

Zeitschrift



VW I.D. R wins 2018 Pikes Peak hillclimb.

July 2018

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**Flat Four Coffee Run
Kim's Detailing Day
Ash's Golf 5 TDI Edition
1969 Hardie-Ferodo 500**

**Ash's barn finds
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VW goes International
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 Craig Adams Norm Robertson (JP)	Brian Walker Martha Adams Eddie Fleita
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Canberra Committee.

Chair:	Willie Nelson	clubveedubact@gmail.com
Secretary:	Mandy Conway	clubveedubact@gmail.com
Treasurer:	Bruce Walker	clubveedubact@gmail.com
Registrar:	Willie Nelson	clubveedubact@gmail.com
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Merchandise:	Jacqui Stenhouse	clubveedubact@gmail.com

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 years.

Volkswagen Group Australia	Stan Pobjoy Racing Engineering
Andrew Dodd Automotive	Vintage Vee Dub Supplies
H&M Ferman	Volksbahn Autos Pty Ltd

25 years and over.

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15 years and over.

All Metal Bumpers	Mobile Model Cars and Toys
Evolution Car Hire	NRMA Insurance

10 years and over.

Antique Tyres	Rod Penrose Racing
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Euro Automotive	Volkscare
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5 years and over.

Exoticars Service Centre	Mountain Mechanics
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Just Kampers	Volkshome Automotive
MacKellar Service Centre	Volkswerke
Motexion	

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

Kelso Oval Panania

EAST HILLS CHARITY

CAR Show.

15TH OF JULY 2018

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



This year the East Hills Charity Car Show is extremely proud to be supporting the Angel Flight Australia.

www.angelflight.org.au



www.easthillscarshow.com.au

Flat Four v Club VW Bowling Challenge !



Yes, the VW Club Bowling Challenge is on again!

Flat Four VW Club v Club Veedub

\$22.00 per adult (2 games, 10 frames each)

\$18.00 for kids

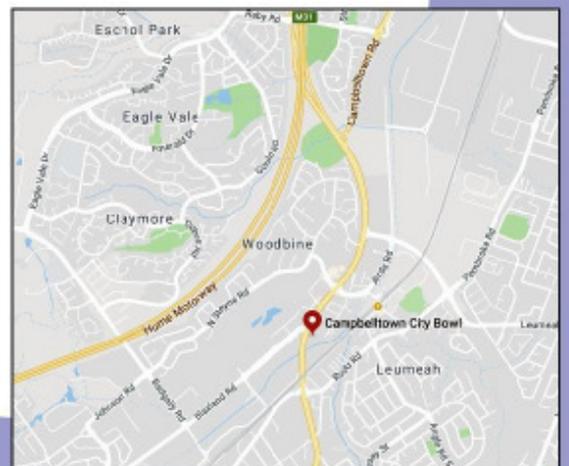
Trophies for the best bowler and best club

Organised in honour of Brian Walker



Saturday 21 July
from 4:30 pm
(bowling begins 5:00 pm)

Campbelltown City Bowl
11 Hollylea Rd,
LEUMEAH
www.campbelltowncitybowl.com.au



- 10-pin 'Retro-style' bowling centre !
- State-of-the-art light and sound
- Computer-aided tracking and scoring
- Automatic lane bumpers available
- Hungry Balls Café, Thirsty Pins bar
- SEE YOU THERE!



New Venue - Macksville Showground!

VOLKSWAGEN SPECTACULAR 2018

29th July to 6th August

50th Anniversary of the Country Buggy!



phone: 0427 695 203

f: [volkswagenspectacular](https://www.facebook.com/volkswagenspectacular)

email: vwspectacular@gmail.com

www.volkswagenspectacular.com

- Show & Shine
- Top 10 VWs
- Cruises & Photoshoots
- Country Buggy Challenge
- VW Clubs Challenge
- The Ben Durie Memorial Challenge Lap Dash at Raleigh Raceway Thursday and Friday
- Convoy from Macksville Showground to Nambucca Heads
- Swap Meet & Night Markets
- Dancing - Theme: Gatsby
- High Tea
- Ladies Morning of Pampering
- Children's Fun Time



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Council of Motor Clubs Presents

The Shannons Sydney Classic



Find us on
Facebook



Sunday 12th August 2018 Gates open to the Public at 10am

Sydney Motorsport Park, at Eastern Creek

- Over 1900 Veteran & Classic vehicles from over 150 clubs on display and on parade, including cars, motorbikes, scooters, military vehicles, police vehicles, ambulances & fire engines. AND it's on rain, hail or shine. There's plenty to see and do indoors.
- The CMC Raffle for Prostate Cancer Foundation will be drawn at 2.30pm 1st Prize a \$3,000 Cruise Voucher from CRUISE EXPRESS.



- Double-decker bus rides around the track (gold coin donation for the Bus Museum)
- Trade displays in Pit Garages all day with books, models & all sorts of memorabilia available for sale.
- Live music, Rock 'N' Roll dancing, art show and much, much more!!
- Don't forget, this is very close to Father's Day, so come along and pick up a gift that Dad will love!
- It's a day for all the family with lots of things for Dad, Mum & not forgetting the kids with clowns, face painting and lots more.

General admission \$20

**Free entry for kids under 12 years
& Free Parking**



WINTER EUROPEAN CRUISE



2018

Australian Split Window Kombi Klub

"WINTER EUROPEAN CRUISE" to Mt Wilson NSW

for a BYO Picnic Lunch

Sunday 26th August 2018

MEET BREAKFAST : - From 8.00am at McDonalds McGraths Hill

Cnr Windsor Rd & Groves Ave

*9.30am Splitting from McDonalds

*10.15am Coffee Stop at The Fruit Bowl Bilpin

*11.00am Mt Tomah Lookout Photo Shoot

*12.00pm Arrive at Cathedral Reserve Mt Wilson



Proudly Sponsored



All VW Models Welcome



Split Kombis to Lead

Event Contact: Simon Barnfield

Email: kombis2u@gmail.com

Facebook Group Register: Australian Split Window Kombi Winter European Cruise 2018



APPIN WHEELS FESTIVAL

MAJOR FUNDRAISER PRESENTED BY
APPIN PUBLIC SCHOOL P&C COMMITTEE

SUNDAY 16TH SEPTEMBER 2018

10AM TO 3PM

APPIN PUBLIC SCHOOL - 97 APPIN ROAD, APPIN



Following a very successful inaugural Appin Wheels Festival last year with over 160 vehicles on display, we're doing it all again in 2018!

Please come along to this family friendly community event, enjoy a day full of fun and motoring entertainment with all these fantastic machines.

There will be Jumping Castles, Face Painting, Market Stalls, Hot Food and drinks, Major Raffles and Prizes.

Pinky will be announcing this event.

This is the Major Fundraiser for Appin Public School P&C Committee - with all profits distributed back into the school.

For all enquiries please contact Melissa 0420662396 or mlovelee@tpg.com.au

Check out our Facebook Page & Event  Appin Wheels Festival



Open to all makes/models of
Cars, Bikes and Trucks

*\$10 vehicle entry fee (payable
at gate, muster onsite by
9.30am)

*\$2 entry per person

*Kids under 5 free

Prizes awarded on the day to:

Top 15 vehicles

Best Ford

Best Holden

Best Truck

Best Bike

Best Engine Bay

Best 4cl, 6cl & V8

Best Interior

Best Paint

Best Hot Rod

Best Overall

People's Choice

WE WANT YOU!

Do you want to be a part of this Major Fundraiser for Appin Public School P&C Committee.

We have a number of sponsorship packages available if your business would like to be involved in the 2018 Appin Wheels Festival.

We are looking for major sponsors to help with costs for running the event, and trophy sponsors starting at \$50.

We are also taking expressions of interest for Stallholders and Food Vendors.

Von dem Herrn Präsident.

Hi all, well it's great weather now for air cooled cars but only if they have a heater. We had some great events to go to with our VWs which were great fun to attend.

Last month there was the Flat Four Morning Coffee Cruise to the Yallah Woolshed. As I write this report Bugs and Buses By the Bay organised by Rose and Ian from Newcastle is happening.

Coming up in July is the East Hills Charity Car Show at Kelso Park at Panania and the VW Club 10-pin Bowling Challenge, Club Veedub v Flat Four! Later in July and running into August is the VW Spectacular 2018 at Macksville and Nambucca Heads. A few of us are going up for the whole week, I can't wait.

In August is the Shannons Sydney Classic 2018 at Sydney Motorsport Park, Eastern Creek. We now have our tickets from the CMC for this. Contact Norm Elias for tickets, but make sure that you can come as we only have limited spots available. This year the CMC has placed us back on the far side, under the grandstand.

Later on in August is the Split-window Kombi Winter European Cruise to Mt Wilson in the Blue Mountains. You don't have to have a split window to attend; all Kombis and other VW models are welcome too.

Keep an eye on the calendar and mark the events in your diary. Springtime is a busy time and there are lots of events coming up. If you would like to organise a club event, then please do so! Come along to a meeting and we can make it happen. We just need to run the date and concept past the committee to ensure it doesn't clash with other events on the calendar.

This month is the Club AGM where all committee positions will be declared vacant. So if you fancy becoming more involved in your club, come along and put your hand up, we could use the help! It's always nice to see new faces with new ideas on the committee.



See you soon,

Steve Carter

Kanberra Kapitel report.

Greetings from Canberra,

Well winter is definitely upon us here in the Nation's Capital. A few mornings of -4 with a "feels like" temperature of -8 thanks to the winds off the mountains recently have been a graphic reminder of this. Scraping ice off the windscreen of my daily, as the Beetle gets the garage, isn't fun on these icy mornings, but it's the price we pay for living in such a beautiful part of the country.

June saw only one official event for the Canberra Chapter, with a visit to a local business for a demonstration / information day; Kim's Car Detailing. The local Mercedes,

Porsche and BMW clubs were invited to join us which proved an overwhelming success.

Inviting the other German Marque car clubs along was in part to boost numbers to the event so as to make it worthwhile for the business to conduct such a day or us. But more importantly, it's a great way to build a relationship with other local car clubs and to bring car enthusiasts together. It is also an avenue to get ideas on running a car club, new ideas for future activities and share information and leads on businesses that support groups such as ours. The other clubs were very grateful for the opportunity to join us on the recent information day and agreed that these combined events and larger numbers make the businesses more willing to provide their time to groups in this way.

A number of the Canberra Crew will be making their way to Nambucca Heads / Macksville for the VW Spectacular. We would love to hear from anyone wishing to join our convoy to this event on Sunday 29th July. See the Calendar for details.

The **ACT German Auto Day (GAD)** is well into the planning stages and promises to be a great day again this year. **Sunday 23 September** is the date, so make sure you keep that day free for our biggest event of the year. Trophies, great food, children's entertainment, beautiful location and great people are just a small part of this fantastic event.

Also in the planning is a dinner on the evening preceding the GAD. A great night is being planned with all clubs involved and we hope to have more details on this very soon. Keep an eye on Facebook and your emails for more details. Those planning on travelling from interstate, please feel free to indicate your EOI for the dinner to our email at clubveedubact@gmail.com.

For our chapter members; please keep an eye on our Facebook page "*Club VeeDub Canberra Chapter*" and your email inbox for details on upcoming events. We also post feedback and pics from recent activities on the Facebook page and invite members to also post VW related info. The Facebook page is also a great way to get in contact with the committee with any enquiries you may have.

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 on our **new email address**: clubveedubact@gmail.com

Cheers,

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.**

July.

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

Sunday 15th:- East Hills Charity Car Show at Kelso Park, Panania. This community based event attracts car lovers from all over NSW. 21 different trophies are offered in a wide range of categories. Entrants cars enter through the council car park on Marco Ave, off Childs Street. A great family day out with the goal of the event to support a different charity each year. Phone Glen on 0434 360791 for more info. **Join the Club VW Convoy at McDonalds Moorebank (Newbridge Rd) at 8:00am for an 8:30am departure.**

Saturday 21st:- VW Club 10-pin Bowling Challenge. Club Veedub v Flat Four! Campbelltown City Bowl, 11 Hollylea Rd Leumeah, from 4:30pm to start bowling at **5 pm** (early to avoid crowds). See if we can beat Flat Four and retain the VW Club bowling trophy! Lots of free parking, Hungry Balls Cafe, video games arcade, and licenced Thirsty Pins bar. \$22 per adult, \$18 kids for two games (10 frames each). Auto lane bumpers available, wives and kids welcome. Organised by Alison (Flat Four) in honour of Brian Walker.

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.

Sunday 29th:- Convoy to VW Spectacular (aka Valla). A convoy to Macksville / Nambucca Heads will be leaving the Mt Colah McDonalds (513-517 Pacific Highway, Mount Colah, NSW) at 10.00am. Get there early if you want to fuel up your body or your car, as we will leave on the stroke of 10. All those heading up on that day are most welcome to join the convoy and travel together. Safety in numbers, as they say. Those travelling from further afar (Canberra, Melbourne, Sth Coast etc) are encouraged to o'nite in Sydney Sat 28th.

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

August.

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

Saturday 4th – Sunday 5th:- VW Spectacular 2018 at Nambucca Heads. These are the main activity days but events are on the whole week before. Local VW sightseeing cruises and activities; movies, markets, go-kart racing. Saturday giant convoy and street parade at Nambucca Heads; racing at Raleigh Raceway; fund-raising charity dinner and auction. Sunday car show at Macksville (NOTE NEW VENUE) with Top 10 Shootout, swap meet, traders. VW activities all week. Pre-bookings and deposit are a must. Contact Donna Pell on 0427 695203, or email her at vwspectacular@gmail.com Visit the website www.volkswagenspectacular.com for more info and the essential booking form.

Thursday 9th:- Committee Meeting and magazine pack at the Arena Greyhound Sports Club, 140 Rookwood Rd. Yagoona (next to Potts Park).

Club Veedub AGM. Thursday 19 July 2018.

Our July monthly meeting at the Arena Greyhound Club will also be our Club's Annual General Meeting. All committee positions will be declared vacant, and new nominations for all positions will be sought. Voting will take place as required, should more than one nomination for a position be forwarded.

All Club Veedub members are invited to attend, and if you wish, nominate for a position on the committee for 2018-19. The 'General Committee' is a great place to start if you haven't done it before. We are always looking for new blood, new enthusiasm and new ideas. Come on, get involved! We welcome your input to help make our VW club bigger and better than ever.

Whether you'd like to stand for a position, or just have a say on how your club is run, please come along to the AGM. Drinks and snacks will be provided on the night.

Sunday 12th:- Shannons Sydney Classic 2018 at Sydney Motorsport Park, Eastern Creek. Organised by the CMC, it's the largest classic car show in Australia. Double-decker bus rides, trade stands, historic race cars, Concours, and a parade lap of the track for all show entrants. Club Veedub will again have a Volkswagen display, 20 cars maximum. Cars should arrive by 8:00am. You must book with secretary Norm Elias at the monthly meeting to secure your reserved space and display ticket for the day.

Thursday 16th:- 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 25th:- Kombi Bistro dinner get-together. For anyone who is looking for something to do on the Saturday night prior to the Cruise, we will be meeting at The Vineyard Hotel, cnr Windsor Rd and Boundary Rd, for a feed & get together from 6.30pm.

Sunday 26th:- Split-window Kombi Winter European Cruise to Mt Wilson in the Blue Mountains NSW. Meet at McDonalds McGrath's Hill (Windsor Rd & Groves Ave) from 8am for breakfast. Cruise departs at 9:30am. Coffee stop at Fruit Bowl, Bilpin. Photo stop at Mt Tomah Rest Area. Arrive at Cathedral Reserve, Mt Wilson, at 12pm for BYO picnic lunch. Trophy presentation at 1:30pm. A free event in which all VWs are welcome but split Kombis will lead the cruise! Sponsored by Andrew Dodd Automotive and Forty-Horse products. Please ensure your VW is full of fuel, food and drink before cruise departure as there is no fuel or food available at Mt Wilson (there are public toilets on site). Contact Simon at kombis2u@gmail.com for more info.

Monday 27th:- Canberra General Meeting at the Harmonie German Club, 49 Jerrabomberra Avenue, Narrabundah, at 7:30pm.

September.

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

Thursday 13th:- Committee Meeting and magazine pack at the Arena Greyhound Sports Club, 140 Rookwood Rd. Yagoona (next to Potts Park).

Sunday 16th: Appin Wheels Festival 2018 at Appin Public School, 97 Appin Rd Appin. Calling all VW enthusiasts! Please come along to this family friendly community event, show off your VW, and enjoy a day full of fun and motoring entertainment. Jumping castles, face painting, market stalls, hot food and drinks, major prizes, trophies and raffles. \$10 entry at the gate. **Club VW Convoy meets at Uncle Leo's Caltex, Liverpool Crossroads, from 7:30am for an 8:00am departure.**

Thursday 20st:- 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 23rd:- ACT German Auto Day at Pialligo Estate Winery, 1/18 Kallaroo Rd, Pialligo ACT., organised this year by the Porsche Club on behalf of all German marques. All Volkswagens welcome; air, water, new, old, standard, modified.

Sunday 23rd:- Charity Car and Bike Show and Swapmeet at the AGA German Club, 636a Northcliffe Drive Kembla Grange. Organised by the Vintage Sprint Car Association. All Volkswagens are invited! \$5 per vehicle. From 9:30am to 3:30pm. Licenced German Club for food and drink, kids rides and music all day. All proceeds to Rollerhawks wheelchair basketball team. **Club VW Convoy meets at Uncle Leo's Caltex at Liverpool Crossroads from 8am for an 8:30am departure.**

Monday 24th:- Canberra General Meeting at the Harmonie German Club, 49 Jerrabomberra Avenue, Narrabundah, at 7:30pm.

Saturday 29th & Sunday 30th: VW Warwick Drags 2018. Two days of Volkswagen drag race action! Dyno challenge, street parade and static show, scrutineering and practice; evening tappet cover racing and entertainment. Sunday racing all day. Great food and drink. Air- and water-cooled VWs welcome, stock and hotted. Pre-entry by Friday 21 September is mandatory; no entries on the day. Go to www.vwma.net.au/warwick for entries and all info.

October.

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

Sunday 7th:- Burwood Spring Festival Classic Car Show at Burwood Park, Burwood. the car show is part of the Spring Festival, with displays, food stalls, rides, stage show and entertainment all day. Club Veedub will have a Volkswagen display as part of the classic car show (\$10 entry). You must pre-book by 1 October to display.

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 28th:- Sydney German Autofest 2018 at Gough Whitlam Park, Earlwood, organised by the Mercedes-Benz Club of NSW. Come join us for the display day for all German makes - Audi, BMW, Mercedes, Porsche and Volkswagen. Bring your VW along (old or new) and join the VW display! \$10 entry per car. Food and drink stalls on site, trophies for the best cars. Cars in place by 9:00am.

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

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: Rare and cosmetically restored 1977 VW Beetle factory Cabriolet.



- * 1600 twin port fuel injected motor, 4-speed manual transmission.
- * Brilliant white exterior paint, a near new black factory convertible top with headliner and top hood, Original unmarked seats with new door panels and tunnel carpet in great condition.
- * New polished chrome Riviera style wheels with new tyres.
- * New shocks and new brakes all round with discs up front, new suspension components, new door/bonnet and motor cover rubbers.
- * Sports steering wheel, AM/FM CD radio, Empi short 'sports trigger' shifter plus plus plus.....

I am the 3rd owner of this 40 yr. rare collectable VW Cabrio. If you'd like to know more, give me a call Don on 0418 248288 or email winbloc@bigpond.net.au

2nd month ads.

For Sale:- Early VW Beetle glove box lid pull handle.
Suitable for all beetles up to '67. Stainless steel. New and easy to install. \$45 Including delivery in Australia. For more info or inquiries please contact Carl at Carl@ecopac.com.au

For Sale:- I have a 80% complete deluxe trim set for T2 Kombi which we are not going to use. Any offers? Also I am after a rear seat for T2 Kombi. And a serviceable fuel sender unit for a 1974 Beetle. If you can help, please contact Bob White on 0419 437132 or email rwjwhite@bigpond.com

For Sale:- 1969 VW Body & Crate Motor (1800cc).
Unfinished project. Motor done by Gold Coast VW Specialists. No swaps. Offered for much less than it has cost so far. Asking Price \$4000. Contact Vicki Durham on 0427437928 or email 131161vmd@gmail.com

For Sale:- I have some original **1974 VW L parts** that have been stored for ages. They are from my Dad's Superbug that was written off about 1975. Best parts are the two panels that go under the front of the back seats between the seat and the floor. Next best is the floor plate that goes around the clutch, brake and accelerator pedals and under the rubber floor mat. I also have a couple of bearings that are showing rust (one might be a front wheel bearing), but as far as I am aware are new, plus a new fanbelt and finally one of the return springs that goes under the front seats. These are going free to anyone who can use them - it is important to me that they are put to good use. Pick up only please - I simply do not have time to deliver or post them. We are in Avalon Beach on Sydney's Northern Beaches. Contact Graeme Heine on 0412 807 070.

For Sale:- 1968 Beetle Convertible, white duco, Carrera body kit, whale tail. Custom 'VW' stitched interior. Custom dash and steering wheel. Id plate all finished now wanting to sell its reg engineer cert. custom paint and int would like to know what sort of price to put on it. If you are interested in purchasing please contact me, it would be appreciated regards Dale. dalesnowden@icloud.com

For Sale:- A selection of metal **mounting stands** for working on Karmann Ghias at home. All steel construction with caster wheels for easy movement about the workshop. Can also be used for other air-cooled VWs such as Beetles.

- * Spray Paint stand, \$100 ono
- * IRS Gearbox stand, \$100 ono
- * Front suspension stand, \$100 ono
- * Floor rotisserie stand, \$250 ono
- * Body restoration stand, \$400

Call David on 0402 042031



Wanted: Stock VW steering wheel
complete for 1973 1300 Beetle (old-style 2-spoke with horn ring, not later 4-spoke). My sports wheel knocked back on application for concessional rego. If you can help, contact Bob White on 0419 437132 mob, (02) 4730 4863 hm, or email rwjwhite@bigpopnd.com

Trades and services directory.

Unit 1
11B Harp Street
Campsie NSW
Australia 2194

Tel: 02 9789 1777
Fax: 02 9718 8704

Vintage
VEE-DUB SUPPLIES

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Trades and services directory.

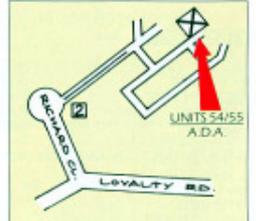
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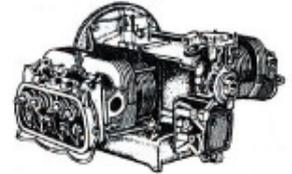


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V6 Amarok power boost.

Volkswagen Australia has announced a more powerful Amarok V6 is on the way, just in time to greet the range-topping V6 Mercedes-Benz X-Class.

Power will come from a new, Euro 6 3.0-litre turbo-diesel V6 making 190 kW and 580 Nm (and 200 kW on overboost) – up from the 165 kW and 550 Nm (180 kW on over boost) offered by the current range-topping Amarok.

Those keeping an eye on the incoming Nissan-based X-Class will know those VW figures are more than a match for the 190 kW and 550 Nm on offer in the X350d, as the Volkswagen offers more power and torque.

“As we’ve promised before, we have no intention of giving up the mantle of the most powerful ute in its class and are looking to offer the upgraded 190 kW Amarok V6 later in the year,” said Carlos Santos, local Volkswagen director of commercial vehicles.

Although it’ll likely still undercut the Mercedes on price, the rollout will mirror that of the current V6 range. That means the range-topping Ultimate will likely come first, followed by cheaper Highline and Sportline variants.

Pricing hasn’t been confirmed, but we’d expect to see the Ultimate cost slightly more than the current \$68,490 (before on-roads) flagship.



Exact timing beyond “later this year” hasn’t been confirmed, but Australia is one of the biggest export markets for the Amarok, and as such can expect to be near the front of the queue.

“Amarok continues to be a huge success story for Volkswagen in Australia, winning fans in Birdsville and boardrooms alike,” Santos said.

Polo Beats details.

Local details for the Volkswagen Polo Beats have been announced this week ahead of its August launch, with the new Australian variant priced from \$22,490 before on-road costs.

The fifth member of the sixth-generation Polo family in Australia becomes the new flagship of the core range, sitting one rung below the GTI hot hatch.

Available in both six-speed manual and seven-speed DSG forms (\$24,990 plus ORCs), the Beats gets several unique equipment items, including the 26-cm Active Info



digital instrument cluster – a first in Australia for the Polo – a 300W Beats premium audio system, Beats emblem on the B-pillar, 16-inch 'Torsby' alloy wheels, black door mirrors, satellite navigation, and a Matte Velvet Red dashboard insert.

Other highlights include Beats decals for the roof and bonnet, Comfort Sport front seats and unique interior upholstery.

All that kit is on top of standard equipment from the lower variants including city-speed autonomous emergency braking with pedestrian detection, rear-view camera, 20-cm infotainment display with Apple CarPlay and Android Auto, front fog-lights, and LED tail-lights.

Four exterior finishes will be offered – red (solid), white, silver (metallic) and black (pearl). Premium hues ask for an additional \$500.

There’s also the optional Driver Assistance pack (\$1400), which adds adaptive cruise control, blind-spot monitoring, and an automated parking assistant.

Power comes from the same 1.0-litre turbo triple from the Comfortline and Launch Edition models, which puts out 85 kW of power and 200 Nm of torque.

The Polo Beats is on sale now, with first deliveries arriving in August. Volkswagen’s local division added we should see the sporty R-Line package and LED headlights should become available to select variants as options in late-July or early-August.

2018 Volkswagen Polo pricing:

70TSI Trendline – \$17,990/\$20,490 (5MT/7DSG)

85TSI Comfortline – \$19,490/\$21,990 (6MT/7DSG)

Launch Edition – \$20,490/\$22,990 (6MT/7DSG)

Beats – \$22,490/\$24,990 (6MT/7DSG) NEW

GTI – \$30,990 (6DSG)

VW-UniCar partnership.

Volkswagen Australia has dipped its toes into the burgeoning ride-share market, joining forces with UniCar to become a preferred vehicle provider.

The pilot program for the service commenced earlier this year at the 2018 Commonwealth Games on the Gold Coast, where UniCar offered vehicles from the Volkswagen



range to customers and drivers.

“Ridesharing is but one facet of the way our industry is changing, as brands transition from being simply manufacturers and sellers of cars, to being able to offer a wide range of personal mobility solutions,” said Michael Bartsch, Volkswagen’s local managing director.

“Partnering with UniCar is a great first step as we continue to evolve to the industry and business needs of the future.”



UniCar’s initial pilot utilised 16 vehicles from the Volkswagen stable, expanding to a wider fleet in the coming months. The new ride-sharing company was founded in Singapore, and claims to have a customer- and driver-first focus, with a culture “built on

sustainability and education.”

UniCar aims to offer flexible work arrangements for university students around their studies, drive-to-own new vehicles, and plans to work with the Australian Government to help pay off HECS debts.

Volkswagen’s move follows similar initiatives by other manufacturers, such as GM Holden – which launched its car-sharing partnership with Maven in Australia last September.

Golf 8 48-volt hybrid.

Volkswagen has announced a new 48-volt mild-hybrid system will roll out across most of its range, including the upcoming eighth-generation Golf family.

Like similar systems used by Audi and Mercedes-Benz, Volkswagen’s mild-hybrid technology will combine a conventional internal combustion engine with a 48V belt-integrated starter generator and a 48V lithium-ion battery pack.

With these components on board, the vehicle is able to ‘coast’ with the combustion engine completely switched off – which Volkswagen claims can save up to 0.3 L/100 km of fuel.

Additionally, the mild-hybrid system can add an

electric boost for short periods on start-up.

“The starter-generator is a true all-rounder. On the one hand, the generator performs the role of alternator and starter,” Volkswagen says in its press release.

“At the same time, it functions as a small, lightweight electric motor that immediately increases drive torque upon start-up by means of an electric boost. The power of the generator is transferred via a belt.

“The generator also starts the combustion engine – which is switched off as much as possible while the vehicle is moving – in a barely perceptible way,”

With this powertrain strategy, Volkswagen will have two main arms of electrification – electrically-assisted vehicles in the form of its core models like the Golf, along with pure-electric models with the upcoming I.D. family.

For the Australian market however, hybrid VW models will not be considered. Volkswagen’s local arm still has its sights set on the purely-electric I.D. vehicle line-up being the sole form of electrified vehicles in its future Australian range.



Paul Pottinger, VW Australia’s public relations boss, has said: “Volkswagen electrification in Australia will come to be embodied by EVs from the ID family, not hybrids.”

VW Tanoak pickup.

Volkswagen of America has revealed an MQB-based pickup truck concept in New York, based on the existing US market Atlas SUV, named the VW Tanoak.

Named after a species of tree native to the Pacific Coast of North America, the dual-cab pickup is 5438 mm long, 2030 mm wide and 1844 mm tall, with a cargo tray measuring 1627 mm x 1450 mm x 530 mm.

Ground clearance is a handy 250 mm, an increase of 5 cm over the standard Atlas SUV.

This is rather large by Australian standards. By comparison, our very own Amarok measures 5254mm long and just 1944mm wide. The Amarok is not sold in North America.

Volkswagen says the Tanoak is a mid-size truck in North America, designed to carry bikes, boards or smaller boats. With the tailgate open, there’s room for dirt bikes as well.

To that end, the car has a special cargo bracket in the bed, which can be raised to make carrying canoes or larger



VW Lavidia Plus for China.

No, you're not looking at a Passat, nor an Arteon. This is the new Volkswagen Lavidia Plus, a bigger version of the Jetta-sized Lavidia already offered in China. As you might guess, it's not bound for Australia anytime soon.

Where the current Chinese VW Lavidia is built on the old PQ34 platform that debuted on the Golf 4 and Audi A3, the new Lavidia Plus rides on the latest VW MQB architecture which underpins everything from the new Volkswagen Golf and Polo to the Tiguan and Passat. Along with a 65 mm increase in body length, the car has

bits of outdoor equipment easier. Think of them like smarter, more capable roof racks or sports bars.

In a cheeky swipe at the Honda Ridgeline, which has its spare wheel under the floor of the bed, Volkswagen notes the car's spare is accessible when the car is fully loaded.

Power comes from a 3.6-litre V6 FSI petrol engine shared with the wider Atlas range, making 206 kW and 350 Nm. It puts power to all four wheels through a 4Motion all-wheel drive system, paired with an eight-speed automatic transmission. The 0-100 km/h sprint takes 8.5 seconds.

When you're properly off-roading, there's also a mode "that provides a low-range gear reduction" – whether that's proper low-range, or an electronic off-road wizard like that of the Amarok remains to be seen.

Volkswagen has taken its styling inspiration from the Atlas, but made it more rugged with chunky wheel-arch extensions, a mean-looking bash plate, big tow hooks and 20-inch wheels. Although the wraparound lights are a pure, concept flight of fancy, the rest of the design doesn't look all that far from production ready...



Inside, both front and rear passengers sit in individual bucket seats. The Volkswagen Digital Cockpit features up front, along with unique sliders to program the 4Motion all-wheel drive system and climate controls.

Volkswagen says they've been designed for people in chunky work gloves to operate.

So will it be produced? At this point it's a no. VW of America says it's purely a design study, there to gauge public feedback (and media feedback) surrounding a VW in one of America's largest segments.

a 78 mm longer wheelbase for improved passenger space.

According to CarNewsChina, the sedan will be powered by three petrol engines: an 87kW 1.5-litre, an 87 kW 1.2-litre turbo and a 112 kW 1.4-litre turbo mated to a six-speed manual or seven-speed automatic.



Inside, the Lavidia Plus has gained a touchscreen infotainment system (16.5-cm standard, 20-cm optional), dual-zone climate control, and a multifunction steering wheel. Apple CarPlay will be fitted as standard.

There's also the option of an electric sunroof, electric driver's seat adjustment, rear air vents, adaptive cruise control, autonomous emergency braking and an auto-dimming rear-view mirror.

Outside, the car gets LED headlights and a sloping roofline, both of which appear to be inspired by the Arteon. The tail-lights are similar to those on the new US-market Jetta, while the low-profile diffuser and faux exhaust tips are a Volkswagen styling touch used across the range.

The Lavidia Plus is expected to be followed by a new Bora, also limited to the Chinese market only.

Next VW Rs to be more extreme.

Volkswagen says its future R-branded performance models will be more 'extreme' than the current crop, hinting at a next-generation portfolio that could include a hyper Golf R, various R SUVs and R versions of the upcoming I.D. electric family.

Speaking with media at the Beijing motor show – as reported by Auto Express – Jurgen Stackmann,



branded hot versions of its SUV models, including the baby T-Roc and larger Tiguan. There have already been R versions of VW's large Touareg SUV, with the R50 making its world debut in Sydney in 2007.

Such models would give Volkswagen a unique selling point against mainstream brands, while also pushing it upmarket to compete with premium small performance SUVs like the Audi RS Q3 and Mercedes-AMG GLA45.

VW wins Pikes Peak hillclimb.

Volkswagen's sales and marketing boss, said VW's R brand will move away from the understated vibe of the current line-up.

"The R brand is going extreme and can go extreme," he said, "The role of R is that it can go beyond the pure rational; nobody needs a compact car with 300 kW, but there is a place, certainly, and that's the turf of R.

"With a little more expressive design, R can go beyond the rational side of things. It [the R brand] can find its place in a different league of pure performance and there's a space where customs are willing to pay a significant amount of money," he said.

Stackamann's comments give a fairly strong indication of what to expect from the next-generation Golf R, which could approach the 300 kW barrier to better compete with the likes of the Audi RS3 and Mercedes-AMG A45.

It's unclear just how VW will achieve this – potentially via a high-output 2.0-litre turbo or through electric assistance – though fans of the Golf R400 concept that never saw production could finally be getting the wild hot hatch they always wanted.

Revealed in 2014, the Golf R400 made 294 kW and 450 Nm from its 2.0-litre turbo four, making for a claimed 3.9-second 0-100 km/h sprint and top speed of 280 km/h.

It was scheduled for production a year later, but the fallout from VW's diesel saga saw the program scrapped to save funds.

Meanwhile, the I.D. R that won the 2018 Pikes Peak Hillclimb previews the performance potential of Volkswagen's upcoming I.D. electric vehicle (EV) family.

"The I.D. R that we put into Pikes Peak shows that the R strategy needs a dimension on the electric world," Stackamann said.

"We cannot stick to just conventional powertrain solutions - it is a new dimension to our brand."

The I.D. R makes 507 kW and 649 Nm from its dual-electric motor system, claiming a 0-100 km/h sprint in just 2.25 seconds.

Stackamann added the Pikes Peak special's high-performance electric powertrain demonstrates "how powerful we can get with our MEB [electric platform] idea" and "where can we take the R idea when it comes to the [electric] family."

In addition to Stackamann's comments in Beijing, Volkswagen has previously hinted at R-

Volkswagen Motorsport team principal Sven Smeets believes VW's 2018 Pikes Peak success has showed the World Rally Championship "what's possible" with electric rally cars.

Romain Dumas won last Sunday's famous hillclimb in Volkswagen's electric I.D. R car and set a new record of 7 min 57.148 sec in the process, beating Sebastien Loeb's previous best - from 2013, recorded in a 3.2-litre twin-turbo Peugeot - by 16 seconds over the 12.42-mile (20 km) course.

Triple Pikes Peak winner Dumas says his 2018 entry – Volkswagen's I.D. R – is the best car he's ever driven up the Colorado mountain. Dumas won the 2014, 16 and 17 Pikes Peak title in a Norma prototype, but the French star says his first test of Volkswagen's all-electric car on the Pikes Peak road has raised the bar again.

"The I.D. R Pikes Peak is the best car that I have ever driven up this mountain," said Dumas. "The acceleration and cornering speed are really impressive and, on top of that, the car is very convenient; thanks to the electric drive, I don't need to change gears and can focus on the line instead.

"You only get one shot," he said. "If even only the slightest thing goes wrong, a new e-record is highly unlikely."

And even if everything works mechanically, the weather can intervene with snow or hail arriving on the 14,110-foot (4300 m) summit of Pikes Peak on average on 18 of June's 30 days. At the finish line, the average daily temperature in June is zero degrees Celsius.

The Pikes Peak Hillclimb rises from 1438 m to 4300 m through 156 corners in 20 km (Mt Kosciuszko is only 2248 m). The road to the top was built in the 1910s and the Race To The Top was first run in 1916. For many years afterwards the





it failed to finish that year.

Rather, VW's race heritage at Pikes Peak is better recognised through sister company Audi, which won the event three years in a row in 1985-86-87 with the Audi Sport Quattro S1. Michele Mouton, Bobby Unser and Walter Rohrl were the successful drivers for Audi in those years, breaking the race record each time.

narrow road remained unsealed dirt, with steep banks on one side and dizzying unfenced drops on the other. It was gradually sealed all the way up in the 1990s.

Prior to its Pikes Peak project, Volkswagen's last factory motorsport effort was its dominant WRC programme. VW won four drivers' and manufacturers' titles in a row, the last of which came under Smeets' direction.

The WRC is considering hybrid and electric options for the future, but it's accepted that new regulations remain a long way away.

Smeets said developments in battery technology would strengthen the case for electric rally cars.

"What we did here was make electric cars sexy," he told Autosport magazine. "But at the same time we showed what's possible. What we have done proves this new technology has unbelievable potential. This is just the start.

"It will go further and further in the next five years and I'm sure battery manufacturers can put kilometres on top of the speed; I'm sure it will be possible to do a 40- or 50-kilometre stage in electric in some years."

Volkswagen Motorsport technical director Francois-Xavier Demaison said a change of specification of battery for I.D. R at the start of the year was evidence of the rate of progress achievable with electric technology.

"When we started the project there was a prototype battery from the supplier," said Demaison.

"We had this in January and then ran two battery development programmes in parallel. In the end we went with the new one which was an improvement in energy density - it gave us the same energy for less weight."

1987 VW Pikes Peak racer restored.

Volkswagen has made a lot of noise about its return to Pikes Peak this, frequently referencing its history at the legendary Colorado hillclimb.

Until this year VW had never won the event, didn't own any records at the mountain, and hasn't even been a frequent competitor. While privately-entered VW buggies have competed since the 1960s (Roger Mears won the race outright twice, in 1972-73, in a 2180cc VW-powered buggy), the Volkswagen company had only officially entered the race once, in 1987, with a unique twin-engined Golf. Unfortunately

engined Golf, it has been on static display in the Wolfsburg Museum until recently, when a team of engineers lovingly restored it. This was done just in time for Volkswagen's all-electric search for glory at this year's Pikes Peak hillclimb.

The 1987 car in question is a Golf 2 with two engines, for a unique form of all-wheel drive. Combined, the two 1.8-litre GTI engines developed a handy 480 kW, thanks largely to KKK turbochargers running at 1.6 bar.

Each engine is hooked up to its own transmission, giving engineers to option for front-, all- or rear-wheel drive depending on conditions. The system is fully mechanical, in direct contrast to the twin-motor Volkswagen I.D. R electric car used at this year's event.

The Golf only weighs 1020 kg too, thanks to an aggressive weight saving program. In restored running form, the twin-engine Golf 2 has been detuned back to around 380 kW. Not mild or slow, then, but less likely to cause an expensive and messy failure.

There were a few traps for the unwary in the restoration, however. For one, the safety foam in the fuel tank had disintegrated and mixed with the fuel, putting the unique fuel-injection system in jeopardy.

All the rubber components required for the car were hard to source, as you might imagine of bespoke parts for a 1987 racer, and making sure the water-cooled radiators were operational took significant time.

Interestingly, there's no mention of the car's suspension. In 1987, it wasn't the engines, or indeed the fiendishly complex transmission, that foiled the twin-engine Golf's search for glory – instead, a dodgy suspension joint made the car uncontrollable with just three corners remaining.





Flat Four VW Club Coffee Run.

A crisp yet sunny morning on Sunday 24th June saw a small group of enthusiastic vee dubbbers gather at Koshigaya Park at Campbelltown, the starting point for the Yallah Woolshed Coffee Run.

There were cars from Club Veedub as well as Flat Four. Young Noah arrived with his father Frank at the park, jumped out of their nice rat split ute and quickly secured his L plates for the cruise.

This made more than a few very envious indeed. How cool is it to be able to learn to drive in a splitty ute. What a wonderful way to accumulate 120 hours of driving experience. By contrast, Alison from Flat Four and Phil from Club Veedub were both in late-model Passats.



The L plates set the pace and we have to say, we should all drive as if we are on our L's. A very nice pace indeed.

We weaved our way down to Wollongong lighthouse whilst managing to stick together (a first and another benefit of L's pace cruising). Arriving to see a few other vee dubbbers already gathered along the edges of Wollongong boat harbour.

Calm seas, warm sunshine and arrival after arrival of air-cooled and water-cooled VW enthusiasts rolling up for what was surely to be a great day.

Once gathered, Kevin Critcher (Flat Four Vice President and organiser the run) gave a short pre cruise briefing and we were off. Like a swarm of angry bees the line of cars rumbled through the otherwise very quiet Wollongong streets, past the steelworks and on towards Albion Park.

Turned heads, pointed fingers, upturned thumbs, peace signs and shouts of look there were seen and heard from those





If you missed it this year, well you missed a great time. We would love to see you there next year.

The event is open to all Vee Dubbers watercooled, aircooled new or old. Check our website at Flatfour.org or find us on facebook and keep up to date with any upcoming events. We hope to see all our friends from Club Veedub at the Bowling Challenge on Saturday 21 July!

Rod Raymond
Run Co-ordinator

walking along streets and from fellow road users.

A short time later the rumbling line made its way into the driveway of the woolshed at Yallah, parking up on a very nice little grassed to the rear.

Yallah woolshed is truly a great spot to get some breakfast, brunch, lunch or coffee and we made very good use of what they had on offer. Sitting at large communal tables gave us good opportunities to chat with as many who attended as we could. The cakes and strong coffees were terrific.

We have to say a very big thankyou to a lovely couple in a late Kombi camper who must have risen with the sparrows and driven all the way from the central coast to the Gong for the run. Champion effort.

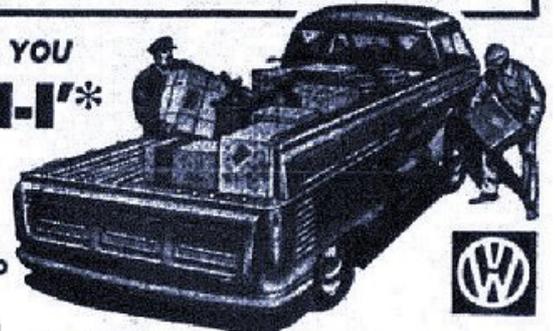
Flat Four Vee Dub Club's Yallah Woolshed Cruise is a relatively short and very relaxed and casual affair. This is the second year this cruise has been on our calendar and it seems to be growing in popularity.



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Here is a vehicle with 65 sq. ft. of load space, 45 sq. ft. on the level main tray — a lock-up enclosed compartment of 20 sq. ft. — big roomy cabin with ample room for driver and 2 passengers — the famous air-cooled VW motor to provide effortless all day cruising . . . and economy of up to 30 m.p.g. Examine all the features of this adaptable vehicle yourself . . . see its rugged construction, feel its light, accurate steering, and nimbleness in traffic — simply test-drive at your nearest authorised VW Sales and Service Centre, and you'll realise the benefits the VW Utility offers you.



*COVERED VAN

Supplied with optional extra — ideal protection for your goods in all weather.



*FLAT TOP TRUCK

All three sides can be dropped to give a true flat top truck . . . allows easier loading and unloading.



*HIGH SIDE DESIGN

High sides allow easier stacking of goods as well as giving greater protection.



*LOCK-UP COMPARTMENT

Positioned for the smoothest ride — ideal for fragile or perishable goods.

VW 42.83

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only comfort knowing that many come from the joys of late breaking using hand controls and a million opposite locks, handbrake turns and Scandinavian flicks over countless rally stages.

Gizmo now stands parked next to the Rally Beetle, both charged and ready for a spin.

But nowadays I know which one will get the most starts.

Rally cars are not welcome on cycle ways, parks, or at the Coles checkout.

It's hard to stop the Rally enthusiasm though. On day two of testing I managed to high side it. I had to find the limits.

Brian 'The Flaggy' would be proud of that effort.

Thank you all once again for its use while needed, and a special thank you to Craig Adams for all his help in making this come together.

Uch Perazza

Uch's thanks.

Just a brief letter to thank Club Veedub Sydney and its members for what I call the 'Brian Legacy.'

With the unfortunate passing of Brian Walker I now continue to enjoy the wonderful support the club gave him, and now house, use and operate what I call 'The Gizmo,' or better identified as that electric motorist wheelchair attachment that we often saw Brian buzzing around in at club events.

I know from the many discussions I had with Brian, whether at club events, meetings or one of his very long stays in rehab at Camden Hospital, how Gizmo gave him supreme mobility, enabling him not only to remain an active member of the club but also of the community.

Independence of mobility, something that most people overlook, was obviously what the club considered when Gizmo was purchased for Brian's use.

Immobility is the greatest disadvantage to having a disability. Not being able to go where you want, when you want and having to rely on the goodwill of others to give up the generosity of their time can be very restrictive, frustrating and debilitating.

As for me, I'm lucky sixty three years of figuring out on how to get from A to B has worked out pretty good for me and always did while keeping fit and well.

But like all of us as the years creep along the old joints seem to creak in sympathy from years of abuse.

My creaks now growing, and the



Canberra Chapter - Kim's Car Detailing day.

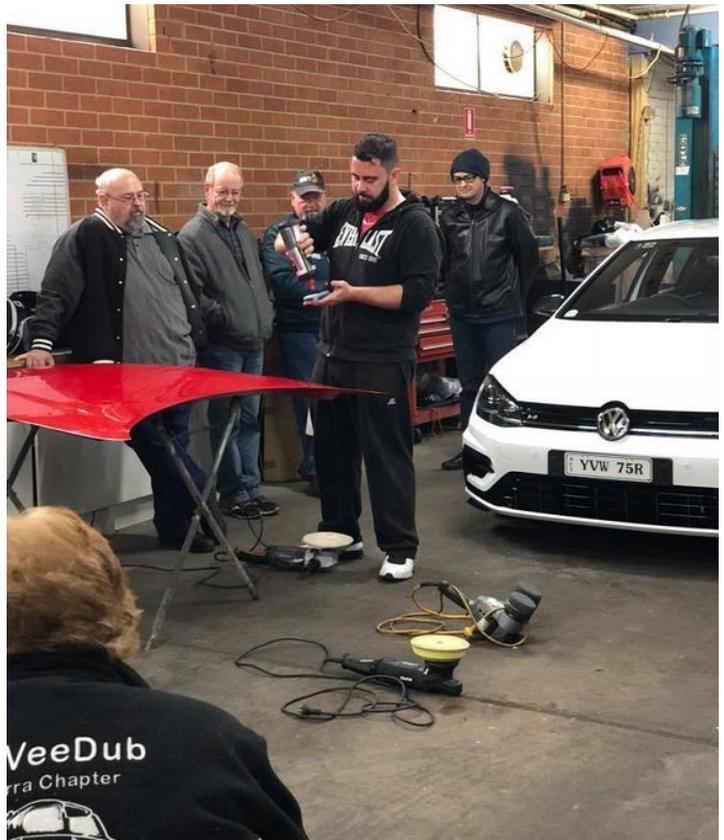
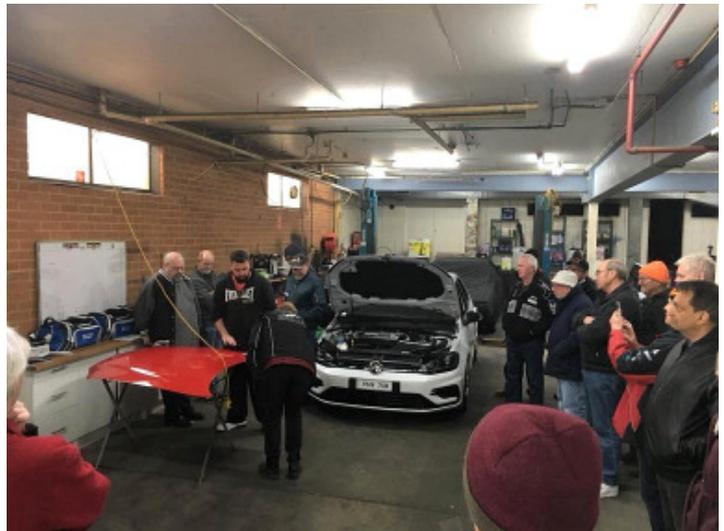
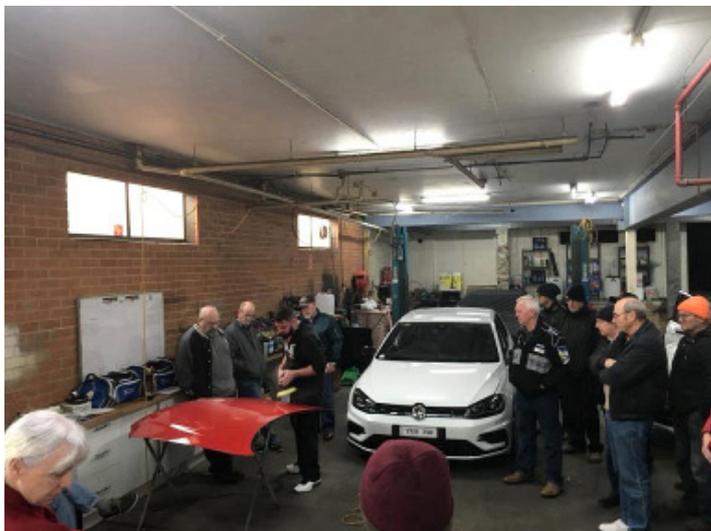
The Canberra Chapter's June event was a demonstration / information day at Kim's Car Detailing in Belconnen.



Kim's is a business set up in the semi-industrial area of Belconnen in Canberra's north that is well situated close to a number of car dealerships. They do a lot of business with the Slaven group, who run Slaven VW and Slaven GMH. The proprietor, Jon, is a keen VW owner with a beautiful Mk7 Golf GTI and new Tiguan R.

We invited the local Mercedes, Porsche and BMW clubs along and as such we had a great turnout of over 30 people in attendance. With the ACT German Auto Day also the Mercedes Club's annual concourse, there were plenty of the MB owners trying to get tips on detailing their cars to a winning standard.

Jon demonstrated both what to do and what not to do when detailing your car. He had an old Commodore bonnet set up for the demonstration which proved to be more informative than I was expecting. Jon has a great communication style and was able to get his info across in a very easy to understand format. Many questions were asked and Jon was always able to provide a descriptive response.



The day went by so quickly, which proved how interesting and engaging the session was.

Jon also provided hot and cold beverages and lunch, which went down a treat. He also provided special deals to those in attendance on any products and for any future detailing work booked in with the shop. I believe many have already made bookings, especially a few from the Mercedes club.

Different to our usual drive and lunch for our monthly activity, I believe a visit to a local business like this is a great club activity for our members. I recommend including activities such as this into the clubs calendar for a bit of variety and to provide useful information to any car enthusiasts.

Willie.

IT'S REVOLUTIONARY

THE

AUTOMATIC

1500 cc.

VOLKSWAGEN



Volkswagen goes 'International.'

The Manly Daily, Monday 4 March 1968

- * New Automatic Stick-shift model incorporates all latest overseas developments.
- * Has safety features required for the America market.

On Friday 8th March, Volkswagen Australasia will market an entirely new VW. In one step this brings to Australia every VW improvement made for Europe, North America and all other world markets in the past five years.

More than 70 styling, mechanical and safety improvements are involved, and in effect, VW Australasia 'goes International.' Virtually every body panel has been changed.

Road-holding and cornering stability has been immensely improved, and the cars handling qualities has to be tried to be believed.

"Along with these improvements, I want to make one point clear," stated J.A. Cook, VW's Director-Marketing in Australia. "We have been very careful to maintain the value of our present owners' cars. While there have been many appearance changes, we are continuing to follow the international policy of maintaining the value of an owner's car by keeping an appearance similar to the vehicles already on the roads in Australia.

"We are not introducing planned obsolescence, nor do we intend to depreciate the value of an owner's car by radical changes."

Improvements

Mr Cook went on, "Volkswagen's engineers have worked more major improvements into the VW Automatic Stick-shift model than on any previous model, but they are

just about as hard to spot as VW improvements always are.

"That's because the Company still spends most of its development money on making VW work better, not just look different.

"While the exterior changes are obvious, the appearance of the 1968 VW gives scarce hint of the great number of advanced features that give improved performance, added comfort and greater convenience, all supported by a host of safety features."

Features

Mr Cook added, "Among the quickest clues to the 1968 VW are the higher and stronger front and rear bumpers, the external petrol tank filler and the increased glass area, vertical headlights and larger tail lights.

"Other chief features are:-

- * 15% increase in engine capacity to 1500 cc with 53 SAE bhp.

- * Dual circuit braking system with discs at front

- * New suspension front and rear, with wider track

- * 12-volt electrical system.

- * Safety locking device on all seat squabs.

- * Improved all-round vision with enlarged windows and front screen.

- * External petrol tank filler.

- * Collapsible steering column.

- * A fresh air cooling and heating system with lever controls.

"In addition to the powerful brakes and telescopic steering, other main safety features include higher and stronger front and rear bumpers, safety wheel rims which help hold tyres in the event of blow-outs, and an entirely new rear suspension system resulting in notable road holding qualities.

"Front seat safety belts will be standard at no extra cost."

Clutch pedal eliminated

The V.W. 1500 Automatic Stick-shift uses a torque converter transmission, which eliminates the clutch pedal and puts an end to gear changing in traffic. However, driving enthusiasts can still use the selector lever to run up and down through the smooth three-stage transmission to get a more responsive performance. The selector lever is straight, short, sporty and easy to reach.

With the new ventilation system, fresh air is drawn through a louvered intake at the base of the windshield and enters the passenger compartment through two vents at the bottom of the windshield. Air flow through the new vents is controlled by two knobs on the dashboard.

Access to the petrol tank filler is now through a small spring-closed lid in the V.W.'s right front quarter panel rather than through the opened trunk as in earlier models. This means more convenient and faster service at the petrol station.

Improved visibility

The two-speed windshield wipers have been lengthened

almost an inch (2.5 cm) to sweep a considerably larger area. The washer system is pneumatic.

All dashboard control buttons, as well as the window winders, are safety--covered with impact-absorbing material. The dashboard buttons bear illustrations indicating their functions. The rear-view mirror is mounted on a padded arm which will break away from its over-the-windshield mounting point if hit sharply.

Other interior improvements include repositioning of the ignition lock from the dashboard to a more protected location on the steering column. An electrically operated petrol gauge has been incorporated in the speedometer housing, grouping all instruments in a single, easily seen location.

Mirror

The outside side-view mirror, mounted on the drivers door panel has been enlarged for 1968 to provide a greater viewing area, with the mirror image now measuring about 20 inches square (125 cm²). Its hinge mount is designed so that the mirror will fold against the side of the car if hit. Exterior door handles have been redesigned and are equipped with pull-type trigger inside the handles. Replacing the push-buttons previously used, the new triggers permit more convenient opening especially when carrying parcels or other objects.

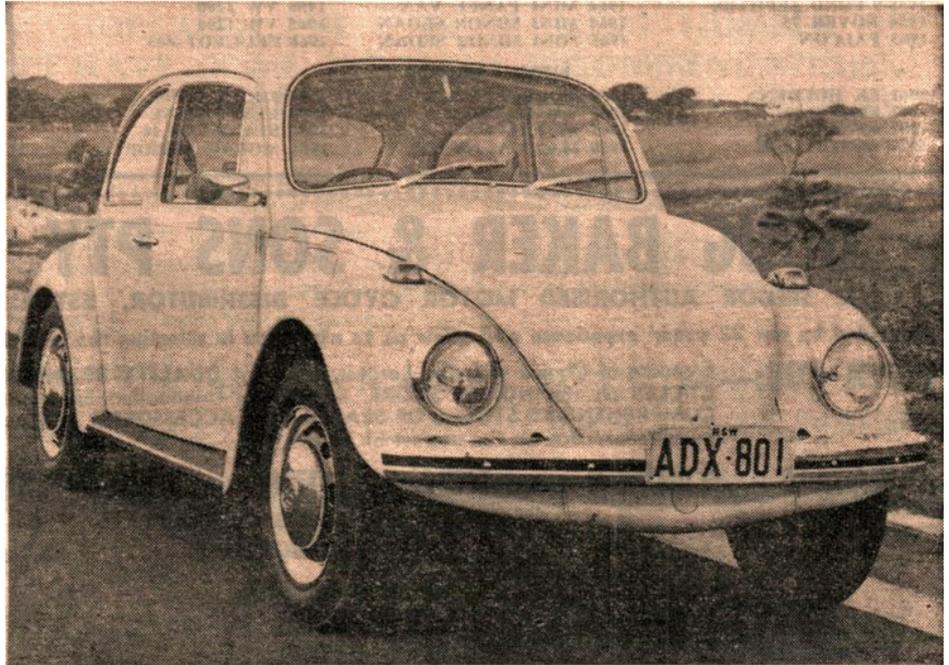
The VW 1500 Automatic Stick shift model will retail at \$2,130. The previous Australian 1300 Deluxe has been discontinued and is no longer available. The 1300 Custom will not be discontinued from the range yet, and has been reduced from \$1,868 to new low price of \$1,789. The 1500 Auto Beetle is on display at your local Volkswagen agency, the Manly Repair Centre Pty Ltd, 259 Condamine St. Manly Vale, until 8 p.m. Friday 8/03/68.

The Manly Daily inspects the Volkswagen 1500:

Into the motoring world of 1968 comes the fabulous Volkswagen 1500, a motor vehicle which offers a number of new and exciting features.

In fact, the Volkswagen 1500 is a most revolutionary 'Beetle.' Virtually every major section of the basic design has been changed - but without changing the basic concept.

The Volkswagen 1500 is still a Volkswagen. It still



retains the benefits such as economy, dependability, performance, comfort and convenience which has made Volkswagen a leader throughout Australia.

The 1500 has a more elegant shape and is specially adapted to today's (and tomorrow's) traffic requirements. The glass area has been increased by 15% and has greatly improved vision for drivers and passengers in all directions.

There has been, also, a generous application of chrome, and in particular the bumper bars have been made much wider, stronger and, what is most important, higher. They have been carefully positioned for greater protection, yet, at the same time, give a distinctive styling.

Accent is on safety. As well as the repositioning of bumper bars, headlights have been moved forward and fitted with vertical lenses, giving greatly improved beam for better road illumination.

Outside door handles, with trigger releases on the inside, instead of push button, is a vital safety feature. Inside door and window handles are all vinyl covered.

The manufacturer has even changed to flat hub caps, fitted to new safety rims that stop a punctured tyre from rolling off.

Add these to the 1500's luxurious and beautifully appointed interior, they set a new standard of quality.

ROBERT DEWLEY VOLKSWAGEN It's Here!

NO CLUTCH — NO GEAR STICK
WE COUNTED TO 54 IMPROVEMENTS BEFORE WE GAVE UP — YOU WILL BE AMAZED
AT OUR TRADE-INS.

OPEN THURSDAY 14th UNTIL 8.00 P.M.

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COME ONE — COME ALL

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THE '68 REVOLUTIONARY
1500 AUTOMATIC
STICK-SHIFT
(JOIN THE REVOLUTION)



Once in a lifetime find.

It started out just drinking beer one weekend with two mates. Both of them being married, told me they would be able to get a leave pass for a weekend from their partners. So they asked, what to do?

I told them I knew of a few Volkswagens out Mudgee way that needed checking out, and we could also go to the Sofala pub for the night. Sofala is the town where Peter Weir filmed the cult movie *The Cars That Ate Paris* in 1973.



After an ugly night of drinking until 2 o'clock at the Sofala pub, we all woke up late Sunday morning.

The first VW we had to look at was a Kombi at Pyramul, then into Mudgee to inspect a Beetle, and finally out to Cooyal to have a look at a split-window Kombi.

For one reason or another we were told they were not for sale, so we headed home.

I have always known at Cherry Tree Hill that there is an old Beetle in the paddock but a friend, Henry, told me there are a lot more VWs on the property there. I have tried for years to have a look at them but was told by a nice old man that there are indeed more cars but they weren't for sale. He told me people had stolen parts from them and he wasn't



interested in showing anyone the old cars. Fair enough.

We parked out the front of the house at Cherry Tree Hill and I told Andy and Dean that I can't crack this old guy and someone else will have to try. Deano said he would give it ago. He jumped out of the car, ran across the road and disappeared down the driveway.

Five minutes later he came out of the driveway with the biggest smile on his face.

He told Andy and me that the old man had died and his wife wanted to sell the VWs. But we had to take ALL of them and to have a look. We couldn't get out of the car quickly enough.

I had been told by my friend Henry that there was an oval in the shed and three split Kombis out in the pine forest.

I was busting to see the oval, so we checked the barn first. There was an oval Beetle, and it had been there since 1980. Not only that, the shed was full of engines and parts.



Then we walked up the hill past four dead 1960s Bugs and into the pine forest to look for the split Kombis. Walking through the forest you can imagine our excitement to find three Kombis – two utes and a cargo van.

On the way back down the hill we could not resist stopping to check out the oval in the barn again, and this time my mate also spotted an old 1970s Ford Falcon panel van.

They told me that it was rare because it had a 5.8-litre (351) V8 and a toploader manual transmission. Not knowing anything about Fords or toploaders, I had to take their word for it. They said we should get it as well, so I said OK.

Dean went back to the old lady to do work out the sale. A deal was agreed on for the five vehicles and the shed full of parts, but we had to take the four dead Bugs as well.



The four Beetles were ratted for any useable parts and the stripped shells taken to Capertee tip.

Cars were taken back to Sydney, cleaned up and advertised on Ebay for auction with no reserve.

Everybody knows that split window Kombis and oval Beetles sell for good money, and these did. But the surprise was the old Ford.

Turns out it was used at the 1976 Melbourne Motor Show and was a prototype Sundowner. It sold for well above what we thought.



The next three weekends were spent driving three utes with car trailers out to Running Stream to recover the cars. It wasn't easy; fallen trees had to be moved and the Kombis dragged out of the bush with a 4x4 tractor. All cars had to be made rolling.



This was a team effort and could not have been done without my friends and their different skills.

We all made good money for our hard work but, more satisfyingly, we saved some good cars and did it with good friends.

Ashley Day

Testing the Golf 5 TDI 6-speed DSG Edition.

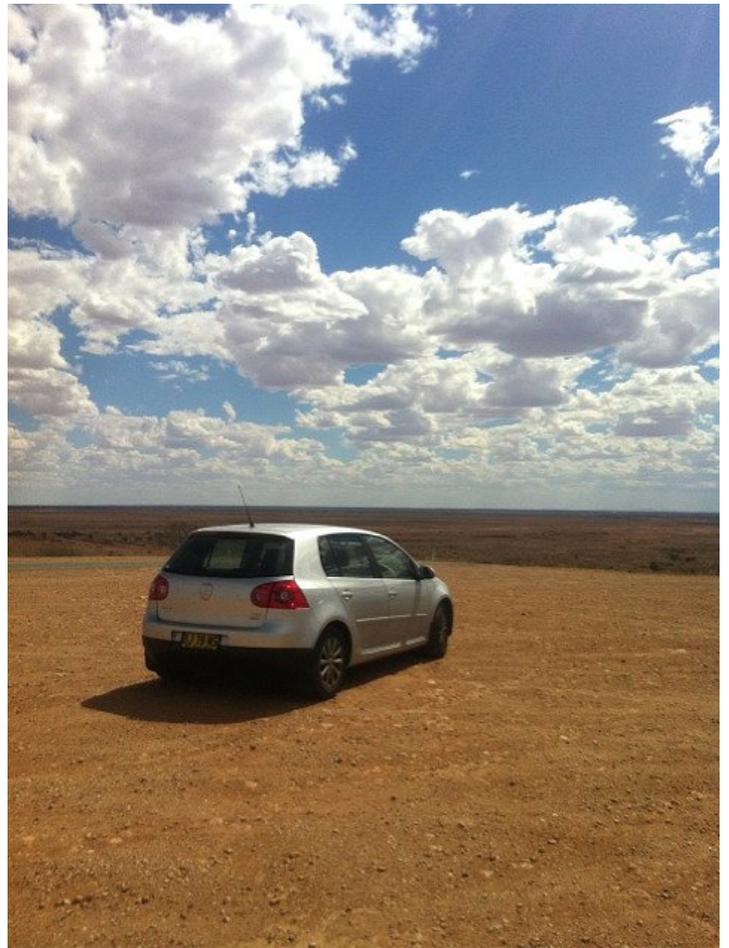
I remember 20 years ago in Whyalla and Port Lincoln, South Australia, there used to be a lot of old Kombis and Beetles in the local wrecking yards. I always wondered if any of them were still there.

Searching on Google Earth it's hard to tell, so I figured one day I'll have to drive out there and check them out, just to ease my mind.

Which brings me to the 2008 Golf 1.9-litre turbo-diesel with the direct shift gearbox. This is the perfect car to drive interstate. Serviced properly, this car will get you across the border overnight.

On the first day I drove 1,100 km to Broken Hill. I got out of the VW without feeling tired or having that oily-face feeling from driving all day, thanks to the air-conditioning and not having to manually change gears.

In all my years of driving I have never driven to



Broken Hill in just one day. I normally only get to within a few hundred km then have to pull over and camp. That's the difference with this lovely car. It has a great build quality, with no rattles. It has a beautiful brush stroke design to its body and is so easy to drive.

This car just lopes along and just sips the diesel, averaging 5.4 litres per hundred kilometres at a fast clip of over 100 km/h.

This one is an Edition model, which means it is the last of the Gen 5 Golfs and has colour coding to the body, different wheels and a pattern down the middle of the seats. I always like the last of a particular model because they normally have any problems sorted. This Golf never had any recalls or the problems that the later Gen 6 Golf had with its 7-speed DSG.



Over the next few days I drove down to Whyalla and Port Lincoln, checking out the wrecking yards I could find, but all the old VWs had long since been recycled. Let's face it – Whyalla is a metal town.

Not only do they not have as many wreckers as they used to, but most don't have any cars older than about 1995.



I did find an oval VW in a paddock but not all trips end up making a profit. Still, I did have a good drive, made better by this great car. The best way I can describe the gen five Golf is it's like driving on chocolate (smooth).



The later gen six and gen seven Golfs are very nice but are they worth the extra money? Maybe, but I don't think so.

The only thing I didn't like about it was, when you step on the accelerator pedal it takes a second or two to do anything. Even so, the later DSG VWs still do the same thing.

If you are looking to buy one, kilometres are everything. Try to get one with low kays. These Golfs will need CVs and shock absorbers at 140,000 km. It will need a timing belt and water pump every 100,000 km and needs its gearbox oil changed every 60,000 km.

It's a very safe car, and if I had kids this is what I would buy for them.

Ashley Day

VW Tech day at Man Cave 2.

We decided to have the first Tech Day for the year at Man Cave 2 at Bundoora, its first airing for such an event. This Melbourne suburban workshop has only been set up for older Volkswagens for just over a year.



The attendance, albeit with rather short notice, was quite good. And being scheduled on a regular coffee meet day, the VW Club of Vic decided to engage the services of Krissy from Combi Capers to provide coffee and goodies for all at the Club's expense.

As it happened, we didn't have a particular member's car work on, so having recently purchased an air-cooled T3 Kombi, we decided to give it a front end makeover. This involved completely dismantling the front end which included lower control arms, upper wishbones and stub axles. After dismantling the entire front end, we evaluated all the worn parts, which turned out to be more or less everything.

At this point, most people had had their fill of restoration for the day, so we spent the rest of the time available enjoying coffees and talking Volkswagen. This is one of the basics of VW Club activities, aimed a helping members stay technically up to date, and aware of what is involved in mechanical repairs.

All seemed to enjoy the 'Men's Shed' experience - of course our female members are very much part of the scene nowadays too.

The next tech day will be planned in the near future with the intention of converting the rear brakes on Michael Cronin's T2 to a later model self-adjusting system.

Please do attend the next Tech Day. Everyone seems to go away happy from these events.

Lloyd Davies

Are you having a tyre problem?
THEN CALL IN AND SEE US. WE WILL TALK TYRES WITH YOU ALL DAY IF YOU WISH.

	NARWEE TYRE SERVICE	RETREADS from \$6.50
	AMPOL SERVICE STATION HANNANS ROAD, NARWEE	NEW TYRES from \$11.00
	53-5504 (Between Beverly Hills and Riverwood)	RADIALS from \$15.00

All Prices Include Fitting and Balancing



The Volkswagen splashes through a crossing in the tough Southern Mountains car trial. This is the car in which Kevin Houley and David Johnson won the trial.

Driving the Volks Trial Winner.

The Daily Mirror, Friday 16 June 1961

First road impressions of a car that has just won an important motoring event are usually a mixture of eager anticipation and anti-climax.

I experienced this after arranging with Kevin Houley to drive the Volkswagen in which he and David Johnson won the recent 1000-mile Southern Mountains Trial.

In the first place this particular Volkswagen - one of this year's 40 bhp models - has something of an aura in motor sporting circles.

In it Houley and Johnson won the difficult Goulburn '600' outright and scored an equal second placing in the Valvoline '500.'

Romped Home

It romped home in the tricky MG Car Club '300' a few months ago carrying two navigators, Bede McNabb and Monty Love - the same crew that will contest, this weekend's KGL '300.'

In between these big events Kevin Houley has run it in club trials and gymkhanas and has invariably had success. The only trouble incurred was in the Canberra '500' when the sump was damaged along some rocks on a track that had a high crown - the retaining plate for the oil strainer was knocked and the engine lost its oil.

With its growing reputation, it has been inevitable that there have been rumours about the car, the main one being that hot bits have been added to the engine - something that Houley is very quick to deny.

Anti-Climax

Nevertheless we really did expect it to lay two strips of black rubber when we started it up - and the anti-climax came when we found it just moved off in that sedate Volkswagen

manner.

This feeling lasted right through the gears - 2nd put on 30 mph (48 km/h) readily enough, and 3rd wound out to 50 mph (80 km/h) or so without effort. But the performance was strictly Volkswagen with nothing 'racer' about it.

Grinding

Houley said to make any tests at all, but I refrained from this because of some obvious wounds from its hard run in the Southern Mountains Trial.

There was considerable clutch shudder from what was most likely a broken engine-mounting, and 3rd-gear synchromesh made grinding noises at times.

On top of this the engine, without being sick, had obviously been worked and would have benefited from a tune-up.

During our short run, however, we were impressed by the lack of body rattles, the first-rate condition of the suspension, and the brakes which showed no sign of hard usage.

Steering was good (the damper in the 40 bhp models has been criticised a lot, but I like it), and handling was quite up to that of a brand-new model.

A Volkswagen's strength in long-distance road trials is its ability to retain handling qualities, braking, and acceleration on chopped and uneven surfaces long after the point where most other vehicles have become uncontrollable.

In this regard Kevin Houley's is quite up to par and shows no sign of looseness after its hard life.

The Volkswagen failing in such events (lack of genuine performance when it is needed) is made up for in this case by fairly brutal usage of the gearbox and engine rpm - frequently above about 50 mph (80 km/h) in 2nd, and 75 mph (120 km/h) in 3rd.

There have been no failures so far, but this is definitely not recommended for normal use.

Another controversial point with this car are the low tyre pressures. The factory specifies 161b front and 201b rear for normal work with light loads. However, this one is run 141b front and 161b rear, fairly heavily laden under trials conditions.

Kevin Houley has arrived at these figures after a lot of experimenting. The advantage is that the tyres soak up a lot of the bumps in hard going, yet the pressures are still high enough to avoid rim damage.

Low Pressure

It should be fully understood, however, that these low pressures upset a Volkswagen's handling at high speeds on bitumen roads, and could cause sidewall failure in older casings from excessive flexing on rough roads.

Less controversial is the fact that Houley follows accepted Volkswagen trials practice by taking weight out of the nose and transferring it to the rear.

For long-distance trials (above 500 miles (800 km)) the rear seats are removed, and a six-gallon fuel tank installed. There is also provision in the rear for strapping down two spare wheels.

Speedometer

Instrumentation is elaborate and features, besides the driver's speedometer, a navigator's speedometer that incorporates a trip mileage and a Halda average speedometer.

By way of extra lamps there are two driving beams and a yellow fog lamp.

These and the headlamps are protected from stones by a large mesh screen. There is also a spotlamp mounted on the navigator's side for picking out signposts.

It is obvious that everything about this vehicle is there for a purpose and nothing is redundant.

And this goes a long way towards explaining its success in this arduous form of motor sport.

Peter Burden

Australia's wildest wheelstander.

Hot Minis and VWs magazine, 1970

Nev Alder gets his thrills the hard way!

"Suddenly there's no horizon and an unreal sensation as if the whole rig was going to flip on its back."

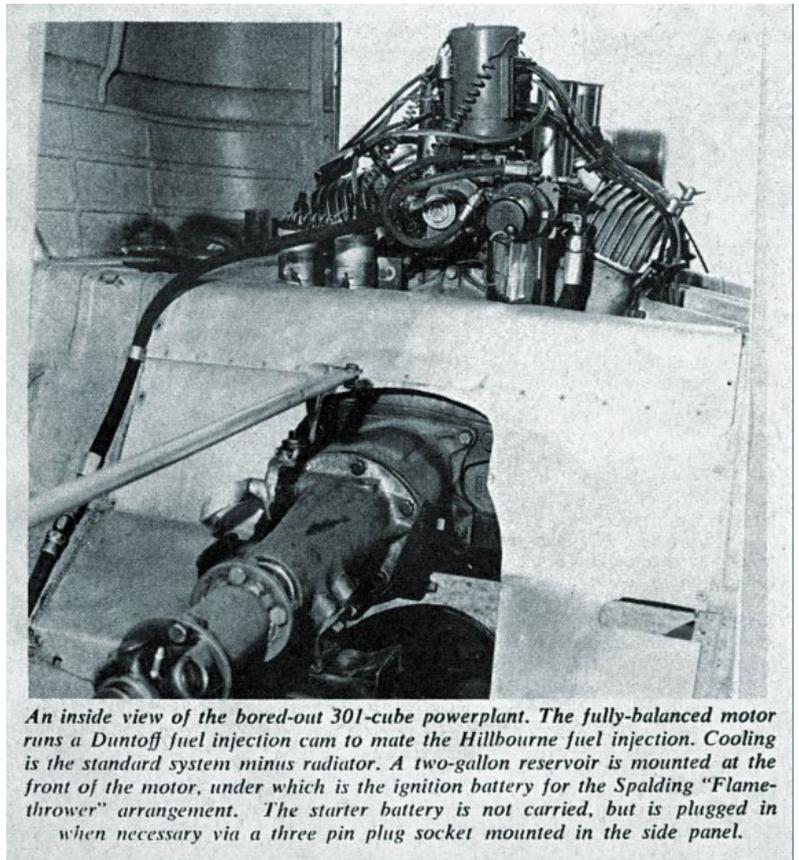
The man offering the description was Neville Alder, owner/driver of the comparatively new, nationally-known, wild-performing VW Transporter wheelstander.

The vehicle made its impressive debut only three months ago after a succession of 'secret' practice sessions and has since offered Sydney's drag racing enthusiasts a succession of unforgettable performances.

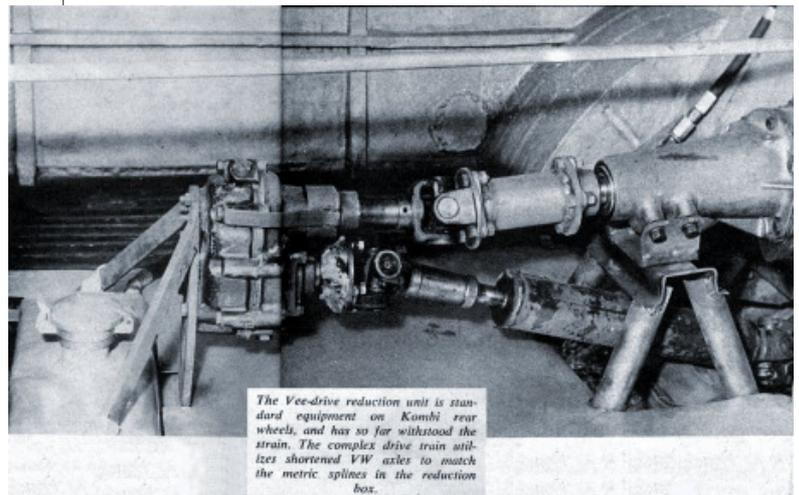
Power to the massive 12 in. tread Goodyear tyres is through a Dodge truck diff via a Vee-drive through a VW reduction unit. Powerplant is a bored out Corvette mill, originally put to use in a Lister Corvette previously campaigned by Neville as a drag machine.

In its initial trim, the VW ran minus rear bumper. This has since been replaced to provide a stop when the rear castors are over-riden (an event which happens regularly).

Around 500 horses work to lift the front end clear of the deck, placing the driver a precarious 12 ft. in the air.



An inside view of the bored-out 301-cube powerplant. The fully-balanced motor runs a Duntoff fuel injection cam to mate the Hillbourne fuel injection. Cooling is the standard system minus radiator. A two-gallon reservoir is mounted at the front of the motor, under which is the ignition battery for the Spalding "Flame-thrower" arrangement. The starter battery is not carried, but is plugged in when necessary via a three pin plug socket mounted in the side panel.



The Vee-drive reduction unit is standard equipment on Kombi rear wheels, and has so far withstood the strain. The complex drive train utilizes shortened VW axles to match the metric splines in the reduction box.

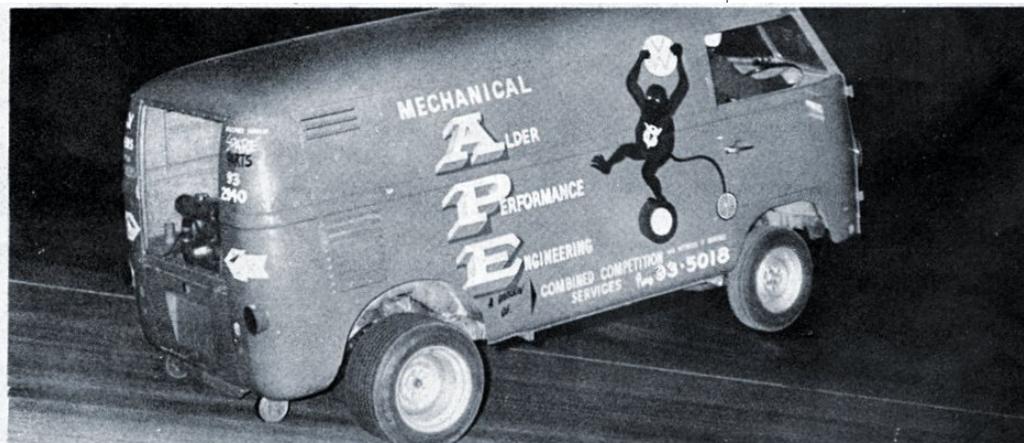
There is no steering once the vehicle is airborne, and a straight run depends entirely on the lining-up technique.

The vehicle has been rebuilt from a written-off condition. Though the cabin has been gutted, estimated weight of the rig is still round the ton.

The original VW steering geometry has been maintained up front, but Holden front wheels run on strengthened tube axles.

The rigours of driving the weirdly-performing machinery are perhaps best explained by the driver.

"By the end of the day I'm a wreck," he asserts.



Up . . . up . . . and away. Final decision on the engine position and gearbox type are a result of experimentation. The gearbox is a De Soto three-speed manual in which only the top two ratios are used. The rig is capable of a 14 sec. time for the standing quarter.

From our website 18.

Here are more messages left on our Club website by members of the public. All of these messages were posted over two years ago. They make interesting reading and show the sort of enquiries we receive almost every day.

All of these messages received courteous and informative replies from our committee – mostly from Norm, Raymond or Phil. It's great to receive so many diverse messages and requests from VW people everywhere. How would YOU answer these messages?



11/2/16 Hi. Im trying to find out what after market bucket seats will fit my 1963 11 window. currently has the long bench non walk through. any help would be appreciated Mick

13/2/16 Good day, requesting assistance on the car i recently purchased, I want to buy a new carburetor and diaphragm but I don't know which size the engine and year it is. The original on the book was changed. I have sported some codes but I don't know how to interpret them. could you kindly assist and send through the quotation. cylinder head code: 026103373 Q Engine block there are two codes 23J93 and 1HS103021 there is a capital letter 'A' on the other side on the block. Jefta

13/2/16 hi can you please let me know if there is a volkswagen show. we are doing up a combie and would like to attend a show before we start.thank you Tonette

14/2/16 Hi , I'm wanting to check a chassis number for a 1976 type 2. It doesn't appear within the numbers on your site. If you could give me some advice of which way to go or the right direction it would be greatly appreciated Regards Neal

15/2/16 Hello there. I have read your rules on historic registration, and it would seem they are grossly ambiguous regarding 'period modifications' and I would dearly like to speak to someone (historic registrar?) on what performance modifications are allowed and what modifications are not. Thankyou, Dave

15/2/16 I own a 65 beetle not going ,need 6v generator,looking for parts suppliers Robert

18/2/16 England to Australia 50th Anniversary VW Kombi Rally The 1960's saw waves of travellers doing the overland

“Kangaroo Route” from UK to Calcutta then shipping on to Australia. Everything from bicycles to double-deck buses thronged the roads. Around 50% of the chosen vehicles were VW Kombi transporters, buses, vans and campers. 2017 is the 50th anniversary of the heaviest traffic 1967 year and it seems a great time to recreate the journey. In September 2017 it is proposed to run the rally from London to Sydney using only rear-engine VW Kombi variants. A maximum 15 vehicles will be entered and no support vehicles or camp followers will be allowed, There will be an entry fee to help cover the cost of the survey trip in late 2016 and support the lead vehicle on the journey (a Kombi of course). There will be guidance and assistance with route planning, administration and group shipping from Calcutta to Perth. Everyone will get about 3 weeks break during the shipping before finishing with the Perth to Sydney drive. The entrants will be responsible for their own costs to allow each person to control his finances according to his means. There will be camping most of the way but nearly everywhere there will be a nearby hotel for those so inclined. To keep the numbers under control there will be a maximum 4 people allowed per vehicle (2 per vehicle is highly preferred). Crews may be changed or rotated at any convenient place. Although there will be planned maintenance/sight seeing days it will be a long constantly moving trip and adults will be very glad to get to bed on some nights – no children under 14. The route will hopefully be the original via Turkey, Iran and Pakistan but if security becomes a problem it will be on the safe route via Turkey, Georgia and through the “Stans” and China into India from the north. A very rough estimate of your total outlay for two people shipping a vehicle from Australia including airfares, 6 weeks enroute costs, Calcutta-Perth shipping, entry fee etc might be about A\$35,000. If you buy a vehicle in Europe it will reduce the cost by around A\$5,000. If we go via China it may add A\$5,000 for the Chinese clearances and compulsory escort. If there is enough interest we will continue the planning. We have successfully run quite a few international expeditions with old vehicles in the past. www.next-horizon.org Contact Lang Kidby langleykidby@gmail.com

18/2/16 I am inquiring about how to become a member. Gavin

21/2/16 I have a 1973 Superbug L for sale which I would initially like to advertise through your club. Is this possible? Peter

22/2/16 now own a 64 beetle and bringing it back to canberra from melbourne in a few weeks,want it on club rego as its purely a weekend/show car.cheers Tavis

22/2/16 Can you help I have picture of a id tag which I think is a type21 vw,and would appreciate some info on it,and what site can I send it on. Peter

23/2/16 G'day ClubVW, Is there a resto place that you'd recommend in sydney? For a 1976 VW Transporter. Thanks for your time, David

23/2/16 gday,can anyone pls advise why my 03 golf 2.0L generation, has conflicting engine codes?the code in the boot

under the compliance plate says APK but the code on the white, bar-code sticker on the timing cover says AZJ. vw australia won't tell me, vw dealer have no idea, my mechanic has no idea and my parts supplier has no idea. i need to know to buy the right spark plug. simple eh?what i really need to know i suppose, is whether a AZJ plug would run in an APK engine and visa-visa.thanks. Bruce

26/2/16 I've recently acquired from SA a 1971 Beetle 1300. the SA rego has expired and I want to register it in the ACT. I first need to find a good mechanic who can fix problems with the steering and a few other issues. Once registered, I'm interested in joining the Club. Could you please suggest someone? Roger

26/2/16 We would like to invite you to our show and shine on 3/4/16 at Cessnock Showground NSW. see our website for more details. Gary

28/2/16 Hi, I recently spoken to a very friendly lady from the vee dub club when attending the dolls point vw day. She mentioned that there was benefits of getting the opportunity to register for historic rego plates for my 1966 bus if I joined. Are you able to pass on some info on what is required to join your club, and what's include. The lovely lady made is sound very attractive. Looking forward to hearing from you Scott

1/3/16 Hi I was just wondering we would like to bring our beetle along on Sunday to the Thirlmere Festival. Do we have to register? Erin

1/3/16 JUST SOLD MY BEATLE. NOT RENEWING MEMBERSHIP FOR 2016. THANKS 4 the connection with your club.been great.Cheers. Chris

4/3/16 Hi There,Unsure if this is the appropriate way to get in touch as I've never done this before, but I work as a GM for a large VW dealer in Sydney. This year we have the golf gti 40th anniversary model coming some time in Q3. We're hoping we can display it in the showroom alongside a MK1 Golf GTI and wondered if you had any members with this vehicle and that would be willing to discuss the possibility of us displaying the vehicle, off limits to touch at our indoor showroom for a month when it launches to show a start point and current point in the evolution of the GTi! Of course, we're happy to arrange test drive days etc for members of the club at the dealership if you think something like that may be of benefit to your members!I look forward to hopefully hearing from you!Kind Regards,Mark Hesketh General Manager - Sales North Shore Volkswagen - Artarmon, Sydney.

5/3/16 Hi guys. Just wondering if I would be able to speak to someone in regards to the safety services that we can provide your club for events Nathan

8/3/16 I own a 2003 VW beetle and I would like to join if im able to. Janine

9/3/16 Hi Wonder if you could be of assistance to me. I have attached pictures of my Kombi that I have in South Africa,

JHB. I have moved over to the Gold Coast and have been thinking of bringing the Kombi to Australia and selling it as I have purchased a Land Cruiser for all my camping needs. It is a 1967 German split bus with 1600 cc VW motor, clean , no rust, everything standard factory fit. I have kitted it out as a camper which is easy to tear out if you wanted to go standard again. That interior folds out to one massive bed. We only used the bus for long trips and it is awesome and reliable. This car has been fully restored. I also have a 1964 beetle original books, one owner since new. Has been re-sprayed , (in 1980), is 100% original and very clean , has the matching 1300 motor and original 6 vault. This is also something I can sell.I am trying to chat to the right people who might be interested in buying the Kombi or the VW Beetle and not sure how to approach it and if it's worth bringing across to Australia.Regards Jason

10/3/16 I am enquiring about any space at events you have for a coffee van. This is a 1968 Low Light high top. A little different to the norm, I would love the chance to get among the community. Jason

11/3/16 I would like to join the club and become a member. I own a 2013 VW Beetle Fender Edition. Kindly email all information required so I can fill this out. I am also located in the Campbelltown area Matt

11/3/16 what do I need to do to join clubveedub Cody

12/3/16 wondering if there is much of a vw scene in canberra as just moved to the area Todd

13/3/16 Hi I am interested in sourcing a beach buggy from south Africa and was wondering if you had any idea what the regulations are for Australia and if i would be able to road register it like in south Africa if you could let me know asap please or who i should contact regarding thisthanks David

14/3/16 I currently have a 1970 Baja Bug that is no longer my daily driver, but I wish to keep it as a historic car. I am also in the process of rebuilding a 1977 DC Kombi ute. I would like to know if the Baja would be suitable for historic registration and how I go about becoming a member as I'm located in central Western NSW. Michael

14/3/16 Hi, I have just moved to Sydney from Canberra and would like to attend the Thursday 17 March General Meeting. Do I need to register to attend? Cheers, Chris

15/3/16 Hey guys, just reading up on the history and Oz beetles variants and just thought I should say well done. I have learned a lot, and some of it has really blown my mind. So a big thanks to the team that put it all together. Cheers. Anthony

17/3/16 hello is there a vw club in newcastle nsw???thank you. Nathan

19/3/16 Hi I have purchased a VW Beetle for my daughter as she wanted one for her first car and I need to source parts not being familiar with the beetle can you let me know what I have via the vin number 1332942305 any help would be appreciated Regards Dean

1969 Hardie-Ferodo 500.

The dedicated Great Race buff tends to select personal classics among all the races he has seen - whether he has watched them crouched under a blanket at McPhillamy Park or lounging in front of the TV with no more than two paces to the Esky.

Some will preserve the 1976 win by John Fitzpatrick, limping home in the crippled Ron Hodgson Torana as co-driver Bob Morris stood in the pits, tears running down his cheeks. Some might select the 1977 one-two by the Falcons of Moffat and Bond. Certainly, the 1974 race, won by John Goss and Kevin Bartlett, was also full of drama, particularly when it rained heavily for the last two hours for the first time since the race was first run in 1960.

But for many people, the daddy of them all was 1969.

Knowing that Ford was moving to a bigger and tougher Falcon, and unhappy with the coarseness of the old 327 engine and clunky American gearbox, GMH made its Monaro with the superb 350-ci Chevrolet V8 and the latest four-speed transmission, plus some smarter suspension work and better (although still small) brakes.

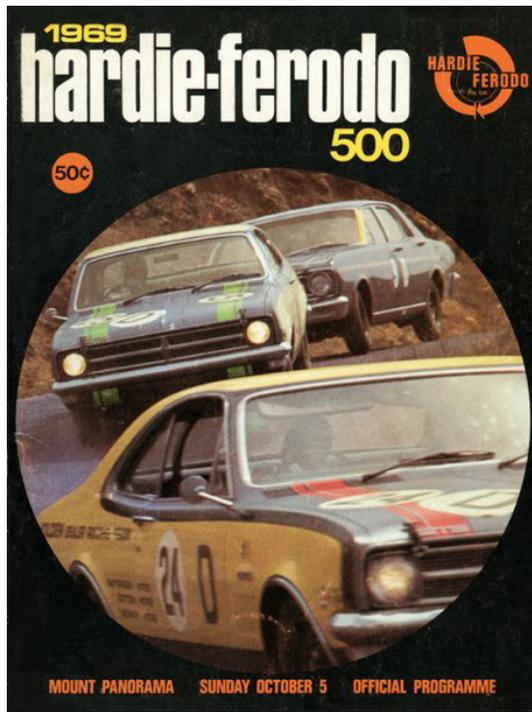
But more importantly, the Holden Dealer Team was officially formed under Harry Firth, using GMH money routed quietly past the auditors and the world-wide GM racing ban. Firth, street-smart, Bathurst-wise, cunning as an outhouse rat, was the ideal man for the job. He nominated three Monaros, with drivers to be named, thus setting a precedent that the ARDC accepted reluctantly, but in the knowledge that they couldn't really object to such a break with tradition because they might jeopardise this promise of the first open Ford-Holden clash.

The entry was a new record - 86. Reduced - by the usual ARDC process of a weeding-out of the novices, the idiots and the extra unneeded cars to get a good mix of makes - that came down to the compulsory 60 starters plus 10 reserves.

Of the 60, 15 were the new 351ci Windsor GTHO Falcon, three of them Ford works cars in a team controlled by experienced American Al Turner, newly arrived as Ford Australia's competition manager, big Stetson and good ol' boy drawl straight from the NASCAR southern ovals. He didn't name his drivers at entry time either.

But there were plenty of name drivers in the heavy metal apart from the six outright factory cars.

The 1968 winners McPhee and Mulholland were now in a GTHO Falcon, McPhee saying openly that he had switched because GMH had refused to help him with an entry. Also in Falcons were Bob Beasley/Bob Muir, Parramatta Road car dealer mates; the veterans Harry Gapps and Frank Hann; a Wollongong dealer teaming of Mike Savva/ Bob Wilkinson; Queenslanders Glyn Scott/Bob Griffiths; two Lithgow drivers, Bob Genders and Joe Butta;



two others equally experienced, Chenery/ Johnson; Barry Arentz and Brian Michelmore from Queensland; entered for Alto Ford, Bill Brown and Phil West; and for McLeod Ford the relatively unknown John Goss/Dennis Cribbin.

In the mainly dealer-entered non-factory 350 Monaros were names like Digby Cooke, Bill Tuckey, Max Stahl teamed with a tearaway named Nick Petrilli; and an entry for Jane/Harvey that never arrived.

All told, 14 Falcons got to the start line, against six Monaros.

But there was some equally heavy talent in the smaller classes, attracted less by the glamor of outright than the promise of some savagery at close range, albeit at lower velocity. There was Brian Sampson and Bob Morris in a works Toyota Corolla, the aptly-named 'Wild' Bill Evans and the equally rapid Barry

Tapsall in a works Datsun 1000... two veterans named Roxburgh and Whiteford sharing total disregard for the laws of vehicle kinetics in their works Datsun 1600 ... the redoubtable Warren Gracie and Ron Gillard soldiering on with a Cooper S ... Bob Forbes - later to push close to an outright win - with Peter Finlay in a Fiat 125 ... in the new Mazda R100 coupe a BP service station owner and Formula Vee whiz Bernie Haehnle, with Peter Wherrett, later to become a TV guru ... Trevor and Neil Mason, Gary Cooke and Geoff Spence ... and in 1750 GTV Alfas under the benign hand of Alec Mildren, Kevin Bartlett/Len Goodwin and John French/Doug Chivas. To complete the picture, veterans Charlie Smith and Bill Ford shared an automatic Falcon GT in Class E, up against the Alfas on price. And there were six women, the outstanding one Christine Cole.

It was a remarkable collection of driving talent. The driver experience was considerable; it spread across touring cars, Tasman 2.5 formula racers, Formula Vee, sports cars, rallying ... the lot.

And when the works drivers were finally named, all the chickens came home to roost. It was obvious that this was going to be High Noon. For the first time, the guns would be drawn in the main street, where the public could see it all.

Al Turner's Ford team paired Allan Moffat, then a little-known Canadian who had raced an early Lotus-Cortina with limited success both here and in North America (where he won a Trans-Am race) with Melbourne Porsche dealer's



son Alan Hamilton, little-known outside his state. In his second car Turner placed Seton/Gibson, both previous winners, both very experienced, both very cool, and obviously the long distance runners to hold back for the pounce after the quick men had broken up the early leaders. The third car was for the formidable Geoghegan brothers; nobody would even attempt to guess how Turner would tell them to drive.

Firth, by now well nick-named 'The Fox', went entirely in the other direction. His team was an eclectic mixture of pairings of exuberant young chargers and veterans, rally drivers and tacticians. He plucked young Colin Bond from the factory Mitsubishi rally team and paired him with the older Tony Roberts, who finished third the year before in a 327 Monaro with fellow rally driver Bob Watson. In his second car he named Des West - who had been racing early-model Holdens since the late fifties - with an unknown black-eyed Melbourne madman called Peter Brock, who had been decimating the sports/racing classes with a Holden six-engined Austin A30, home-built. In the third car were the already experienced Clubman driver Peter Macrow and young blonde string-bean Henk Woelders, son of the Beenleigh (Queensland) Holden dealer, Dutchman Jan Woelders, close personal friend of GMH's John Bagshaw, who really started the Holden Dealer Team.

There was another significant thing about the 1969 race. Until this year, the race had been mostly run on street tyres, the favoured ones being either of two radials then freely available in Australia - the XAS Michelin or the Pirelli Cinturato. Nobody had run racing rubber, mainly because the overseas producers - Dunlop, Goodyear and Firestone - had not had the need to make race tyres in sizes to fit Australian sedans.

McPhee won the 1968 race on XAS Michelins, and Firth decided to stay with them. In fact, the only Monaro on racing rubber was Tuckey's, with new Firestones, fitted despite the contemporary pit row opinion that their stickiness would pull out the rim centres.

The American Turner's secret weapon, however, was a Goodyear racing tyre specifically commissioned for his attack.

Oh, there were other firsts in 1969 as well. The ARDC took advantage of an offer of two Quick-Lift trucks that could scoop up disabled cars and piggy-back them to the pits, in place of the existing clumsy towing procedure. And insurance broker Digby Cooke, he of the Monaro, introduced a new racing crash insurance policy that was so attractive that by the start of practice he was carrying liability on almost three-quarters of the field.

And once again, practice proved everything, and nothing. In 1968 pole position time was 2m

56.7s; in 1969 the incredible Pete Geoghegan laid down the law at 2m 48.9s. Digby Cooke, amazingly, was quicker than all the works Holdens at 2m 50.0s, good enough for second spot on the grid.

The Falcons were quicker everywhere. Down Conrod the fastest were just touching 219 km/h while the best Monaros could get only 209 km/h. It seemed that the Ford choice of racing tyres was a stroke of genius.

In Class A (up to \$1860) the race was between the two works Corollas (Sampson/Morris and Ferguson/Laing-Peach) and the two works Datsun 1000s (Evans/Tapsall and Bob Holden/Don Toffolon). But the Holden/Toffolon car wrote itself off in the Dipper during practice, and the Ferguson/Laing-Peach car was disqualified for replacing the starter motor, and as well the Corollas were almost 6 km/h quicker down the chute at just over 160 km/h.

In Class B (\$1861-\$2250), it was all Datsun 1600, with the only quarrel between the works teams of Roxburg/Whiteford and Bill Coad/Jon Leighton and the experienced Liverpool W. H. Motors dealer team of Bruce Stewart/George Garth and Don Smith/Peter Wilson. All were around 3m 16.0s and 172 km/h. Other contenders in the class included a Cortina 240, Renault 10, Morris 1500, Hillman Gazelle and, for the first time in five years, a Volkswagen - but not a Beetle.

The old 1200 Beetle might have pipped the Mini 850 in Class A in 1963, but was well beaten for speed by the newer Vauxhall Vivas in 1964. No VWs had been entered since. The Beetle, even in 1300 and 1500 forms, was out-powered by the newer, more highly developed Japanese small cars. Now,

however, Liverpool Volkswagen dealer Gary Campbell (Provincial Motors Pty Ltd) entered a **VW Type 3 1600** sedan in Class B, co-driven by Gerry Murphy. With just 65 bhp it was well short of the 96-bhp Datsun 1600, and with a qualification time of 3m 35.8s it was almost 20 seconds slower than the Datsun 1600.

Class C (\$2251-\$3100) had all the promise of a knockdown, drag-'em-out fight between the evergreen Morris Cooper S, Fiat 125, the lone Valiant Pacer of Graham Ryan/Mike Kable, and the R100 Mazdas. Class D (\$3101-\$4500) was the centre of attention as the home of the heavyweight XW Falcon GTHO and Holden 350 Monaro, but also included one Toyota Corona. Class E (over \$4500) was also fascinating, because while the four Alfas GTVs were quick on lap time, the Smith/Ford automatic Falcon GT was some 10 km/h faster down the hill and less fragile.

To add to the drama, four Monaros and a GTHO were scratched before or during practice. The Petrilli/Stahl Monaro wrecked the engine on the Saturday, and came to the line on the Sunday morning only three days old in assembly. The race saw the mechanics pouring washing powder

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down the oil filler hole to try to bed in the brand-new rings. Digby Cooke drove his car at Oran Park only three days before Bathurst. The Holden/Sheldon Monaro spun the bearings in practice the same day, pointing up a problem that was to sideline several Holdens at Bathurst. At Sandown Park three weeks before, Spencer Martin had put the first HDT Monaro backward through the fence in a ball of flame when the brakes failed, and Harry Firth had hurriedly put through new wheels and air ducts that would still leave the Monaro down on brakes compared with the Fords.

ATN Channel 7 organised the biggest outdoor broadcast ever done in Australia, with a full day of TV coverage from 8:30am to 4pm. Four cameras covered the top of the circuit from Skyline to Forrest's Elbow, and three more along Pit Straight covering Murray's Corner, Hell Corner and the starting straight. For the first time, a portable Ampex hand-held TV camera would be used in the pit lane to cover the dramas of the pit stops.

Another first was the use of the \$1¼ million IBM mainframe computer, linked directly by land line from IBM's Sydney headquarters to provide immediate class and overall placings all day long. Previously this information was only available after a time lag, as the scoring was several laps behind the actual race.

But no technology, no history, no amount of hindsight, could have prepared anyone for the amazing first lap of the 1969 race.

For the first time on the tight three-two-three-two grid, there was an enormous amount of horsepower and the investment of four major car makers. When the flag dropped, Mike Savva's GTHO from the fifth row pulled left and stormed up the grass (which immediately caused a change in the rules for next year). It was all Ford going up the hill, although just out of the Cutting, just near the point where Dick Johnson would meet his fate in 1980, a red works Falcon pulled off the circuit into a small parking area that still exists. It was Allan Moffat, with a gearbox full of neutrals. He let the field go by as he sorted it out - and he missed the first lap Armageddon.

It all began just after the first 10 cars had erupted over Skyline and had started that tightrope act down through the Esses with cold brake pads and full fuel tanks. At the top of



Scene of chaos shortly after the start of the Bathurst "500" yesterday when at least 20 Cars piled up. Two cars can be seen upside down and others in serious trouble.

Skyline Savva in the Wollongong GTHO was on the left and Bill Brown in the red Alto Falcon started through him on the inside. Savva never saw him, moved across on his line, and the luckless Bill Brown began the first of his three legendarily-spectacular public inversions in 300 metres of scenic drive above an old and famous NSW western plains city.

In flicking the big Falcon right, he put two wheels up a nearly-vertical grass bank and looped the loop. Behind him, there was a gap in the field over about 100 metres, mainly because the Petrilli car had been spraying a film of oil from its unbedded rings and cars behind him had backed-off slightly.

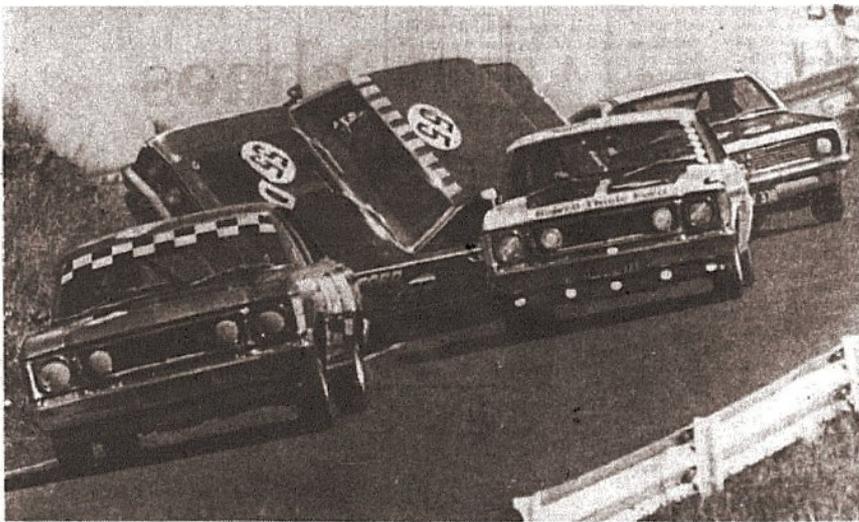
Those cars started driving carefully around the wreckage, through a car's width left open, but as the marshals started waving yellow flags the rest of the field came over the brow, Class E Alfas in the front of an enormous, arguing river of cars.

Most drivers have only vague memories of the resulting mass collision. It was seen by only a few people - probably several hundred, no more - in sight of that stretch of road. It couldn't be seen from down in the pits. There were no Channel 7 TV cameras in that area. Today there exists only one piece of footage of that extraordinary crash. Shot on 8mm by a spectator, it is a series of jiggling kaleidoscope images of increasing disaster that in its very blurriness conveys some idea of the panic that must have gripped the half-dozen officials on the spot.

After the dozen or so big cars had gone, John French arrived at the upside-down Falcon and slammed everything on. He stopped, clear of the wreckage, and was just starting to pick his way past when he was hit from behind. Brown was still hanging from his harness upside down in the Falcon, and French found himself in the same position, being hit by car after car. With every collision the small window openings on the Alfa coupe closed up a little more. When the noise stopped all he could hear was the yelling of the flag marshals and the sound of petrol dripping into a pool forming in the roof under his head. A flag marshal on his hands and knees peered in, and French shouted, "For f**k's sake don't light a cigarette..."

Behind him his team-mate Bartlett got through,

The start of an 18-car pile-up at Bathurst



The early leaders in the 500 narrowly escape as car 55, a red Ford driven by Bill Brown, begins the spectacular roll that caused an 18-car pile-up in the first lap at Bathurst yesterday. Six cars were damaged beyond repair but no-one was injured in the crash, which occurred on Skyline corner, about two miles from the start.

but Bryan Thomson in the other GTV stopped, and then was cannoned into from behind by the Cameron/Prisk Cooper, which had smashed him into French. Behind them, the field stopped, cars bouncing off each other and the fencing. Nothing like it had happened before on an Australian circuit.

The main part of the accident was out of sight of the announcers in the then Shell Tower back past Skyline. All they could see was that the field had stopped. There was no radio communication then from cars to pits, and down in the pits no more than 15 cars went past, and everyone stood in a gathering, awed silence.

Up on the Mountain the cursing, frantic flag marshals grappled at the wreckage to get the road clear in the two-and-a-half minutes they had before the leaders - who did not know about the crash - erupted over the top again. Somehow they did it. When the field came around the second time, still charging, the Bill Brown Falcon was still in the middle of the road but the French and Thomson Alfas and the Cameron/Prisk Mini had somehow been dragged across to one side.

Those four were the immediate retirements. But the other cars damaged in that incredible pileup - most of whom later retired because of their wounds - brought the total to one quarter of the field - the Cant/Cook Capri, the Hindmarsh/Stanley Cooper S, the Cole/Keeffe Fiat 125, the Mander/Edwards Cooper S, the Forbes/Finlay Fiat 125, the Haehnle/Wherrett Mazda R100, the Stewart/Reed Toyota 1600, the Dickson/Dickson Cortina, the Sawa/Wilkinson GTHO, and the Tholstrup/Connell 1600. Within 15 minutes the pits looked like the aftermath of a nuclear attack.

Meanwhile there was still a motor race, although for some frantic moments the ARDC officials had considered taking that very rare decision of hanging out a red flag. However, Ian Geoghegan had led the field around the Mountain on that first lap, and stayed there despite a brief turn in the lead for David McKay in the sister Alto Ford car to the one still lying on its lid up on the hill.

After 40 minutes it had all sorted itself out, with the Nick Petrilli Monaro coming in for more oil and a packet of Ajax - the only car into the pits for anything other than panel-beating. The outright order then was Geoghegan, Digby Cooke, the Bond Monaro, the Des West Monaro, Gibson (GTHO), Woelders (Monaro), McPhee (Falcon), Goss (Falcon), Tuckey (Monaro) and Beasley (Falcon). Five Monaros, five Falcons in the top 10.

Not long after that, the Fords started to come apart at the seams. The Gapps/Hann GTHO hobbled into the pits with two bent rims after flat tyres had put it off the road. Then David McKay, shaking a little with fright, brought in the red Falcon with no brakes; somehow the rear brake drum return springs had lost tension and the shoes had locked on and the fluid had boiled.

Seventy minutes into the race the Geoghegans' car was still bowling along out front from Cooke (Monaro), Bond (Monaro), West (Monaro), Gibson (Falcon), Woelders (Monaro) and Tuckey (Monaro). It was becoming obvious that the Falcon drivers had the grunt and the brakes, but in the words of one driver afterwards: "They just didn't feel right."

When the Gibson/Seton car darted in at 10:40, the press in the pits saw the wear on the Goodyear tyres and knew



immediately what was wrong. Everybody moved up a place as Gibson lost over a lap, and there were now five Monaros in the first six places. Then at 11:24 the Geoghegan car blew a rear tyre on the top of the Mountain, and big Ian steered the big Ford all the way back to the pits with a tyre and rim flailing themselves to pieces.

But the Monaros were not without their problems. The Tuckey/Petralia Monaro ventilated its bottom end on the aptly-named Conrod, and about the same time Des West came in for new front pads and a handover to Brock. Now the Savva GTHO was out of rear brakes and the Arentz/Michelmore Falcon had lost gears. Dennis Cribbin stuffed the Goss Falcon into the bank at the Elbow when a back brake locked, and Bruce McPhee hit the bank in the Cutting dodging a Mini; but while the Goss/Cribbin car was outed, McPhee got back to the pits and spent six minutes repairing the damage. That six minutes was to cost him the race.

McPhee didn't change tyres on his GTHO. He stayed on the XAS Michelins, the same set he had run at Sandown and in practice the day before. His theory was that they worked best when nearly bald, and he had a fearful argument with the scrutineers while co-driver Barry Mulholland went around on the one compulsory lap - which was all McPhee ever allowed him to do.

By nearly halfway, the pattern of the race was that the Holdens seemed to be able to run exactly at 2m 55s, babying their suspect brakes at the bottom of Conrod, while the Falcons would turn around 2m 52s then rush into the pits for more tyres and some brake work. At 68 laps gone the order



69718 - Campbell / Murphy - Bathurst 1969 - Volkswagen VW 1600 De-Luxe

was Bond/Roberts Monaro, leading team-mates Macrow/Woelders, then the Gibson/Seton GTHO, the Geoghegan bros' GTHO, the West/Brock Monaro, the Moffat/Hamilton GTHO finally on the leader board, McPhee/Mulholland GTHO, the Cooke/Bowden Monaro, which had gearbox hang-ups, the Bartlett/Goodwin Alfa and the Muir/Beasley Falcon. But the Fords were still in there with a chance.

But not for long. The Holdens weren't changing tyres, and spent much less time in the pits. Then at 1:50 a rear tyre let go on Seton at McPhillamy Park when only about 200 metres behind Bond and on the same lap. The car went over on its roof, and one works GTHO was out.

It wasn't just that the tyre woes were destroying Ford's hopes of victory. The situation was becoming downright dangerous, and Al Turner didn't want a catastrophe on conscience. So he ordered Moffat into the pits for a cautionary tyre change. But the tyres that came off Moffat's car were in perfect condition...!



It had been Moffat who had done the tyre testing, and after some exhaustive sessions he had given the Goodyears the thumbs up. The problem was, though - and this was something no one at the time was aware of - was that Moffat's sublime throttle control was not something the other factory Ford drivers could replicate. Moffat tested the tyres and under his delicate touch they'd been fine. He had no problems in the race - which he might well have won had Al Turner not brought him in for what was an unnecessary tyre change.

They kept feeding the big brutes on Goodyears, but it was all too late. With an hour left in the race, the Bond/Roberts Monaro led from McPhee/Mulholland and West/Brock, all on the same lap; then came Macrow/Woelders and Moffat/Hamilton a lap back, and another lap back to Beasley/Muir and Geoghegan/Geoghegan.

McPhee got to within four seconds of Bond, but he simply had to swoop back into the pits for a fuel top-up, a direct result of his early pit call when he had refilled the Falcon while repairing the front wing. He lost 60 seconds in the pits with 11 laps to go, and with steel cords showing on his tyres, finished second by 44 seconds. **The winners were Colin Bond and Tony Roberts in the Holden Monaro 350GTS, number 44D.**

In the first 12 finishers in Class D, the outright class, there were only three Monaros - the three Holden Dealer Team cars. The rest were Falcons.



There were several significant things about the result. For one thing, it was the young Brock's first sight of the Mountain, and under the guidance of the oldies West and Firth his third place outright was a sign of a cool head. Secondly, it said quite clearly that the series production V8s were now going so quickly that we had reached the cut-off point in radial-ply road tyres but now needed a racing tyre that would handle the mass and the power of the big cars. Thirdly, it showed yet again - as Bathurst had a habit of doing - that there is no substitute on the Mountain for experience, careful preparation, and a certain amount of luck.

There was a lot of luck, both good and bad, in the smaller classes. The worst Class A 'off' was actually during practice. Don Toffolon, in one of the two works Datsun 1000s he shared with Bob Holden, had a huge moment in the Dipper, smashed through the wooden safety fence, and brought down a TV camera stand, with cameraman. Back in the control booth the director was left staring open-mouthed at a close-up picture of grass blades with bees buzzing among them. Toffolon and the cameraman were only slightly injured, but TV cameras were banned from that spot until Seven put a remote camera there 11 years later.

In Class B, it was all Datsun 1600s. Seven of them - including two Nissan works entries - set out to do battle with a mixed bag of a Renault 10, a Cortina 240, the Volkswagen 1600, a Morris 1500, and an old Hillman Gazelle. One Datsun got smashed up in the first lap carnage, and another (driven by adventurer Hans Tholstrup) blew a head gasket after 73 laps, but the other five dominated the class. Bruce Stewart/George Garth won the class with 117 laps completed, followed by the other four Datsun 1600s. The Dixon Cortina was sixth, and the Campbell/Murphy Volkswagen 1600 finished seventh with 107 laps. It would be the last time any air-cooled Volkswagen raced at Bathurst; the next VW would not be until a Passat in 1974.

The real drama, apart from the outright class, was in Class C. For four years this class had been dominated by the mighty Morris Cooper S, but opposing nine of them this year were some newcomers. The Valiant Pacer was third fastest in practice behind two Cooper Ss, and behind it were a Mazda R100, Ford Capri 1600GT and several Fiat 125s. A Cooper S, Mazda and Capri were all retired after being

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smashed on the first lap, and several others were dented hard. All kinds of funny things were happening to just about every car in the class, most of them a direct result of that first lap accident. People kept calling in to check the steering, oil pressure lights that kept coming on, engine misses, overheating, or just to have some extra panel-beating.

The positions kept changing; the Pacer was using up brakes and tyres and spending time in the pits changing them, while the only Capri to survive the first lap had engine troubles. Finally, with about an hour to go, the tired crews almost visibly decided to back right off and finish. So Warren Gracie and Ron Gillard in the Cooper S got the nod from the Fiat 125s of Forbes/Finlay and Kearns/Lister, all on the same lap.

Class E was almost a non-event, with five cars starting and two Alfas wiped out on the first lap. But the automatic GT Falcon of Charlie Smith and Bill Ford - both wily veterans - gave the remaining Bartlett/Goodwin Alfa a terrible time, being 10 km/h quicker down the chute and only slightly slower on the lap. Bartlett slowed near the end with gearbox trouble and the Falcon took back two laps in the last 30 to finish only 51 seconds behind the Alfa.

Fastest lap outright had come down to 2m 52s, shared by the Moffat/Hamilton and Gibson/Seton Falcon GTHOs. Allan Moffat was in the record books for the first, and assuredly not the last, time.

It was a real triumph for Firth and the new team. The Monaros were new throughout, and had not had anything like the development time of the Fords, whose drive train setup had seen two racing seasons. But the Monaros were not as quick, and not as well braked, and it was obvious at the end of the day that the only thing that beat the Fords was the choice



of tyres. It had been a day of reckoning that was to cause many changes in the regulations for future races.

Class A (Up to \$1860)

1. Toyota Corolla, 112 laps (Brian Sampson, Bob Morris)
2. Datsun 1000, 110 laps (Bill Evans, Barry Tapsall)
3. Morris Mini K, 104 laps (David Bye, Richard Willis)
4. Morris Mini K, 99 laps (Arthur Olsen, Sandra Bennett)
5. Toyota Corolla, 93 laps (Chris Cronin, Steve Parkes)

Class B (\$1861 - \$2250)

1. Datsun 1600, 117 laps (Bruce Stewart, George Garth)
2. Datsun 1600, 117 laps (John Roxburgh, Doug Whiteford)
3. Datsun 1600, 114 laps (Don Smith, Peter Wilson)
4. Datsun 1600, 114 laps (David Morrow, Roger Wootton)
5. Datsun 1600, 113 laps (William Coad, Jon Leighton)
6. Ford Cortina 240, 108 laps (Max Dickson, Diane Dickson)
7. Volkswagen 1600, 107 laps (Gary Campbell, Gerry Murphy)



69739 - G. Campbell / G. Murphy Volkswagen VW 1600 De-Luxe - Bathurst 1969

Class C (\$2251 - \$3100)

1. Morris Cooper S, 119 laps (Warren Gracie, Ron Gillard)
2. Fiat 125, 119 laps (Bob Forbes, Peter Finlay)
3. Fiat 125, 119 laps (Ron Kearns, Garry Lister)
4. Valiant Pacer, 118 laps (Graham Ryan, Mike Kable)
5. Mazda R100, 117 laps (Gary Cooke, Geoff Spence)

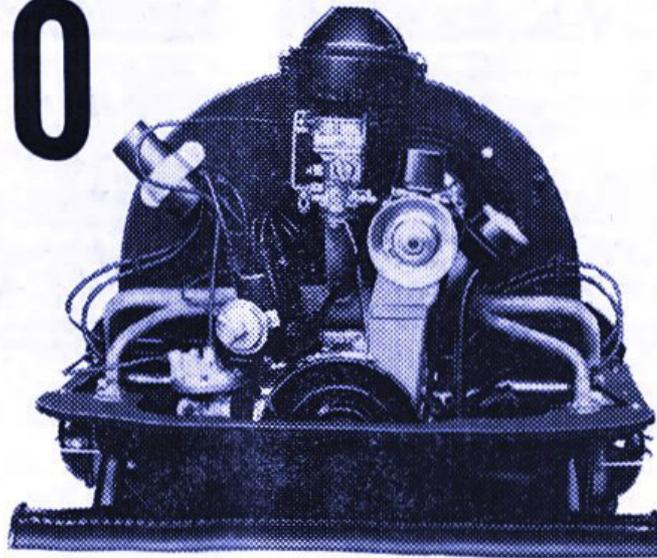
Class D (\$3101 - \$4500)

1. Monaro GTS350, 130 laps (Colin Bond, Tony Roberts)
2. Falcon XW GTHO, 130 laps (Bruce McPhee, Barry Mulholland)
3. Monaro GTS350, 130 laps (Des West, Peter Brock)
4. Falcon XW GTHO, 129 laps (Allan Moffat, Alan Hamilton)
5. Falcon XW GTHO, 128 laps (Leo Geoghegan, Ian Geoghegan)

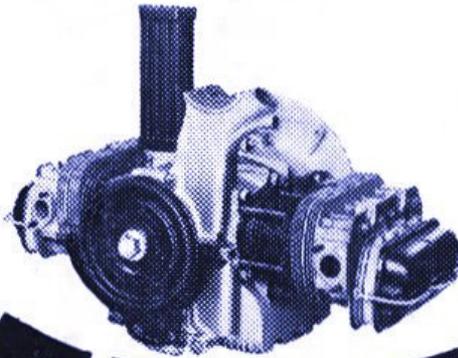
Class E (Over \$4500)

1. Alfa 1750 GTV, 126 laps (Kev Bartlett, Len Goodwin)
2. Falcon XW GT, 126 laps (Charlie Smith, Bill Ford)
3. Alfa 1750 Berlina, 122 laps (Peter Brown, Ray Gulson)

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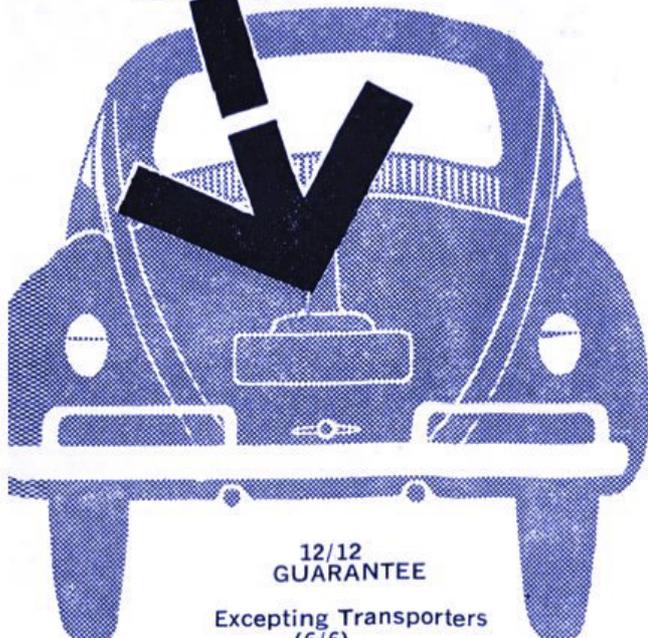
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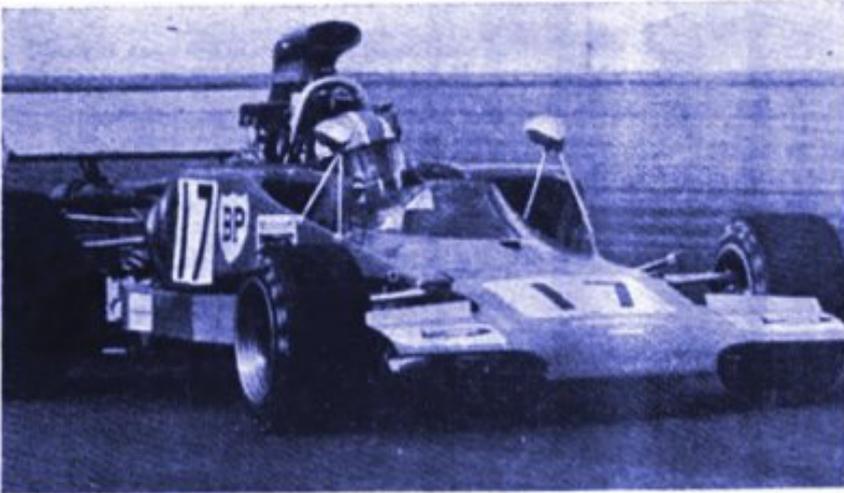
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