorbike enthusiast to join in. The events are casual events where you come and park your car, view all the other cars and bikes, have a coffee and chat to other enthusiasts. You are parked as you arrive - no areas put aside for clubs and no holding a spot for your mate who may be running late. If you want to park in a group, then you need to arrive all together.



This is how the Canberra VW enthusiasts did it on Sunday 17 December 2017 - we arrived on mass to EPIC (Exhibition Park In Canberra) and parked up under cover to join in with the Shannon's Xmas Cars, Bikes and Coffee 2017. And what a great event it was. Literally hundreds of cars from



all marques lined up in rows in all their glory. With my Superbug L still in pieces, I was very fortunate to be loaned Ashleigh Cook's red and white Super Bug for the event.

First stop for me was to the coffee vendor for a caffeine fix, then off to check out all the cars. I made a beeline for a mid-'60s red Karman convertible I saw drive in earlier to check it out. Almost half the VeeDub crew were milling around it when I got there, admiring and trying to work out who owned it. I then walked around and looked at most of the other cars before returning to the lined-up VeeDubs and chatting with the rest of the crew.

We were congratulated by the organisers for our turnout, with the largest number in one group for the day. Once again our VeeDubs were very popular with the public, with many questions and conversations about our cars with passers-by. Tavis's orange and white Beetle with suicide doors created much interest once again and was probably the lowest





car on display. Luckily for Tavis, all speed bumps had been removed from EPIC in preparation for Summernats. The next Shannon's Cars, Bikes and Coffee event will be held on 17 Feb 18 at The Old Bus Depot in Kingston where we hope to get another big turnout of VeeDubs. Please put it in your calendar.

Joe's Holy Land experience.

I've always had a desire to visit the famous ancient city of Jerusalem and all the biblical places mentioned in the Scriptures, but the Middle East has a reputation of a 'volcano about to erupt'. When I found out that Fr. Paul Marshall of Greystanes Parish was organizing a Pilgrimage to Jordan, Israel and the West Bank, Mary and I decided to take the 'risk' and join his group of 43 Pilgrims and experience the Biblical journey which went from 7th to 20th October.

On arrival in Dubai, we took an Emirates flight to Amman in Jordan, but before we checked into our hotel, the touring guide who was a Muslim woman gave us a tour of the city in the coach and showed us some of the richest houses in the vicinity. While doing the rounds, I spotted a New Beetle on the highway, it looked shabby and dusty, but come to think of it, all cars were dusty in Jordan out there in the middle of the desert.



The next morning we travelled to Mt. Nebo where Moses first saw the Promised Land across the Jordan valley. The view from the top looking down on the 'Promised Land' was spectacular but the land was dry and hazy, couldn't see any 'milk and honey' flowing anywhere. From Mt. Nabo we visited a Christian town of Madaba to see the famous mosaic map of the world with Jerusalem at its centre.

On Tuesday the 10th, we toured Petra in southern Jordan, the rose red city half as old as time. It was used as one of the locations in Indiana Jones and the Last Crusade. We spent a whole day in Petra because for those of us who were fit had to walk about 14k return trip and part of the journey was very rough walking, a bit like mountain climbing.

The next day we traveled along the Jordan river and proceeded north to Bethany and the baptismal site, then after lunch we crossed the Allenby Bridge border into Israel. Here

at the border, there were soldiers wearing machine guns and one of them came on board the coach to check our passports. We also had to change coaches and a new tour guide waiting for us on the Israeli side, Bassan, and he was a Christian. The whole process took about an hour before we could continue our journey.

I enjoyed staying at the sea of Galilee where we visited the ancient fishing boat dating back from the 1st century that was found in the seabed at Nof Ginosar Kibbitz. I had time to go for my 10k run in Galilee and I was seriously tempted to run on the lake to go across the other side, but alas, my faith wasn't strong enough so I continued to run on 'terra ferma.' We also visited the nearby villages of Cana and Nazareth village a reconstructed site, capturing life in 1st Century Nazareth.

In Cana I spotted a black Beetle owned by a policeman and also a blue Beetle a little further away from Cana. I thought, is there a place on earth where a Beetle doesn't exist? Well, you know, one can get into a car and see what MAN has made. But you have to get in a Beetle to see what GOD has made !

In Bethlehem which is on the West Bank, we visited the Catholic University where the student guide told us that 70% of the students were Muslims and only 30% Christian, yet they all got on well together despite their different religious beliefs. She also told us that the Israeli soldiers at the check points give them a hard time, sometimes they would keep them at the border for one to two hours before they let them in the Palestinian side.



In Jerusalem we stayed at the Olive Tree Motel, we had a free day so we decided to visit the local markets, walked over to the station to catch a tram where we had to insert shekels into the ticket machine. I didn't know how to operate it, a man standing by came over to help us, but the tram pulled up at the station and I said to him: "Don't worry I'll figure it out, you better catch the tram or you'll be late for work" But he said: "That's ok, I want to help you, I will catch the next tram". What a good Samaritan, maybe he was a Samaritan going to Sumeria which was only about 16k to the north west of Jerusalem.

Volkswagen is very big in Israel and they sell lots of the new models. There are plenty of new Golfs and Passats in the streets. They are imported by a large holding company called Champion Motors, which was founded in 1965 by Mr Aharon Gutworth. They are the official importers of all the VW Group brands into Israel – VW, VW Commercial, Audi, Skoda and SEAT. They also operate the network of VW service centres, support and spart parts, and dozens of sub-agents all over Israel. Of course VW Israel has their own website, which is <https://www.vw.co.il/> and it's mostly in Hebrew – but you can click a translate button.



We drove past the one of the biggest VW dealers in Jerusalem, which was on HaTnufa St in the Talpiot district, just near the US Consulate General complex.

The city of Jerusalem was bustling with tourists and people selling their merchandise at every corner, you just couldn't escape it, that's how it is over there every day of the week. At the 'wailing wall' I sat down on a bench to have some lunch when two young teenage girls in their twenties sat down next to me and one of them was wearing a machine gun around her shoulder. I said to her: "Is that machine gun real or plastic?" And she said, yes it was the real thing, and I said "but you don't look old enough and besides you're not wearing a soldier's uniform." She said that they train them from a very young age but the machine gun wasn't loaded. And then I said, "By the way, are you Jews still waiting for a Messiah?" But she said that they were not that religious.

They say curiosity kills the cat. After I finished my lunch I walked over to the Synagogue where we were invited to look around and I met a Rabbi and asked him the same question and he said that yes, they are still waiting for a

Messiah. I said: "Wait a minute, the Romans are dead and gone, Israel is now a free State, so what's a Messiah going to do for you when he comes?" He said "We're waiting for a spiritual Messiah, does that answer your question?" At that point I thought I better shut up and walk away.

We also went to Qumran to visit the remains of the Essene enclave and see the caves where the Dead Sea Scrolls were hidden and discovered and from there we went to have a swim at the Dead Sea which is the lowest point on earth, over 400 m below sea level. It's very salty and we were told to keep our heads above water otherwise the salty water would sting your eyes. You don't have to be a good swimmer, just lie on your back and the water will keep you afloat.



On the way back to the airport, we stopped at a shopping centre to have some lunch and bingo, I spotted another yellow Beetle in the car park. This one was obviously on display only because it had no windows and it was unregistered, probably put there by the local garage mechanic to attract customers.

I could only find out about one VW club in Israel, which is called the 'Beetle Club of Israel.' They don't seem to have a webpage, but they do have a Facebook page - <https://www.facebook.com/groups/20113422464/> Because I was on a guided tour I didn't get the chance to look for them or see any club activities.

A visit to the Holy Land was a definite eye opener, quite different to any holiday you make in Europe. When I got back, friends asked me if I had to dodge any bullets, that's the reputation the media tends to give us, but it was quite safe traveling through Jordan, Israel and the West Bank. I saw quite a few VW police cars, security vehicles and taxis.

I kept an eye to see how many women wore the full face cover while travelling in Jordan, Israel and the West



Bank, surprise surprise I counted less than a dozen and yet when we were at the airport in Dubai, I saw a Muslim family who were coming back to Sydney and the woman was wearing the Hijab, she spoke perfect aussie language as I heard her talk to another passenger in the bus taking us from the hotel to the airport !

Joe Buttigieg





changed for Australian CSA 15 x 7 alloys but problems arose with the 15" alloys as they were originally designed for Mercedes which used M12 mounting bolts, whereas VW Transporters use M14. This wasn't just a matter of redrilling larger holes as the problem lies with the 12mm ball taper radius being smaller on the wheels than on the Volkswagen 14mm wheel nuts. As the required wheel nuts were not commercially available at the time Phill's only option was to buy 20 standard wheel nuts and have them machined to the smaller radius.

To give the BF Goodrich All-Terrain tyres a bit of clearance he then added a set of genuine VW wheel arch moulds from a 16"

Phill Lander's T3s.

Phill Lander has been around VWs since owning his first Campmobile back in 1975, and currently owns both the T3s featured here. Back in the '70s he remembers being inspired by pictures of a 4WD prototype T2 and thinking "one day I'd like one of those!"

When the T3 syncro model was launched in Europe in 1986 he got excited, and though a German-registered syncro Transporter was displayed at the Sydney Motor Show that year it was not until 1988 that any actually made it to dealer forecourts in Australia.

1989 saw the rebirth of Volkswagen in Australia with new importer Ateco and an advertising campaign that said "Volkswagen is back." Phill recalls: "With the prices starting to become affordable and Steve Muller of Muller & Muller VW Lakemba giving me test drives of the newly arrived press vehicles, I started to think that ownership could become a reality sometime in the future."

About midway through 1990 Phill and his wife Joanne were on their way to the NSW South Coast to see Steve Muller compete in the NSW State Rally Championship when their Range Rover failed with yet another electrical fault, necessitating a quick return home to resume the trip in the family Golf. The Muller's tow vehicle at the rally just happened to be a new syncro Press Vehicle. When Steve handed Joanne the keys for a test drive Phill was told in no uncertain terms was told that the unreliable Range Rover had to go!

On the 28th September 1990 Steve and Phill went out to the then-importer TKM's holding yard at Wetherill Park in Western Sydney to collect his new 14" syncro to take it back to Muller & Muller for the pre-delivery check. Finished in Medium Blue, it was built for the Australian market, with underslung spare wheel, opening vent windows and rectangular twin headlights, and like all Aussie syncros had the MV 2.1 engine and the 6P gearbox with no diff locks.

Phill set about making the syncro more camping friendly, fitting a rear seat/bed, full headlining and a Roo-bar. The 14" wheels were

syncro. This gave the 15" tyres plenty of clearance while eliminating the build-up of mud and dirt from under the front doors. As the syncro is permanent 4WD, he then required a



spare wheel with the exact same rolling circumference, which unfortunately does not fit in the standard spare wheel holder. This problem was solved when he spotted an advertisement for rear mounted swing out spare wheel carriers made by Gary Lee in Canada. Gary even adapted it to suit Australian size number plates for him.

Other modifications made have been CV joint protectors, alternator belt stone guard and exhaust protection cover, all genuine VW factory produced. Some electrical





modifications to the relay set up were also required to fit a set of Caravelle Carat dual horns, and headlight upgrades and Phill also wired in a leisure battery set up.

Phill has now reached a turning point – for most of the past 17 years the syncro has been garaged and has only covered 58,000 kms from new – should he keep it as a show car, or for its intended off-road use? Or even, gasp shock horror, sell it? So far he has decided to hang onto it.

As well as owning a mint Aussie-spec syncro, Phill also owns a matching 1990 double-cab pick up. The Germans fondly nickname these the 'Doka' – short for 'Doppelkabine'. Strangely, for whatever reason, they don't have a similar nickname for the equivalent single-cab 'Einzelkabine' version. Whoever said VW nicknames were logical?

Like the syncro it is finished in Medium Blue, with opening vent windows, rectangular headlights and the MV 2.1 engine, in this case mated to a 5 speed AGT gearbox. Phill came across this around 2010 via a friend who had purchased it but no longer needed it. The Doka was very original with still most of the factory paint in good condition and no rust. It had been owned by a builder for 20 years and although it had covered 280,000kms was in surprisingly good order. He had fitted tie down eyes around the tray which had saved the gates and wooden protection slats from damage.

"It looked like a good project vehicle to me," says Phill, and promptly bought it! Electrical modifications similar to those on the syncro were carried out as well as some mechanical repairs to keep it reliable. Some of the water cooling hoses and pipes were due for replacement as well as some other dodgy parts changed for genuine VW.

Then there was the gear change problem. After nearly 300,000kms the linkages were well past their use by date and needed urgent refurbishment. Phill could tell that something was wrong when he kept turning the radio off when selecting reverse! The final touch in making the Doka "look more like an enthusiast's car than a basic working truck" came from the fitting of genuine Volkswagen 14" alloys.

Phill adds, "Obtaining some of the parts and information for

these vehicles can be a bit of a problem but over the years with my regular trips to Busfest I have met a lot of helpful enthusiasts. Simon Holloway, organizer of Busfest; Jed from Campervan Culture and Simon Baxter of Brickwerks have always especially good for assistance. For last few years I have been thinking of downsizing but I still cannot decide which one should go – the Doka or the syncro?"

In the end he recently decided to sell the Doka and keep the syncro. His 'AA-003' plates from the Doka now live on his replacement vehicle, a VW Up! Phill has his own webpage dedicated to his syncro, with hints and tips and links to other helpful sources for fellow syncro owners. Go to http://members.ozemail.com.au/~pjlander/volkswagen_syncro.htm

David Eccles
Volkswagen Camper magazine UK



1964 Armstrong 500.

The 1964 Armstrong 500 was the second Great Race to be held at Mount Panorama at Bathurst, and it was hit with the kind of winter-in-October conditions for which this part of NSW is infamous. There was sleet and even snow across the weekend, and enough rain to turn the spectator areas into a quagmire.

After the success of the Ford-Ferguson VW 1200 against the Mini 850 in Class A in 1963, the VW teams returned in 1964. There were four VWs entered, but they faced tough new competition against the more powerful, quicker and faster Vauxhall Vivas.

Here is an essay written on the 1964 Bathurst race by motoring journalist Bill Tuckey.

1964 Armstrong 500 - here come the Works Teams.

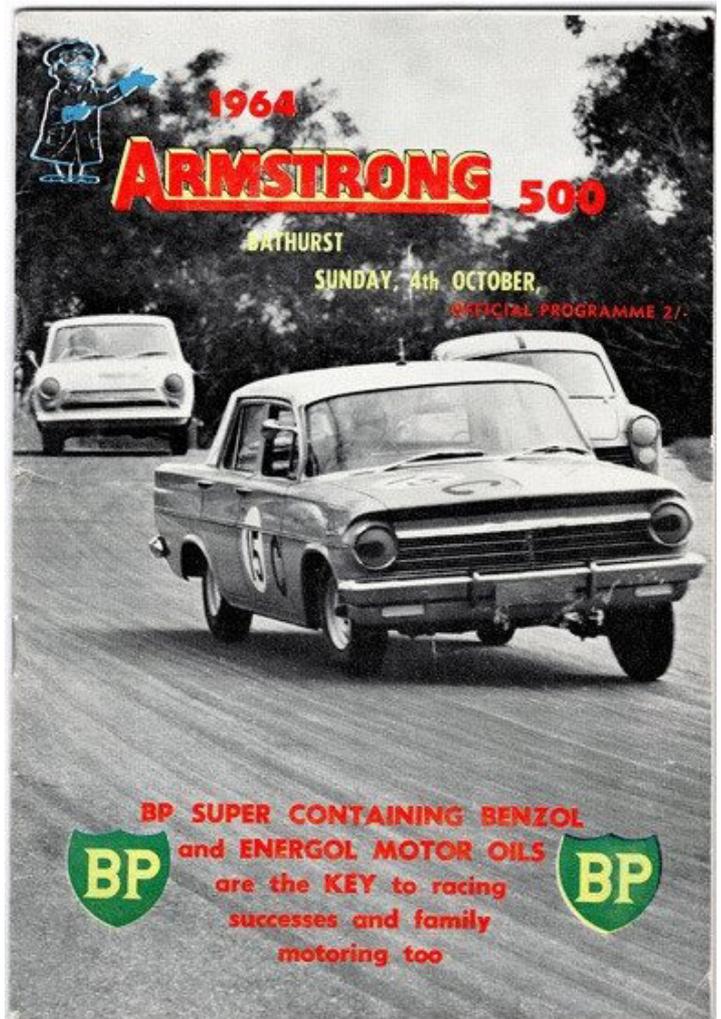
The Bathurst enduro has endured a lot of changeable weather in its history, but long-time pilgrims to the Sermon on the Mount generally agree that 1964 was the most bitterly miserable weather the race has ever seen. It started to rain a grey and icy sleet late on Friday, and continued until early Sunday morning. It turned spectator areas and access roads into vast quagmires; those inside couldn't get out; those outside couldn't get in, and the Mountain road became smeared with a coating of yellow clay. Freezing winds howled across the circuit all Saturday and Sunday.

Wheels magazine said after the race, "The way to have watched the 1964 Armstrong 500 was from your armchair, with the television turned up high and a jug of rum toddy at your elbow. For it was so cold at Bathurst that spectators at Forrest's Elbow started a fist fight in order to keep warm... the drivers, all told, were more comfortably off than the spectators.

"Not a great number made the pilgrimage to Bathurst to see the production car classic, and this was not surprising, for the weather was foul all weekend. The editor proved this to his own satisfaction by bogging a Wheels caravan outfit in the members' camping area (along with a dozen other units) and having to de-bog it when calf-deep in icy slush at 5:30am. The pit, trade and camping areas were a sea of slush for most of Saturday and Sunday, and more credit to the ARDC for its handling of traffic both there and on the greasy access road to the top of the Mountain."

Said Sports Car World magazine, "The 1964 Armstrong 500 ended at 4:45pm on a gloomy Sunday afternoon, leaving most people with the uncomfortable thought that they had wet feet and that the whole thing was an irritating farce anyway." Even the austere Australian Financial Review commented a few days later that something would have to be done about the race next year.

"Not that the organisation had anything to do with it. The Australian Racing Drivers Club, which we have lambasted in years past for everything from ignoring the press



to not supplying enough track sweepers, ran a first-class meeting - with particularly good press liaison - in the face of diabolical weather and impassable access roads."

"What did go wrong was the concept of the race. Any event for series production touring cars that has three makes occupying 18 consecutive top placings in four classes has obviously gone askew somewhere, and poses an admirable excuse for spectators to stay away in droves from the 1965 event."

On the face of it there didn't seem any reason why this should have been the state of affairs, except that General Motors- Holden's had decided that the Armstrong should be put in the too-hard basket if it meant building any special limited-edition cars for the race. They may have been influenced by the fact that the only change in the regulations from 1963 was that special brake lining materials were banned; only production-specified materials would be allowed. And here the advantage definitely lay with the disc-braked Cortina GTs, Triumph 2000s, Mini-Coopers and R8 Renaults, for GMH's first disc brake production fitment was still on the drawing boards and a year away from production in the HD model.

However, they had been experimenting with what in effect, was the first car designed to win the race - a 'Bathurst

AUSTRALIA'S TOUGHEST SALOON CAR RACE . . . Sunday, 4th Oct. STARTS 9 a.m.

ARMSTRONG "500"

BATHURST

Go well — go Shell — go Oct. 4



Special'. Certainly, Ford's Cortina GT the previous year had been rushed into limited production to make the race entry deadline, but that car already existed in UK specifications and was on the market there. Certainly, for the 1964 race BMC built 300 Mini-Cooper 1110s with a new short-stroke engine, but that too was straight from the UK specs sheets.

GMH engineers had been working on an extension of the S4 idea, using the EH 179 as a base car, but boosting compression to 9:1 and using the cylinder head from the smaller 149 engine and twin Solex carburettors, plus a fairly vigorous camshaft profile. Most importantly, however, the prototype had specially-developed disc brakes up front and larger rear drums. The word was that the new car, code-named S22, had 135 bhp and a top speed of almost 125 mph (200 km/h), which would have frightened the daylight out of the Cortinas and Studebaker Larks. However, just before the closing date for entries GMH announced in its then-usual oblique way that no such special cars existed in production form.

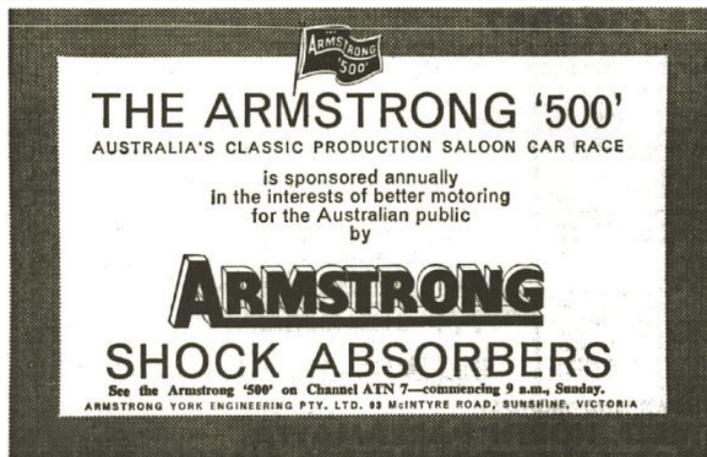
Still, the 1964 entry list was the largest yet - 59 cars, of which 56 were to start. The GMH flag was carried unofficially by a team entry from the big Sydney GMH dealership of Boyded's, comprising three HA Vauxhall Vivas managed by journalist David McKay. All told in Class A (up to £900) there were 21 cars - six Vivas, six Hillman Imps, four VW 1200s, four Mini 850s and a lone NSU Prinz.

In the Boyded cars was McKay's protege, Spencer Martin, by now well-tuned to racing, with a new lad, a chubby-faced Epping newsagent and boyhood friend of Spencer's called Bill Brown. Brown was later destined to write his own special chapter of Bathurst history. In a second Boyded Viva were that exuberant Holden touring car ace Brian Muir - on the verge of departing to fame and fortune in English racing - with Ron Clarke; in the third car Mike Champion/Tony Simmons, now a major manufacturer of racing and road wheels which later strung together a very impressive list of wins in the smaller classes at Bathurst.

The Imps also contained some class - Queensland



First cars to cover 500 miles in the Armstrong race are expected to be the Ford Cortina GT's, which ran away with the honours last time.



sports car heroes Dennis Geary/Lionel Ayers ... Hillman sedan ace Paul Bolton, later to move up to a 2.5 Brabham ... The first appearance on the Bathurst entry list of an unknown car dealer called Peter Williamson, matched with that ferocious early-model Holden punter Midge Bosworth ... and the debut of Brian Reed - to put in 11 more great appearances in the race.

In a Morris 850 was Bill Stanley, having only his second enduro start in a long Bathurst run that, despite his occasional spectacular smash, has marked him as one of the most consistent long-distance drivers we have ever had. Another in an 850, who would also place his stamp on the race, although this year a rookie, was one Peter Cray.

Another rookie name was that of Bernie Haehnle, appropriately entered in a VW, for the German emigrant would go on to dominate the infant Formula Vee class. He shared his VW here with Neil McKay. Bill Ford and Barry Ferguson were also in a Volkswagen again after their 1963 triumph, while David Walker and Brian Milton, and Frank Hann and Graham Forrest were in the other two VWs. Also in this class the very unlikely sight of Shepparton dealer Bryan Thomson in a tiny NSU Prinz, for more than a decade later Thomson was to be terrifying himself and flag marshals alike with a Volkswagen 1500 Fastback that was under the bodywork, basically a McLaren M10B Formula 5000.

If Class A looked open, so did B (£901-£1000). Here were seven of the little Mini-Coopers, with the gearboxes now modified; six R8 Renaults, one Simca and one Cortina 1500. In the Coopers were Charlie Smith, now a hardened veteran of the 500-mile bash; Don Holland with rookie Laurie Stewart, who had been running an 1100 Mini in improved touring with conspicuous success. Two other names making their debuts in Coopers were also to spend enough time on the Mountain to make the honour roll - Ray Kaleda and John Prisk. And a third, a remarkable man called Ray Gulson, whose family has probably all told spent more hours at Bathurst than Jack Hinxman.

And there were some interesting drivers in the Renaults, with their 1100cc rear mounted engines and four-wheel disc brakes; like John Roxburgh, Bob Holden, Queensland Lotus driver Bill Gates and John Connolly, rapidly becoming an Armstrong classic himself.

Class C (£1001-£1200) was the smallest in the race, with 10 nominating and nine starting. It obviously belonged to the Cortina GT, with works cars for Bob Jane/George Reynolds, Harry Firth/ John Reaburn and Leo and Ian Geoghegan. Sydney's Fairfield Motors entered a car for Bo

Seton/Herb Taylor, Ron Hodgson Motors another one for Hodgson and that amazing Queenslander John French, and Frank Delandro Motors entered a GT for Wyong's Bruce McPhee and a rookie called Barry Mulholland, whose most singular position in the Bathurst record books is that he was always there to drive just one lap to enable McPhee to meet the driver-change regulations.

Only two 179 EH Holdens turned up in this class. One, the Grant/Mitchell car was disqualified: the other was a black Lobers entry for a young Bob Skelton making his debut with an equally unknown Phil Ismay. The difference was that this was Ismay's only enduro and Skelton went on to greater fame, including winning the 1972 TAA Formula Ford Driver to Europe' award.

And so to Class D (£1201-£2000). Here optimism reigned supreme. For some unfathomable reason, Alec Mildren Motors, then in the throes of trying to win the Alfa Romeo distributorship for all Australia, had entered a Vauxhall Velox (Ralph Sach/Max Brunninghausen). There were the old faithful Studebaker Larks for the by-now old faithful Bert Needham/Warren Weldon and Fred Sutherland/Alan Mottram; the first Citroen to appear at Bathurst for Brian Foley/Bill Buckle (it ran with the heater on throughout the race); a Ford Zephyr for veterans Bill Burns/Brian Lawler, one Valiant, one Humber Vogue, one EH Holden Premier - and four Triumph 2000s, two of them AMI works-entered. One was for the wonderful maestro Lex Davison, four times Australian Grand Prix winner, and his young protégé, Rocky Tresise, both to die so tragically within eight days of each other the next year. The other was for a rookie, a gangling, snaggle-toothed hayseed of an Orange car dealer called Max Stewart, paired with Bob Salter. Stewart was an unlikely folk hero, but a genuine 100-carat Australian racing legend who loved Bathurst dearly.



As usual, the Class A and B cars practised together, followed by the Class C and D cars. It was wet, the wind yelling gusts of sleet across Con-Rod Straight and howling like a banshee down Pit Straight. The pit crews crouched behind the counter in their Paddy Hopkirk rally jackets until it was time to leap over the counter and hang out a sign to the speeding car, blue hands shaking and nose running.

Practice hardly proved a thing - again because the ARDC still insisted on balloting for grid positions. Jack Hinxman was still doing it by the book. There was little incentive to try hard anyway, at the risk of departing into the scenery, and because standard brake materials were being used the only real pit lane activity - apart from trying to keep warm - was playing with tyre pressures and checking fuel



consumption. So everybody did a bit of foxing. It was illuminating that the top speeds timed through the flying one-eighth-mile on Con-Rod were generally as high in practice as they would be during the race, but that lap times were much slower - indicating that nobody wanted to let too much out.

For instance, the Smith/Maher Cooper was four seconds a lap off its best race lap... the Jane/Reynolds Cortina GT 11.6 seconds ... the Martin/Brown Viva 6.3 seconds slower. Fastest was the Geoghegan Cortina GT, on 3m 29.3s, slower than in 1963; Davo in the Triumph came back with 3m 33.9s, better than the Weldon/Needham Lark on 3m 34.5s.

And everybody wanted the Geoghegans to win. There could be no question that at the time, the two brothers - Leo, slim and sparkling-eyed, professional, lucid, always doing the interviews because brother Ian stammered badly; and Ian, bulkier, enormously gregarious despite his speech impediment - were by then the most popular race drivers in Australia.

When Ian was 10 and Leo 13 they were taught to drive in two ex-World War II Jeeps owned by their father Tom, who raced cars just after the war and up to the mid-fifties. He handed over his early-model Holden to Leo, while Ian had his first race at the Gnoo Blas circuit at Orange in a Standard Ten. "I thought I was the king when I led them all to the first corner, and then they all went past me when I put the brakes on," he said many years later.

The Geoghegan team, managed by old Tom, sponsored by Total, immaculate with black cars and black racing overalls, went from the FJ Holden era into what still stands as the biggest racing team ever seen in Australia. At one time in 1962 they were campaigning all over Australia, in almost a meeting every weekend, a team comprising variously a Jaguar 3.4 sedan, Lotus Elite, Daimler SP250 sports, Lotus 18 Formula Junior, Lotus 23 sports car and a Mini Cooper.



Their 1964 Bathurst car was a superb iridescent mid-blue two-door Cortina GT with white roof; as with all the Geoghegan cars, it was immaculately prepared.

The day began at 7am as the ARDC closed the circuit on a grey and bitter morning, crews stamping their feet and blowing white clouds onto their clenched hands as they tried to keep warm in the queue for the two old wash tubs which represented the ablutions in the members' camping area behind the pits. There were so many problems getting cars in over the access roads and the chaotic parking areas, and then sweeping the track clear of drying mud, that the ARDC put off the start of the race from 9:00 to 9:15am.

It may have been the delay and the frustration; but when the flag dropped the whole field surged forward and built into an enormous traffic jam at the first corner - the first time this had happened in the race. Some of the cars down-field drove onto the grass and waited for the smoke and flame to disappear. As it was Bob Jane was hit hard twice, as two Triumph 2000s led the field into Hell Corner.



Everyone knew the Studebaker Larks would have stopping problems on standard brake linings, particularly as they were pulling almost 115 mph (185 km/h) down the hill. But that didn't stop them from going straight into the lead, with the Sutherland/Mottram car leading Needham/Weldon for the first two laps. After five laps the order was Needham/Weldon, Geoghegan/Geoghegan, Seton/Taylor's Cortina GT, Jane/Reynolds, Hodgson/French, Firth/Reaburn, Sutherland/Mottram, and Lex Davison in the Triumph. Spencer Martin in a Viva had gone straight into the Class A lead, pulling away from the Volkswagens, as had Charlie Smith with the Cooper in B. So in effect, after five laps three of the four classes were being led by the ultimate winner. The only exception, sadly enough, was the Geoghegan Cortina GT.

After only seven laps - which might be food for thought for people who today believe that series production at Bathurst was dull - the leaders were scything through the back-markers. By lap 15 it was obvious that the Triumphs couldn't make much ground on the Larks in Class D, and that the Cortina GTs would do themselves a lot of damage if they continued to scrap amongst each other. Hodgson, for instance, was giving Jane some terrible curry. But the Needham/Weldon Lark was still leading outright.

The Class A 45-bhp Vivas were going like gangbusters, with the VWs and 850 Minis outclassed for speed and the Imps doing all kinds of funny things with their wheel angles



in an attempt to stay with the pace of the square little GMH cars. In B the RS Renaults would rush past everything under brakes at the bottom of Con-Rod and then grind their teeth in rage as they were out-dragged up the hill and out-handled down through the Esses by the Mini-Coopers that were steadily drawing away.

Around 30 laps the Cortina GTs and the Larks started diving into the pits for fuel and driver changes, and when Weldon pulled his leading Lark in on lap 32 he was only five seconds in front of the Geoghegan GT.

He never got that lead back. When everything sorted itself out after the pit stops, Leo was leading from Seton, Hodgson, Jane and Firth - five GT Cortinas in a row. By 43 laps that was the same position for both outright and Class C, while the Martin/Brown Viva, the Smith/Maher Cooper and the Needham/Weldon Lark held the class leads they were never to relinquish.

But the Larks were in trouble. In the long term the Triumphs would stop only three times, compared to six for the big Studes. Things started to get a little tense. After three hours the Geoghegan car was 14 seconds in front of George Reynolds, with 26 seconds back to Herb Taylor and Firth 30 seconds further behind. But the Firth car came in for new pads and found a broken generator strap, which delayed it. Ian Grant's Holden had been disqualified for using unauthorised tools for repairs before lap 25. The Champion/Simmons Viva thumped the fence at Murrays and re-joined the race with a badly bent driver's door. The Salter/Stewart Triumph came in with groaning wheel bearings that would take 20 laps to repair.

Then the Holden wheel troubles began. The McLeod/Williams Premier broke a wheel in the Cutting. Then the



Skelton/Ismay EH 179 hit the bank at Forrest's Elbow, to limp down to the pits for a complete front end rebuild. And then the Cooper/Hills Cortina GT arrived at the bottom of Con-Rod, asked the question of the brakes, and on two wheels, impacted the fence hard enough to wreck the radiator.

The Hodgson/French Cortina had dropped back with a broken front shocker that was causing enormous tyre wear. The Cortinas were all suffering from high disc pad wear, although the Jane/Reynolds team decided not to come in to change pads, but to continue their chase after the Geoghegans.

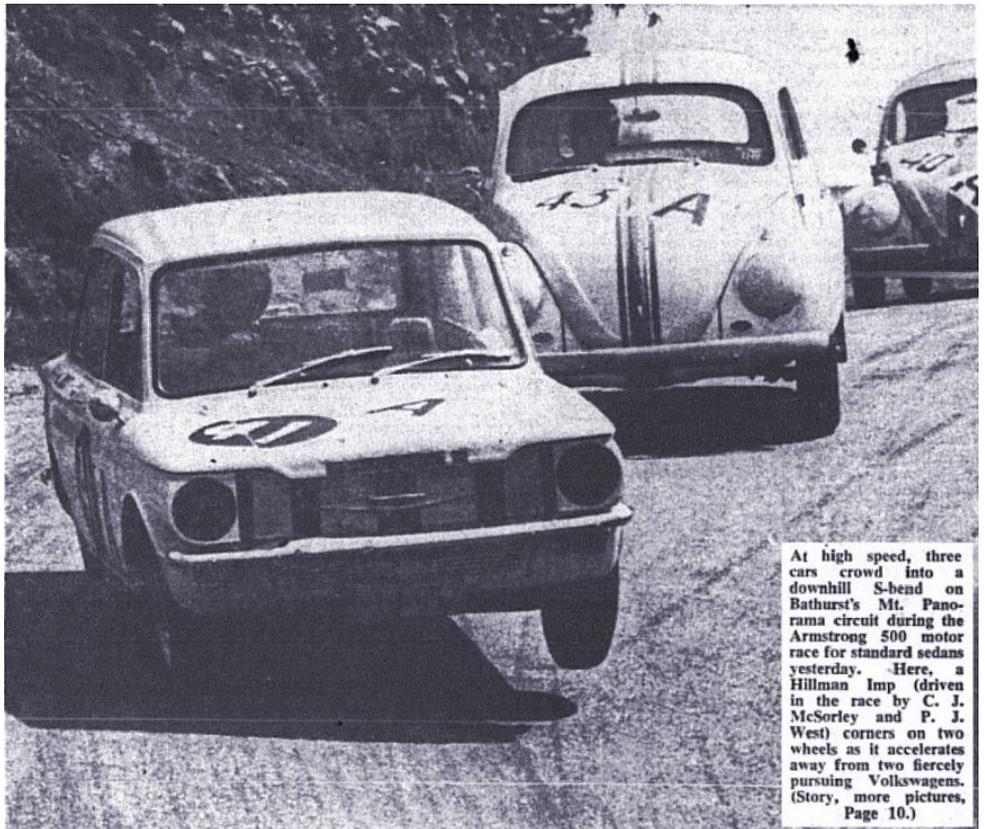
By now the Geoghegans had put down the fastest lap of the race at 3m 21.3s, although the Seton/Taylor Cortina GT was the fastest down the hill with 113.1 mph (182.15 km/h) against the Geoghegans' 106.4 mph (171.37 km/h). On lap 67 Leo came in to hand over to Ian, getting out just ahead of the Jane/Reynolds car, but with an advantage of one pit stop over them.

All looked serene. The Needham/Weldon Lark still led Class D, although the Davison/Tresise Triumph was less than a lap down and closing; three Coopers led by Smith/Maher were circulating easily in Class C, and the order in Class A was Martin/Brown, Muir/Clarke, and Jim Gates/Mike Nedelko, all in Vivas. They were too fast for the VWs and 850 Minis.

But then it happened. On lap 80 Jane - still with two pit stops to make - passed the Geoghegan car. Then the blue Cortina arrived in the pits.

The problem was a broken generator bracket, and the 15 minutes it took to fix, with Ian sitting in the car quite calm except for the incessant drumming of his fingers on the quarter-vent, lost them the race. He charged out five laps down, sixth in class and ninth outright, and started an amazing chase after the leaders that was to get back only two of those laps.

As if on signal - as often happens in this race - troubles began elsewhere in the field. The Mildren Velox retired with a broken piston. The NSU Prinz, which had been



At high speed, three cars crowd into a downhill S-bend on Bathurst's Mt. Panorama circuit during the Armstrong 500 motor race for standard sedans yesterday. Here, a Hillman Imp (driven in the race by C. J. McSorley and P. J. West) corners on two wheels as it accelerates away from two fiercely pursuing Volkswagens. (Story, more pictures, Page 10.)

astonishingly quick, started to make frequent pit calls. The Lane/Pomroy Mini 850 retired with a blown gearbox; the Ford/Ferguson VW had lost all chance with ignition problems, and the Citroen started jumping out of gear.

Then Rocky Tresise coasted the red Triumph 2000 down Con-Rod with a dead engine. He had arrived at Skyline with no brakes, and in grabbing for a gear - any gear - had ruined the clutch. The rear wheel bearings were also complaining. He ran to the pits, and Lex Davison ran back to get the car started. Then he began pounding the car around the circuit in top gear only and with no brakes, completely obliterating the very fast Lawler Zephyr. The other 2000s all had problems of one kind or another.

The Jane/Reynolds car, well in the lead, had broken an exhaust connection, but was still going easily, although a broken earth strap on its last stop looked like causing problems - except that the team mechanics had already done the job on the Firth car and could get to it much more quickly.

The Hodgson/French car was continually wearing pads down to the backing plates, and the Studebakers were no longer in outright contention because of brake wear - and also





because only three laps after its last stop the Needham/Weldon car came back in with a broken wheel and there was an argument with officials over which spare wheel should be fitted.

But it all ended according to the script. The first ten outright places were: Jane/ Reynolds (Cortina GT), Seton/Taylor (Cortina GT), Firth/Reaburn (Cortina GT), Needham/Weldon (Studebaker Lark), Hodgson/French (Cortina GT), McPhee/Mulholland (Cortina GT), Sutherland/Mottram (Studebaker Lark), Smith/Maher (Mini-Cooper), and Buckle/Foley (Citroen).

In Class A, won by Martin/Brown, the first six were Vivas. The best VW 1200 was the Walker/Milton car in seventh, four laps down on the winning Viva. Then three Hillman Imps, then the Haehnle/McKay VW, the Ford/Ferguson VW, then two more Imps and the Hahn/Forrest VW. The only surviving Mini 850 was last in class.

In Class B, won by Smith/Maher, the first four were Mini Coopers, the next four R8 Renaults. In scrutineering the Seton car was disqualified for running a smaller-section Pirelli Cinturato than specified, but his appeal succeeded and he was restored.

It is interesting, so many years distant, to look at the relative performance in this, the most completely marque-dominated Bathurst of them all. The race lap record went to the Geoghegan Cortina at 3m 21.3s. but the quickest car down Con-Rod was the Needham/Weldon Lark at 114.6 mph (184.6 km/h). The Holland/Stewart Mini-Cooper took fastest lap in Class B, but the class-winning car was quickest downhill with an amazing 98.4 mph (158.4 km/h). In Class A the Martin/Brown Viva took home fastest lap at 3m 48.7s, but top speed belonged to the Champion/Simmons sister car



with an incredible 91.4 mph (147.1 km/h).

And so everybody went away to think about things - Ford to look at how they could improve their Cortina in the face of quicker and quicker Mini-Coopers, GMH to do the same with the Holden. The Volkswagen teams decided their cars were uncompetitive and next year their drivers would all be in other makes; 1964 was the last year that VW Beetles raced at Bathurst. The ARDC had to worry about how to make the race more competitive. It would be the next year when three cars would arrive that would change the whole face of the race for years to come.

Bill Tuckey

Class A (Up to £900)

1. Vauxhall Viva, 116 laps (Spencer Martin, Bill Brown)
2. Vauxhall Viva, 115 laps (Brian Muir, Ron Clarke)
3. Vauxhall Viva, 114 laps (Arnold Ahrenfeld, John Marchiori)
4. Vauxhall Viva, 114 laps (Mike Champion, Tony Simmons)
5. Vauxhall Viva, 114 laps (Jack Gates, Mike Nedelko)
6. Vauxhall Viva, 112 laps (George Murray, C. McLean)
7. VW 1200, 112 laps (David Walker, Brian Milton)

Class B (£901 to £1000)

1. Morris Cooper, 124 laps (Charlie Smith, Bruce Maher)
2. Morris Cooper, 123 laps (Don Holland, Laurie Stewart)
3. Morris Cooper, 121 laps (Barry Thiele, Ray Kaleda)
4. Morris Cooper, 120 laps (Warren Blomfield, Jerry Trevor-Jones)
5. Renault R8, 120 laps (Bill March, Jim White)
6. Renault R8, 120 laps (John Connolly, Rex Emmett)

Class C (£1001 to £1200)

1. Cortina GT, 130 laps (Bob Jane, George Reynolds)
2. Cortina GT, 130 laps (Barry Seton, Herb Taylor)
3. Cortina GT, 129 laps (Harry Firth, John Reaburn)
4. Cortina GT, 127 laps (Ron Hodgson, John French)
5. Cortina GT, 127 laps (Leo Geoghegan, Ian Geoghegan)
6. Cortina GT, 126 laps (Bruce McPhee, Barry Mulholland)

Class D (£1201 to £2000)

1. Studebaker, 128 laps (Bert Needham, Warren Weldon)
2. Studebaker, 126 laps (Fred Sutherland, Alan Mottram)
3. Citroen, 124 laps (Bill Buckle, Brian Foley)
4. Ford Zephyr, 123 laps (Bill Burns, Brian Lawler)
5. Triumph 2000, 123 laps (Arthur Davis, Paul Mander)
6. Valiant, 123 laps (Bob Cook, Alwyn Rose)



THE FORD CORTINA G.T. which Bob Jane and George Reynolds drove to victory in the Armstrong 500 at Bathurst yesterday.



Finding DHY-500.

My favourite day of the year isn't Christmas, my birthday or even the VW Nationals. It's the Bathurst 1000 car race at Mt Panorama.

Ever since I was a kid I've loved the race that puts man and machine against the mountain. People can and have died, but that never stopped them. It's all tube frames, hand-built silhouette bodies and V8s these days, but it didn't used to be like that.

It used to be a comparison between standard model production cars that people could buy. In the early days the cars had to be made or assembled in Australia and were classed by price to keep out exotic sports cars.

My other passion in life is anything Volkswagen. When I was 18 I bought a book called Bathurst The Great Race by Bill Tuckey, and I was fixated on the VWs that had competed in the early days. They usually competed in the under £900 class, against cars like Ford Anglias, Triumph Heralds, Fiat 770s, Mini 850s, Hillman Imps and Vauxhall Vivas. George Reynolds and Jim McKeown won their class in VW #48 at Phillip Island in 1962, and Barry Ferguson and Bill Ford did the same in VW #54 at Bathurst in 1963.

I started to wonder what happened to those VWs. I did know that the 1963 #54 car was later taken on a bush bash trip across the Simpson Desert by Barry Lake, and reported in a 1964 issue of Modern Motor magazine. I suppose this would probably have stuffed it.

The 1960-61 VWs at Phillip Island were deluxe 1200s with 40-bhp motors; the 1962-64 VWs were the lighter, cheaper and more basic Standard models.

At a chance meeting with Greg Mackie, who raced Bug #57 at Bathurst in 1963 with Graham White (and finished fifth in class), he told me that the cars were taken off the Lanock Motors lot, given a major service, raced, then cleaned up and put back on the lot and sold. That's why some of these

cars were lost. New owners had no idea their low-mileage trade-in had been raced!

Thinking these cars were lost I didn't give it much thought, but in my book there was a full-page colour picture of a birch-green Beetle that raced in the 1964 Bathurst Armstrong 500, as it was called then. It was #40, driven by David Walker and Brian Milton, racing in class A that year together with three other VWs. #40 finished the best VW, seventh in class in 1964, behind six Vauxhall Vivas. It would be the last year that VW Beetles raced at Bathurst. It was always my favourite.

I'm not sure what happened to Brian Milton in later years, but David Walker became a very successful open-wheel race driver. He competed in the Australian Formula Junior and Formula 2 Championships in 1963-64, and won the UK Formula Ford championship in 1969 and Formula 3 in 1970. He drove in Formula 1 for Lotus in 1970-71, and retired in 1975 after some serious crash injuries. I have read that he now lives in Queensland, running a boat charter business.

About a year ago I was on the computer late one night, looking at Ebay and Gumtree and thought I'll see if I can find one of these ex-race Bugs, but without any luck. Trolling through the period race photos on the internet there was only one Beetle that you can clearly see a NSW number plate, the #40 birch green Beetle DHY-500.

So I went to the RTA website to see if this car was still registered, or if the plates would be available. The website said the plates were not current, the car was not registered, and the plates were indeed available.

The next day I went down to the RTA and they told me that they have an archive section, and for \$30 they could tell me the last known owner of DHY-500. This surprised and delighted me, as I had thought that the RTA had destroyed their historical records (ie. pre-1990) years ago.

Because I only had one car to search and it was a long shot, I paid the money and took a chance. I was given an address – let's just say the back of Camden.

Even though I figured it would be a waste of time, I drove to the address and knocked on the door. To my surprise I was told by the lady at the door that her father had owned a Beetle. He had since died, but the Bug had been parked beside the house for over 20 years!

Excitedly I asked if I could take a look, but my excitement was soon taken away when I saw the car.

It was painted white, the number plates were missing and rust was extensive. A quick look at the chassis number showed that it matched the information from the RTA and this was DHY-500. I carefully asked if the car was for sale; a couple of days later she told me it was, for \$1,200.

I would normally pay about \$300 for a Bug that rusty, but knowing the car's history I said that's fine and arranged for a tilt-tray to pick it up.

Work commenced straight away. Moss was washed off and the car was completely dismantled for inspection. Rust was worse than first expected, to the point where the car could cost more to fix than it would be worth.

I gave myself the excuse that I'd be saving a bit of history, and after working 7 days a week for 20 weeks the car was ready for paint, easily costing over \$20,000 in labour. The work didn't finish there, of course. The engine needed a



The car has its original 1200cc 40-bhp engine, gearbox and all of its original panels. Even though I spent hundreds of hours working on that 'Rally Standard' Beetle, I think I might just have the Beetle with the best race history in Australia (that still exists).

Why not put the RTA archive to the test on a car you used to own, or from some old picture in a magazine? Who knows, you might just make your own luck in this world.

Happy hunting!

Ashley Day

lot of work, and the gearbox and suspension needed servicing and painting. The brakes also needed considerable work.

It seemed that the work was endless, but finally one day there were no more jobs to do and the car was finished, painted and detailed as it looked at Bathurst in 1964.





Cité de l'Automobile, Musée national de l'automobile, Collection Schlumpf.

We're staying for ten days in the quaint Alsatian town of Mützig, familiar to me at least thanks to the brand of beer. The next village is Molsheim. I've heard of that place too, it's where the Bugatti factory is located.

I checked out the possibility of dropping in at Bugatti, but their web site reeks of exclusivity and I'm the sort that's excluded. It seems to me that you may well visit the Château St.-Jean at the estate if you're a serious aspiring customer for a new Bugatti. This is not going to happen to me.

For the rest of us, there's a 100-km journey to Mulhouse, site of the Cité de l'Automobile Collection Schlumpf.

Apparently it's the largest car museum in the world, with 500 vehicles from 98 manufacturers. The reason that the museum exists at all is fascinating and sad.

The Schlumpf brothers ran a textile business in Mulhouse from the 1930s to the 1970s. But their real interest was collecting cars, especially Bugattis, which they did in secret, until the obsession could no longer be hidden. The sad part came about when the textile industry nosedived, the union wanted some justice, nobody would buy the factory for only one French franc and the brothers exiled themselves forever to Switzerland. What remains is probably the best possible outcome: a state-run, stylish museum open to all and still housed in the original textile factory.



This model is the only surviving Audi Type E21/78, and is the modernised version of a car created in 1912. The highly "windproof" radiator and torpeda body, produced by Erdmann & Rossi, are typical of the Germanic style in the early 1920s. (verbatim)

You will be taken from the earliest days of automobile history to the 21st century, in the form of a real Bugatti Veyron, and along rows of priceless Bugattis, Ferraris and Porsches. If you stop to read each sign, pause to absorb the visible details of chains, ?owing exhausts, steering linkages, cooling systems and styling evolution, stop to watch a video



Between the wars, the constructor became famous for its luxury cars which were reputed to be less expensive than the competition. (verbatim)



Another Mercedes 170H, designed by Ferdinand Porsche while he was technical director at Mercedes-Benz. "H" stands for "Heck", or "rear". Next to this specimen is a 170V. "V" stands for "Vorn", or front. You could buy a 170 with the engine mounted at either end. Vs were more popular.



Let's not talk about the reliability of the rotary engine. The NSU Ro80 is still a beautiful car, looking more like a child of the 80s rather than 1967.



This car marked Audi's arrival in the 1999 Le Mans 24-hour race, achieving 3rd and 4th place and a then a series of 12 victories between 2000 and 2013. (verbalim)



A real, live Bugatti Veyron.

about the Paris-Dakar rally, have a toilet break and visit the cafeteria, that is, if you're going to do the museum justice, it will take a whole day.

If you want to know more, you can listen to an audio guide, provided at no extra cost. It also contains some interesting snippets like why the steering wheel is on the left (thanks, Citroën) and where the word "chauffeur" comes from. The exhibits are all automotive gems, many of inestimable value. With our collective VW connection in mind, here are some highlights.

You can read more about the Schlumpf Collection and its history in the April 2015 issue of Zeitschrift.

Rod Young

VW don'ts.

Volkswagen Club of NSW 'Club News', January 1965

- Don't ride the clutch.
- Don't hold your hand on the gear shift lever.
- Don't lug the engine.
- Don't over rev the engine. Have mercy on the little jewel, and it will serve you faithfully.
- Don't use the curb to stop the car, unless in an emergency.
- Don't depend on the filling station for tyre pressures. Carry your own pressure gauge.
- Don't overfill the battery. Serious consequences can result from this practice.
- Don't overfill the gas tank. You can waste a lot of gas this way.
- Don't overfill with oil. This will cause overheating and loss of power.
- Don't park by ear.
- Don't be a 'curb bumper.' Millions of dollars of damage is done to cars every year by hitting the curb so hard when pulling into a parking place. Bent wheels, damaged tyres, and front end knocked out of alignment, wheel bearings damaged as well as steering strain are the results of the careless habit. Another source of highway accidents.

Craig's Christmas lights.

I'm in a competition with the light up the Hills District competition raising money for the Children's Hospital.

Craig Adams





My hottest (VAG) cars.

Jeremy Clarkson's Hot 100, 1997

A car, as we all know, is merely a device for transporting some people and their luggage from point to point. Which means of course that my favourite car should be the Toyota Corolla, which does the job asked of it better than anything else ever made. It never breaks down. The servicing is inexpensive. And the dealers always remember your children's birthdays. Aaaaah. Or rather, aaaargh.

You see, a car is rather more than the sum of its parts. To argue that a car is simply a means of conveyance is like arguing that Blenheim Palace is simply a house. That's why, in this book, you can search until your ears fall off but you won't find the Toyota Corolla. It is dull. It is tedious. It is a lowest common denominator car, built without passion. It is a Barratt home on wheels.

But you will also not find the Porsche 911 or even the Ferrari 456, both of which are built with enough passion to get the sensors reaching for their scissors. They're not here because I don't really like them. I do, however, really like the Peugeot 504 estate and the Ford Transit van so that's why they're here, nestling among the Ferraris and Maseratis. But today, let's look at my favourite Volkswagens, Audis and Porsches, because they're your favourites too aren't they?

I don't expect everyone to agree with my choices but I do hope you enjoy the book. It took me ages to write it.

Audi quattro.

I'd driven the original quattro on a number of occasions and considered it a nice little diversion, but nothing desperately special.

It revolutionised rallying of course, thanks to the grippy four-wheel drive system, but the heavy five-cylinder engine was slung way out in front of the front axle which made understeer a problem.

And there was turbo lag too. Like I said, it was an interesting car but I really didn't see it as a potential classic.

But then in the Autumn of 1989, I found myself driving what would turn out to be the last of the original quattros - the 20 valve. And I can think of few occasions when a car made such a dramatic impression. Yes, the engine was still in completely the wrong place and there was an awful

digital dashboard, but that car gripped and shifted like I simply could not believe.

The new 20 valve, 2.2-litre engine churned out 220 bhp and all of it was put to use though a new, torque sensing differential that sent power to whichever end of the car was best able to handle it.

So, going into a corner it was as neutral as Betty Boothroyd. Then, coming out on the other side, power shot to the back where the weight was. Magnificent.

And safe. Coming up to a village, I saw the chance to overtake a lorry before we hit the 30 mph zone - so I dropped a couple of cogs and marvelling at how the turbo lag had been banished, surged past the truck...and into the most frightening moment of my entire motoring career because there in front of the lorry was a car turning right - right across my bows.

There was nothing for it. I had to turn right too, even though I was doing... well let's say a little more than 60 mph. A right-angled bend when you're doing a mile a minute? Impossible?

Not if you have a 20 valve quattro, it isn't. That car, take it from me, is a life saver.



I guess it was a bit silly to have that hatchback rear end without fitting fold down rear seats - same as the Alfa GTV6 - but other than this, I maintained then and I still maintain now, that few cars have been so complete.

Audi A8.

I guess you think that I've gone a little mad here. Of all the thousands of cars that have been made in the last 35 years or so, I select an Audi saloon for inclusion in the Hot 100. In favour of a Ferrari 550, for God's sake.

Yes, and I'm a Jaguar fan too so what's this doing here?

Well though you might have seen no evidence - ever - I do have a pair of sensible trousers and I'm wearing them right now. And a cardigan with suede elbow patches. And a Vyella shirt.

The Jaguar XJR is the still best big saloon in my opinion but I fully understand why some people wouldn't go near it unless it was raining very heavily. They maybe had a Jag in the '70s and it broke down all the time. Or perhaps, they have a chauffeur and need more space in the back.

So that means they need to look at the offerings from Mercedes, Lexus, BMW and Audi. And in my opinion the best of the fifty grand autobahn stormers is the A8. And that's why it's here.



Don't be fooled by the all-aluminium body - it's not really much lighter than the competition, and anyway a car as good as this doesn't need gimmicks. It has four-wheel drive, and though I sometimes wonder whether it's worth it, I do think that if you're not charged a premium, it makes sense. And you aren't charged a premium here.

You aren't charged extra either for a wonderful-looking body which is topped off by the sexiest-looking wheels I've ever seen on a saloon car. I've seen a black A8 with blacked out windows tooling around Soho, and to my mind it is a staggeringly good looking car. Menacing to the point where you daren't step out in front of it, but graceful so that it seems to waft by in complete silence.

You can forget about the tiny engines - the best is the big 4.2 V8 which has so much get up and go, you begin to think it might be fuelled by coke. What matters here is the throttle sensitivity. The slightest twitch of your big toe sends the big saloon scuttling off like a small dog that's been dropped kicked by Rob Andrew.

With such urgency from under the bonnet and the monumental wet weather grip from its bang-up-to-date, four-wheel drive system, sport suspension is a tempting buy. But frankly, you're as well to go for the ordinary springs and dampers so the quality of the ride is preserved.

That way you have a car that does just about everything you could possibly expect. It's big. It's quiet. It's fast. It's fun. It's handsome and it's beautifully made.

The only trouble is that, as far as I'm concerned, it's not quite as quiet, or as fast or as fun or as handsome or as well made as the XJR. It is bigger on the inside though. So there you have it. The A8 is the perfect car for fatties.

Porsche 944 Turbo.

No don't turn the page; it's not here. And nor would it be here even if this was a list of my top 500 cars. I'm afraid I don't like the Porsche 911. While I don't agree with PJ O'Rourke who described it as 'an arse-engined Nazi slot car', I find it an unpleasing shape and a triumph of engineering over design. However, I do respect those who like it, and after a run in an early 2.7-litre RS, I think I can see the appeal.

But sorry, my favourite Porsche is the 944 Turbo. I fell in love with it in the days before they built the M40 and the quickest way between Britain's two biggest cities was up what amounted to a farm track. There'd be a lorry and then a tailback of ten cars, all trundling along at 35 mph, but

realistically, there was no way past. And even if you could scrape by, you'd be in another tailback three minutes later. So it wasn't worth the bother or the risk. However, the 944 Turbo had such colossal mid-range grunt that it could flash past a hundred cars in one neck-snapping second.

The figures aren't much to write home about but in real life, this was a stormer. With its gearbox at the back, there was perfect weight distribution too. And that, in turn, meant it handled well. And inside, the dash was solid, and sensible unlike that kid's party game you get in a 911. And it was fronted by a near-vertical steering wheel which made the driving position spot-on.

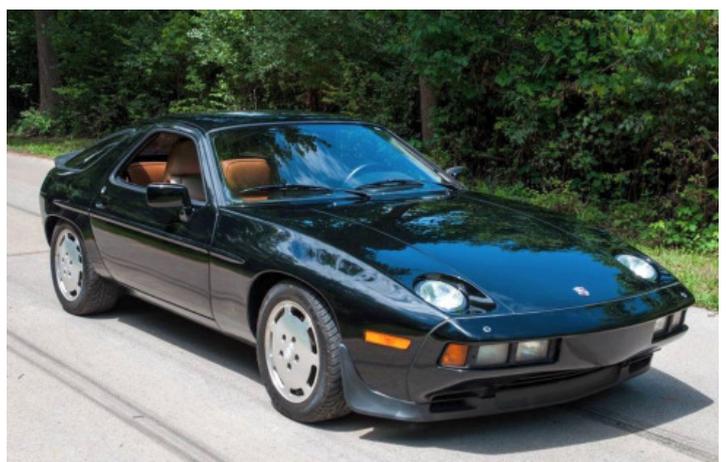


You'd have to search with a very, very powerful microscope indeed to find anything wrong with what was one of Germany's finest automotive hours. Whereas you can spot the mistakes with the 911, with the naked eye, from 40 yards.

Porsche 928.

A word of warning: when the Porsche's on-board computer says you have enough fuel left to do 17 miles be very careful because you, in fact, have no fuel left at all. And then you'll come close to being late for your father's funeral. Yes, it did run out and yes, a passer-by did call me a 'w***er' as I trudged off in the rain for some more.

But the 928 - any 928, but the later ones are best - is a great car nevertheless. I know the ride was too firm for some tastes and that to purists, a front-engined, water-cooled Porsche is as wrong as a neon bible. But I liked the relentless grunt from its V8 motor and I respected its ability to be a supercar and a hatchback all at the same time. Yes it did 280



km/h but moments later, it could be in a car park somewhere, not over-heating and being as good as gold. You can buy 928s these days for less than the price of a used Mondeo and I suggest you do.

Volkswagen Scirocco.

Today, it's accepted that most affordable sports coupes have front-wheel drive. But when the VW Scirocco came along in the mid-1970s, it was seen as a bit odd, a bit light on its feet, a bit AC/DC perhaps. Its chief rivals at the time were the Ford Escort RS2000, the Alfa GTV and the Capri. These were men's cars with prop shafts and basic meat and two veg undersides.

The Scirocco wasn't even handsome. It was pretty. It was a girl's car. But then came the GLi, and later on the GTI which had the same 1.6-litre, fuel-injected engine as the Golf GTI, and the same suspension and basic underpinnings. A powerful Scirocco had some appeal, which is why I bought one. I'd just left the north where a Scirocco ownership would have earned a fist in the face, and moved down south to experiment with 'jus' and drinks' parties. And



that car, let me tell you, was a serious bird puller.

By today's standards, its brakes were hopeless and its steering was woefully heavy around town but this was of no moment. You only had to tell someone that you had one and you were in their bedroom. I guess that at the time, it was fun to drive too but quite frankly, I used it as a chat-up line rather than a car so I never really found out.

I did, however, once take it stubble field racing in the middle of the night but just before it, or I, had a chance to find out how good we were, I crashed. Or rather it did. I was too drunk to know what was going on. The best model was the Storm which came in green or brown and had leather seats. These were ideal, because you could wipe them down more easily.

Volkswagen Golf GTI.

We all know the first man to break the sound barrier was Chuck Yeager, but hands up if you can name the second. We all know the first man to break the four-minute mile was Roger Bannister but does anyone out there have a clue who was next? I'm ashamed to say I



can't even remember the chap who followed Neil Armstrong down that ladder.

There are many hot hatchbacks in this book, in the same way that there have been many great runners since Roger Bannister, but no-one will ever forget the name of the first - the Volkswagen Golf GTI.

Volkswagen Corrado.

After 54,000 miles in a Mark One Scirocco, I bought the Mark Two version without even bothering to take a test drive. This was a mistake. It was a mistake because Volkswagen had taken all the bad parts of the original car - cramped interior and heavy steering - and wrapped them up in a much uglier and heavier body. It didn't have enough power, even when the 1.8 came along, and it was about as much use for pulling women as having dog dirt on your shoe. I hated it.

So, when it was replaced by the Corrado, I moved out of the VW camp. Which was another mistake because the Corrado was - is - a belter. The supercharged version was fun but the VR6 was about as close as you could get at the time to a £20,000 Ferrari. It sounded wonderful, looked gorgeous and went like stink. And VW had reminded themselves that quality was an issue too. Whereas my Mark Two Scirocco broke down all the time, the Corrado was bullet proof.

This means it'll last a while and that's good too because I have a sneaking feeling that it will be seen in years to come as a classic.

Jeremy Clarkson





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