

Zeitschrift



Merry Christmas to all our Club members!

December 2018

IN THIS GIANT CHRISTMAS ISSUE:

Boris' Picnic Day
Bundeena Car Show
Heaps of Ash's articles
1972 & '73 Bathursts

The Toy Department
ACT Marques in the Park
Frua Bug & Aquila kit car
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 2018-19.

President:	Steve Carter president@clubvw.org.au	0490 020 338
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VW Motorsport Committee:	John Ladomatos Craig Adams Conie Heliotis	Eddie Fleita Martha Adams
General Committee:	Shirley Pleydon Zelko Jurkovic Conie Heliotis	Charlie Attard Joe Buttigieg Barry Parks

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
Council/Events:	David Cook	clubveedubact@gmail.com
Social Media:	Dorothy Bryan	clubveedubact@gmail.com
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 324
Mortdale NSW 2223

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
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25 years and over.

Aust VW Performance Ctre	Shannons Car Insurance
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20 years and over.

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15 years and over.

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Evolution Car Hire	NRMA Insurance

10 years and over.

Antique Tyres	Rod Penrose Racing
Artemi's T-Shirts	Westside Mufflers
Black Needle Auto Upholstry	VW Classic Kirrawee
Custom T Shirts	VW Magazine Australia
Euro Automotive	Volkscare
ESigns	Wolfsburg Auto Melbourne

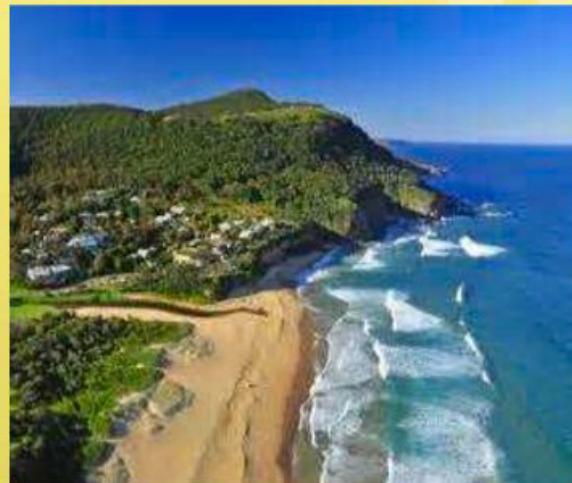
5 years and over.

Exoticars Service Centre	Mountain Mechanics
Forty Horse	Quik Strip
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.

13th Anniversary VW Summer Cruise

Sunday
20th January 2019



Meet at Uncle Leo's Caltex, the Crossroads, Liverpool, at 9:30am. Cruise departs 10:00am, short photo stop at Appin, and finishing at Stanwell Park at 12:30pm

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

Families and kids are all invited, with a gold coin BBQ lunch of sausages and rolls and ice cold drinks! There is a great playground and of course the beach! All donations on the day will go to the Cancer Council



ALL VWs welcome
See you there!!!

Craig: 0404 184 893
Matt : 0423 051 737

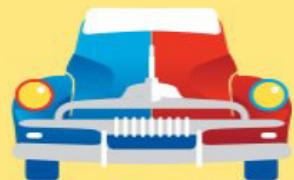
Sat 26 January

**AUSTRALIA DAY
IN PARRAMATTA**

#ausdayparra [f](#) | [o](#)



CARNIVALE



10AM - 4PM

Don't miss this annual showcase of classic vehicles including cars and motorbikes, fire engines, trucks, coaches and vintage speedway cars and bikes.

REGISTER YOUR VEHICLE

If you have a classic vehicle that you would like to showcase at CARnivale in Parramatta Park on Australia Day, register your vehicle below.

Your veteran, vintage or classic vehicle must be over 30 years old and built before 31 December 1988 or be an identical model run-on.

Registrations close on 23 November 2018.

www.ausdayparramatta.com.au/carnivale



Gerringong Motor Fest

16th February 2019

Michael Cronin Oval



Gerringong Lions Club will be holding its annual **Motor Fest/ Car Show** on Saturday 16th February 2019 on **Michael Cronin Oval Blackwood Street Gerringong**.

The Lions Club Gerringong is a not for profit organisation and **all funds raised from this event will be provided directly to a Cancer Research Project (TBA naming rights currently under discussion)**.

This initial contact is to advise your club and determine if your club members may have an interest in participating in this car display day. We will be limited by numbers of participating vehicles, thought to be a maximum of **250-300 vehicles**.

About The Event

This year again our intention is to invite along the specifically collectable, performance and exotic vehicles both old and new. Prizes will be provided to vehicles in each category. Depending on the initial interest from car clubs and car groups we may this year for the first time make a theme of the event, I will wait until I hear back from clubs who are planning to support the event before deciding. In any case every vehicle club and vehicle type will be welcome.

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

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

This year like previous years we anticipate a healthy interest in this forthcoming event, hence the advice to you so early. **We would appreciate it if you would advertise this event within your club and your reply by 23rd November 2018 or sooner to advise us if you would like to be formally invited to participate (likely vehicle numbers would assist us greatly).**

Many thanks to you and your motoring enthusiast members.

Contact:

Keith Watson

Lions Club of Gerringong

Email: keithwatson3@bigpond.com:

Phone : Keith Watson : 0401 777 130

Robertson Heritage Railway Station Classic Car Show

Sunday 14th April 2019 - 9.30 am - 1.30 pm

Exhibited car gold coin entry



- Historic Farm Machinery
- Displays - History and Railway
- Working Model Trains Displays
- BBQ Food Drinks & Coffee
- Art show at the Fettlers Shed

Image courtesy Adrian Compton © 2017.

P: Steve: 02 4885 2393

E: accn@bigpond.com

Free
public
entry

robertsonrailway.org.au

Berry Blast From The Past

Sunday 5 May 2019 at the Berry Showground held in conjunction with the Berry Markets



Gold coin donation for public entry

All proceeds of the show donated to Can Assist - Cancer Assistance Network
Proudly supported by Rod Penrose Racing



Home of Australian Touring VW

High Performance
VW engines
and parts ...



Camping is available at the showground, contact the caretaker directly on 0427 605 200
For more information contact Dave Becker on 0402 003 965

Vehicle entry is \$20 with gates open from 9am
People's Choice Award and raffle drawn at 1pm

Von dem Herrn Präsident.

Hi all, well Christmas is almost here. The only club event left in the year is the Christmas Party, held in conjunction with December General Club meeting. It's on Thursday the 20th of December at the Greyhound Club.

Don't forget to bring along a wrapped Christmas present to the value of \$5.00 (marked boy or girl). This entitles you to free drink tokens on the night. There'll be plenty of free nibbles, hot finger food and drinks provided. See you there!

We've had quite a number of very successful events in the past months, so read all the reports in this giant bumper issue that Phil has put together. Lots of holiday reading! We are very lucky to have so many members contributing reports and articles, and as a result this issue - at 56 pages - is the biggest we have ever had.

The always a crowd favourite Boris' Picnic Day was held at the same location as last year at Ramsgate and it was blessed with good weather and was very well attended, so thanks to all those who helped run the day and attended.

Our printer Bruce will be away on holidays in January until Monday 14th, so the printed version of the January issue will be a little late for those who still receive a printed copy. For most of us who get the digital version, it won't be affected and will go out at the normal time.

Lots of great events coming up including the VW 13th Anniversary VW Summer Cruise in January, so keep an eye out in coming issues of Zeitschrift to see what's coming up next year.

Merry Christmas!
See you soon,

Steve Carter



club. This proves to generate interest in the club, with so many stopping by and reminiscing about the Beetle or Kombi that someone in their family used to own. They all recall great memories and credit the VWs as an integral part of those good times.

Coming up we have the *Shannons Cars and Coffee* event on Sunday 09 Dec at EPIC from 0900. A cruise to this event will be organised, helping us turn up on mass so as we all park together. Keep an eye on Facebook and your emails.

We also have our chapters *Xmas Cruise* coming up soon. Sun 16 Dec we will once again cruise to the *Carols in the Park* event at Mullion Park in Harrison. Meeting point is Old Parliament House at 4pm for a 4.30pm departure. A cruise through Canberra's north before parking in prime position at the park, where a BBQ, drinks, carols and merriment will be on offer.

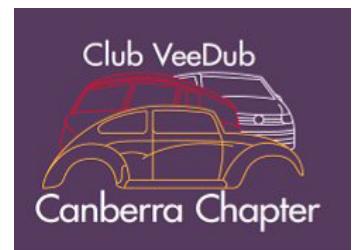
After the Xmas Cruise, we will have a break over the New Year period before our **AGM** on Sun 24 Feb 19. This will be a cruise out to **The Loaded Dog Hotel** at Tarago. We will be meeting at Old Parliament House, leaving at 10.30am to cruise out to Tarago for lunch and the AGM. Financial members will receive a \$25 voucher to spend at the Hotel on the day. There will be lucky door prizes, including VW merchandise, mugs, T-shirts, just to name a few. Please come along to this event, have your say on club happenings and help us vote in the 2019 committee.

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.*

December.

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

Thursday 20th:- CLUB VW MONTHLY MEETING at the **Greyhound Social Club**, 140 Rookwood Rd. Yagoona (right next to Potts Park). Get the latest VW news and views, plus VW socialising, drinks, raffles, trivia and plenty of prizes. Lots of fun, all welcome. **This meeting is also the Club Veedub XMAS PARTY!** Bring a wrapped present (~\$5 value) to receive free drink coupons. Warm nibbles and snacks provided. 8:00pm start.

January 2019.

Thursday 3rd:- Magazine Cut-off Date for articles, letters and For-Sales.

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

Thursday 17th:- CLUB VW MONTHLY MEETING at the **Greyhound Social Club**, 140 Rookwood Rd. Yagoona (right next to Potts Park). Get the latest VW news and views, plus VW socialising, drinks, raffles, trivia and plenty of prizes. Lots of fun, all welcome. 8:00pm start.

Sunday 20th:- VW Watercooled Summer Cruise 2019. Meet at Uncle Leo's Caltex Roadhouse, Liverpool Crossroads, at 9:30am for coffees, photos and VW chat. Cruise departs at 10:00am. Brief stop for photos at Appin, then to Stanwell Park by 12:30pm. Families and kids welcome. Gold coin donation for BBQ sausage sizzle and drinks. Large grassy park with club tent, kids' playground, kiosk, toilets and nearby surf beach. All profits to the Cancer Council. All VWs welcome, new and old.

Saturday 26th:- Australia Day CARnivale at Parramatta Park. Celebrate Australia's birthday in 2019 with a day-long program of festivities. BBQ festival, family zone with kids' activities, rides, workshops and concerts. Hot 100 party, bar and rides, main stage concert and dazzling fireworks finale. Make your VW part of the huge vintage and classic car show! Pre-booking is compulsory, up to 23 November only. Register on-line at www.ausdayparramatta.com.au/carnivale

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

You're invited to the
Club Veedub
Christmas Party!



The Club's December monthly meeting will also be our Christmas Party. If you haven't been to a club meeting for a while, why not come along and join in the festivities. All members and their families are welcome.

We will be providing free nibbles and hot finger food, and free drinks (beer, wine, soft drink). **Please bring a wrapped present** (to the value of \$5 to \$10) to gain your free drink tickets. All presents will be placed in a big pile and raffled off by Santa (Christine) on the night. If everyone brings a present (kids too), then everyone can also go home with a present.

Thursday 20 December, at the Arena (Greyhound) Sports Club, 140 Rookwood Rd Yagoona, from 8pm. Hope to see you all there!

February.

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

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

Saturday 16th:- Gerringong Motorfest 2019 at Mick Cronin oval, Blackwood St Gerringong, from 9am. Organised by the Gerringong Lions Club for prostate cancer research. We would like lots of Volkswagens to join out display of over 150 classic cars. Some famous race cars will be there, and hopefully a former famous rugby league player who now lives in Gerringong. Town markets on the same day, a short walk away. \$5 entry for all show cars. For more info contact Keith Watson on 0401 777130. **Join the Club VW Convoy from McDonalds at Engadine (Princes Hwy)** from 7am for a **7:30am departure – 95 km and 1 hr 10 min to Gerringong.**

Thursday 21st:- CLUB VW MONTHLY MEETING at the **Greyhound Social Club**, 140 Rookwood Rd. Yagoona (right next to Potts Park). Get the latest VW news and views, plus

VW socialising, drinks, raffles, trivia and plenty of prizes. Lots of fun, all welcome. 8:00pm start.

Monday 25th:- Canberra General Meeting at the Harmonie German Club, 49 Jerrabomberra Avenue, Narrabundah, at 7:30pm.

March.

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

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

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

Monday 25th:- Canberra General Meeting at the Harmonie German Club, 49 Jerrabomberra Avenue, Narrabundah, at 7:30pm.

April.

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

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

Sunday 14th:- Robertson Classic Car Show at historic Robertson Heritage Railway Station. Yes it's back! Gold Coin Donation for exhibited cars appreciated; free public entry for browsing. 9.30 am to 1.30pm weather permitting as the cars are precious and the grounds can be soggy. Lots of activities: Railway Station open for History Display. Working model trains. Historic Farm Machinery. Art Show in the Fettlers Shed Gallery. BBQ sausage sizzle. Food - tea and home made cakes. Gourmet Coffee Van. Robertson Monthly Markets at the School of Arts is on the same day. Inquiries: Steve (02) 4885 2393 or email stevercarey@bigpond.com. **Join the Club VW Convoy from Uncle Leo's Caltex, Liverpool Crossroads, 7:30am for an 8am departure.**

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.

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

May.

Saturday 25th:- VW Nationals Supersprint at Sydney Motorsport Park, Eastern Creek. We're back at this famous Sydney track, on the south 'Amaroo' circuit. VW racers wanted, air or water-cooled. Stock is OK! CAMS licence and helmet required. Phone Rudi Frank on 0418 442953 for information on licencing, registration and entry.

Sunday 26th:- VW Nationals 2018 at Fairfield Showgrounds, Sydney. Our biggest VW show of the year, with 44 peer-judged categories, a special concours category and 3 perpetual trophies. VW trade stands, new car display, VW swapmeet, kids rides, Club shop, German dancing, entertainment, great food and drink, VW fun all day.

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:- Hi VW Club, I have a lot of **spare parts** for VW Kombi T2 and Beetle 1973, motor, gearbox, cylinder head, alternator, starter motor . . . is someone from the club or members interested in them. Regards Gabriele. My mobile is 0434 617673 or email gabrielemauch@hotmail.com



For Sale: 1995 VW Golf GL 2.0L. 135.000 km, registered to 5.4.19. 5-door manual. Standard, un-modified. 2 owners. Show room condition. First prize at VW Nationals from 2013 – 2016, Golf 3 category. Shannons valued at \$12k, Asking

price \$5300. Phone Yara on 0434 079636 or email ihara@threelfishes.com.au



For Sale:- 1965 VW Beetle, 'Bella.' It is time for this gorgeous Australian Built gal to find a new home. Bella's bio: 1965, Built in Australia. Bahama Blue. Original, right down to the 6-volts. As featured at the VW Nationals car show. 125,000 miles. Rego (original plate number) till March 2019. Price: \$22,000. Message or email Yara 0434 079636 email ihara@threelfishes.com.au

Wanted:- Rear seat for 1974 VW Kombi, any condition. If you have one, please contact Robert White on (02) 4730 4863, or mobile 0419 437132, email rjawhite@bigpond.com

For Sale:- Volkswagen Multivan Highline TDI450. Take your family anywhere in comfort in this Dual-Purpose 2017 Volkswagen Multivan. Fitted with a compact Wheelchair Conversion that is easily removable, it can be either a luxury 4-Seater with table or 5-seater plus Wheelchair, or alternatively a luxury 7-Seater People Mover. The middle row offers 2 swivel Captain's Chairs and Table for those special visitors or outings. Combined Economy and exceptional torque from the powerful diesel motor, make this the perfect Touring van. It has 6 airbags fitted for your safety.



It has front parking sensors. This Volkswagen Multivan has adaptive cruise control, rear sliding seat, side airbags, leather seats and 18" factory VW alloy wheels. Features:

- Genuine extended 5 year warranty (cost \$2500)
- Deep black metallic paint
- Tinted windows
- Satellite navigation (GPS)
- Adaptive cruise control
- Heated front leather seats
- 2nd row 2 x Captain's Chairs swivel and reclining, plus Table
- Remote central locking
- Voice recognition
- Rear vision camera
- Multi zone climate control air conditioning
- Electric side and rear doors
- Professionally lowered 40mm (German springs) – still have original springs in box – for easier wheelchair access and improved handling
- Removable aluminium wheelchair ramp and wheelchair anchorage system (Cost \$ 6,500) - we still have factory original rear seat which can easily be reinstalled - anchor points don't interfere with sliding seats – this Professional Conversion is very discreet and lightweight - will consider selling the van without the ramp conversion
- Shmick 5 year paint insurance - Permaguard paint protection Immaculate, very well looked after van. This is a genuine sale - the only reason we are selling the van is our handicapped daughter who required the ramp, passed away very recently. Registered until 26/3/2019 This Volkswagen Multivan 2017 TDI450 Highline has rain sensor wipers, fog lights, USB audio input etc. Price is now \$79,995. Contact Nathan Williams (Bligh Park NSW 2756) on (02) 4577 6787, mobile: 0409 004686 or email n.j.williams@outlook.com

Wanted: I'm not sure whether this is something you can help with but would appreciate if you could keep an eye out for the





following car. I am trying to track down a car that I used to own and sold about 16-18yrs ago which is a **1968 Volkswagen Beetle**. It was my first car and carry's my grandfather's number plates and has a lot of sentimental value to me and my family. It had a 1600cc Super Bug Engine with a red interior. It has a registration plate (NSW) of DG-832. The following photograph of the vehicle is how I had it. It was sold at the time to a lady school teacher who lived around the Hornsby, Pennant Hills region in Sydney. I have done searches through the internet to date and can confirm that the car still carry's that number plate and is registered in NSW. What I would like is if you could keep your eye open for this car, make enquiries through conversations that you make have with well-connected people etc as I would like to get into contact with the current owner of the car and either offer to purchase the car back or at least to have the opportunity to get the first offer in the event that he/she decides to sell it in the future. If you know this car, would you please contact me: John Wild on 0418 299618 or email john.wild@north.com.au



For Sale:- White 1990 Caravelle GL. Very good working order. Upholstery in good condition. With central locking - Power mirrors - Never been in an accident. White with tow bar 2.1 litre petrol engine has been replaced (still original type). The replaced engine has about 250000km on it Manual 5 speed 7 seater with head rests and arm rests Power steering Assisted brakes No air bags No antilock brakes Front disk Rear drum brakes Very little rust Registered till April 2019 Known issues: Cracked right side Mirror Holder (but fully operational) Overlayed Left side Mirror (but fully operational) Missing Radio Uneven paint tone Air conditioner not working Vent fan noisy Tachometer had

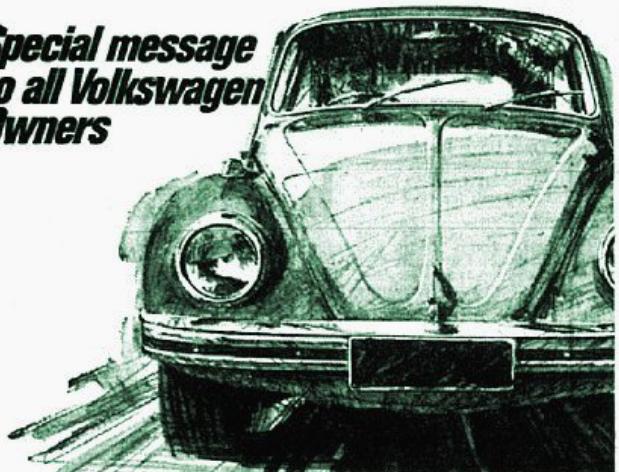
broken bits in it (but it is functional) Rear View mirror screws are loose (but fully functional) Window tinting is a bit scratchy in some places. Asking Price \$11000.00 Contact Paul Alves on (02) 8065 6740 or 0425 206431 or email barata@iname.com

Stolen from Bringelly:- around 25th November. Reward offered. Missing: 1956 Oval Window Beetle, Chassis number 1121642. The car was a body shell on a rolling chassis (no motor). The body stamp on the Beetle is MKA 12432 Also taken were 2 x 1967 Beetle doors, 2 x motors 1600DP, 2 x Beetle chassis pans, 1 Wood rim BW badged steering wheel, 1 std 1974 Beetle Steering wheel, 2x cheap but new 1976 beetle bumper bars, 1 hideaway extractor exhaust and some non VW related items. If you have any information please call Peter on 0417 410 606

2nd month ads.

For Sale:- Hi, I have a **Super Bug**, 1973 I would like to sell, safety check passed valid for one year, Registration until 28.4.2019. Is someone interested to have a look at it in Shoal Bay, NSW 2315 and buy it for around \$ 5500 Please contact Mr Andreas Gebauer on 0434617673 or email a_gebauer@hotmail.com

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Trades and services directory.

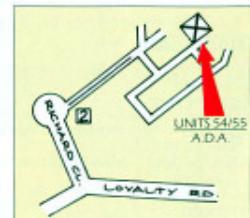
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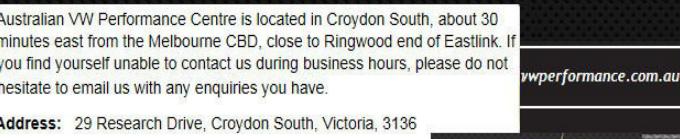
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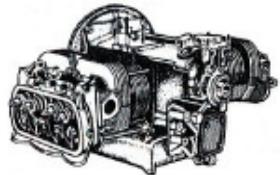


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Amarok TDI550 Core.

Volkswagen Australia has provided initial specification information for its new entry-level Amarok V6 - the TDI550 Core.

The new variant shares its 165 kW/550 Nm 3.0-litre turbo diesel V6 with Sportline and Highline models, but pares back equipment for a more attractive starting price.

Volkswagen is yet to confirm just how low that price will be, but suggests a sub-\$50,000 figure should be achievable, which creates a reasonable point of difference compared to the \$55,990 V6 Sportline, the current price-leader in the Amarok V6 line-up. It also takes a shot at less powerful mid- to high-end versions of 4x4 competitors like the Toyota HiLux, Ford Ranger, and Mitsubishi Triton.

The V6 Core retains a dual-cab layout, equipped with the same 4Motion constant 4x4 system and 8-speed ZF automatic transmission fitted to other Amarok V6 models. As with the rest of the rest of the range (more powerful V6 Ultimate 580 excluded) peak engine output can rise to 180 kW for up to 10 seconds on overboost.

The new Core takes work-focussed utility up a notch with a harder-wearing 'Austin' fabric trim for the seats and a rubber floor designed to appeal to serious off-road users. Alloy wheels downsize to 17-inchers, shod in 245/65 R17 tyres.

"In many ways, the V6 Amarok is the new muscle car, and what we're currently seeing is that many of our customers are buying the Amarok for its on-road abilities and refinement," Nicholas Reid, marketing manager for Volkswagen Commercial Vehicles Australia said.

"While the Core V6 will do that too and more, the Core's specification is targeted to our heartland off-road driver."

Despite the off-road focus the Amarok V6 Core won't come with a low range transfer case, but will instead retain the constant single-range 4x4 system seen on other members of the V6 Amarok range, including an off road mode to alter ABS, stability control, transmission and hill descent control parameters in harsh terrain.

Other equipment highlights include halogen headlights and daytime-running lights, front fog-lights, a black painted rear step bar, cruise control, single-zone climate control, and a leather-trimmed multi-function steering wheel.

Front seats retain manual height adjustment and height-adjustable seat belts, while infotainment keeps its 16-cm touchscreen with Apple CarPlay and Android Auto functionality. A rear-view camera and rear parks sensors are also included, but front sensors remain the preserve of Sportline trim.

The new addition to the range is expected to lead to V6 models accounting for an 80 per cent share of Amarok sales, up from the 70 per cent currently. There are no plans to change the entry-level four-cylinder range, and its attractive pricing to fleets, an area the V6 wouldn't be able to match.

Stock of the Amarok V6 Core is set to arrive this month, with pricing and additional specifications to be announced closer to launch.

5-year VW warranty.

After reporting last month that VW was sticking with its three-year/unlimited kilometre new car warranty in Australia, it has now been revealed that Volkswagen will offer a five-year, unlimited-kilometre warranty across its range - until December 31.

Michael Bartsch, Volkswagen Group Australia managing director, said customer reaction to the promotion will be "very informative."

Led by Hyundai and Kia, there's been an industry-wide push toward longer warranty coverage over the last 12 months. Honda, Holden, Ford and Mazda have all announced five-year warranty periods, up from the traditional three.



Nissan, Subaru, Suzuki, Toyota and Volkswagen are the only 'mainstream' brands still offering a three-year term, although this promotion could be the precursor to a shift from Volkswagen. It's worth bearing in mind, sister company Skoda already offers five years of coverage, although its volume is much lower than that of VW.

Volkswagen has previously pointed to the fact Australian Consumer Law protects people from defective purchases, and highlighted a 'goodwill' policy drummed into its dealers, as some of the reasons it has continued with a three-year warranty.

Still, we will let you know how informative this trial will be for VWA, and if they decide to change to 5 years permanently. Stay tuned...

New VW capped-price servicing.

Volkswagen Australia has announced new three- and five-year service plans across its range, helping lower costs by five and 10 per cent respectively.



The new program, inventively dubbed Volkswagen Service Plan, sits alongside the Assured Service Price program. Where the new plans are paid for upfront, the Assured Service Price quotes are what it'll cost for owners without a pre-paid service program.

It's available across VW's entire range, and is transferable between owners.

Prices are laid out in the table:

Model	Three-service plan	Five-service plan
Amarok	\$1609	\$2650
Arteon	\$1609	\$2206
Caddy	\$1186	\$2175
Caravelle	\$1619	\$3031
Crafter	\$1744	\$3117
Golf	\$1137	\$1931
Multivan	\$1619	\$3030
Passat	\$1403	\$2683
Polo	\$1152	\$2164
Tiguan	\$1304	\$2246
Touareg	\$1716	\$2889
Transporter	\$1481	\$2553

Although it's cheaper than before, Volkswagen hasn't repositioned itself too far down the service affordability scale.

Along with the less expensive servicing plans, Volkswagen recently announced a five-year, unlimited-kilometre warranty promotion, running until the end of December (see previous news item).

VW tops loyalty survey.

Volkswagen customers are the most loyal in Australia, according to a new survey by Roy Morgan, putting the German brand ahead of other non-luxury marques like Toyota, Mazda and Subaru.

According to the June quarter's edition of the Automotive Currency Report, 61.5 per cent of Volkswagen owners said they would be looking to buy their next car from

the same brand, ahead of Toyota (59.6 per cent) and Mazda (57.5 per cent).

What's so interesting about these results is how quickly Volkswagen has recovered from the US diesel emissions 'scandal' that first broke in September 2015. Before that VW sat at 66 per cent loyalty, falling to 49 per cent just months after the news broke.

Beyond the podium finishers, the brands with the next highest levels of loyalty were Subaru (54.4 per cent), Honda (50.9 per cent) and Hyundai (47.7 per cent).

"Every CEO and marketing director in the world learned a lesson from the controversy that engulfed Volkswagen in 2015, but they can now learn another lesson - how a brand can recover from that kind of slump," said Michele Levine, Roy Morgan CEO.

"VW has made it back to the top of the brand-loyalty stakes in June, but its major competitors are close behind - Toyota and Mazda rank second and third by a slim margin."



"Good research can help any brand steal a march on its competitors. At Roy Morgan we are constantly improving our research tools and products to ensure clients have the deep market understanding needed to build a brand - or rebuild a brand."

The Roy Morgan Automotive Currency Report is based on data collected by the firm's single-source survey, based on more than 50,000 "in-depth face-to-face in-home interviews per year."

Golf 8 latest.

The eighth-generation Volkswagen Golf, due to commence production next year, looks set to shake up the small car segment with cutting-edge technology and powertrains, though the model range could look a little different to what's currently available.

A new report by the UK's Autocar claims the Golf 8 could have some big things in the works, and move further upmarket in terms of available technologies and interior ambience.

It's also believed Volkswagen will simplify the model range to reduce costs and complexity, potentially spelling the end for the three-door hatchback and five-door wagon body styles currently available - though this hasn't been officially confirmed just yet.

The British publication argues, however, the recent



consumer shift towards crossovers and SUVs has lead Volkswagen to use the next Golf to lure buyers from larger cars and premium models - namely the 3 Series and C-Class in its report.

A revised version of the company's ubiquitous MQB architecture will feature under the skin of the next Golf, said to allow for increased cabin space and luggage capacity. Autocar claims the eighth-gen small car will "offer more cabin and luggage space than is normal" for the segment.

Inside, the report says the new Golf will be dominated by large displays. Volkswagen's previous design boss, Klaus Bischoff, has been quoted saying the Mk8 Golf's cabin will be a "total" digital environment, likely incorporating large displays for the instrument cluster and central infotainment system, bolstered by touch controls for the climate and lighting systems depending on variant.

Volkswagen has previously confirmed the next-gen Golf family will debut mild-hybrid technology for the first time, and will continue to include a range of three- and four-cylinder turbocharged petrol and diesel engines bolstered by 12V starter/generator motor and lithium-ion battery.

It's believed the GTI and R performance variants will also feature more powerful 48V hybrid system for a power boost, rather than the fuel-saving role of the 12V system used in the core range.

Finally, the new Golf will offer an even more sophisticated array of driver assistance technologies and connected car functions. Speaking with Autocar, Volkswagen head of compact model series, Karlheinz Hell, said: "It will always be online and its digital cockpit and assistance systems will be the benchmark in terms of connectivity and safety".

We reckon a lot of these features systems will be borrowed from the brand's Arteon and Touareg flagship models - think Emergency Assist, Roadwork Lane Assist, head-up display, Night Vision, LED matrix headlights, and an online-capable infotainment system.

Speaking of the infotainment system, it could measure somewhere between 30 and 38 cm. The 2015 Golf R Touch concept featured a 32.5-cm display incorporated into the Mk7's dashboard, while the largest display in the Touareg SUV is a whopping 38 cm..

The Volkswagen Golf 8 is scheduled to go

into production around mid-2019, so we'll likely see the market version debut around the Geneva motor show in March.

In terms of an Australian launch, the all-new model isn't likely to hit local showrooms until at least 2020.

Hybrid Passat.

The updated Volkswagen Passat looks set to offer plug-in hybrid technology across its line-up instead of reserving it for the upper end of the range, according to a new report.

Britain's Auto Express claims

Volkswagen is planning to offer a less-powerful PHEV powertrain in the refreshed Passat line-up - due to be revealed early next year - making the technology more widely available than the current model.

According to the publication, the new Passat PHEV will pair a 115 kW 1.4-litre turbocharged petrol engine with an 85 kW electric motor, hooked up to a 13 kWh lithium-ion battery pack.

This is the same powertrain available in the current GTE, though the battery pack is rated at 9.9 kWh for the model on sale today.

The added battery capacity leads Auto Express to speculate all-electric range will be rated at around 70 km, up from the pre-facelift GTE's 50-kilometre claim.

Other than minor cosmetic changes to the front and rear, the new Passat will likely get several new technologies and features from the related Arteon liftback, including a head-up display, Emergency Assist - which pulls the vehicle into the emergency lane if the driver becomes unresponsive - along with the latest iteration of Volkswagen's all-digital Active Info instrument binnacle.

Auto Express says the current 1.4-litre turbo four offered across the majority of the range will be replaced with the more efficient 1.5-litre engine already offered in models like the smaller Polo and Golf, while the wider line-up of four-cylinder petrol and diesel engines will be tweaked to improve efficiency and reduce emissions.

Skoda is also set to reveal a plug-in hybrid version of the related Superb liftback and wagon in 2019, and is said to also take a similar route to parent Volkswagen in offering the powertrain across the range, in Europe at least.

In terms of timing, the report cites Volkswagen's



chairman, Herbert Diess, indicating the updated Passat will be revealed 'early next year'.

The Passat facelift will kick-start a big year of reveals for Volkswagen, which is also set to reveal the first production models of its I.D. electric car family, plus the Golf 8.

ID Buzz Cargo.

The Volkswagen ID Buzz Cargo concept has been unveiled at the 2018 Hannover commercial vehicle show.

As its name suggests, the Buzz is a cargo van take on the ID Buzz concept unveiled in Detroit at the beginning of 2017. The bodies are not identical - the Cargo features a rear overhang that's 106 mm longer than the regular ID Buzz (which resembled a Microbus).



Overall, the ID Buzz Cargo measures 5048 mm long, 1976 mm wide, 1963 mm tall, and rides on a 3300 mm wheelbase. Maximum payload is rated at 800 kilograms.

Up front, the ID Buzz Cargo has seating for three: a bucket seat for the driver, and a bench for the passengers with a fold-down middle seat. In the back, the cargo space has been fitted with shelving, lighting and sensors from Sortimo, a company specialising in van equipment and fit outs.

Combined with on-board tablets, Wi-Fi, and access to an external communication network, it's possible packages in the Cargo can be tracked in real time.

While the ID Buzz rides on 22-inch wheels, the Cargo version has slightly more practical 20-inch rims paired with 235/55 tyres.

The car presented at the Hannover show is said to feature a 150 kW electric motor, and is capable of reaching an

electronically limited top speed of 160 km/h.

Volkswagen says the Cargo could theoretically be fitted with an all-wheel drive setup like the one used in the original ID Buzz concept.

The Cargo can be fitted with batteries ranging from 48 kWh to 111 kWh, giving a range of between 330 and 550 km under the WLTP testing regime.

A solar panel array is affixed to the roof of the ID Buzz Cargo and, under ideal conditions, is capable of generating an extra 15 km of range per day. On-board 230V/12A electrical sockets allow tradies to use their power tools at any site without resorting to an external generator.

It's not known if Volkswagen is planning on putting the ID Buzz Cargo into production, but the passenger-focussed ID Buzz 'Microbus' was given the green light in mid-2017 and should appear in the next couple of years.

e-Transporter and e-Caddy.

The Volkswagen e-Transporter and Volkswagen e-Caddy have also made their debuts at the recent 2018 Hannover commercial vehicle show.

Both the electric Transporter and Caddy were designed in conjunction with ABT, the famous German tuning and accessory firm specialising in hotting-up vehicles from the Volkswagen Group. This time worked engines, lowered springs, big alloy wheels, and more aggressive aero packages are conspicuous by their absence.

e-Caddy.

The ABT e-Caddy has an 82 kW electric motor connected to a 37.3 kWh lithium-ion battery pack. The automaker claims the van has a top speed of 120 km/h, and a range of up to 220 km under the NEDC testing regime.

Presented in taxi livery, the e-Caddy is based on the Caddy Maxi, and has seating for five people with enough space to house their luggage too. The overall cargo area is rated at 4200 litres.



According to Volkswagen, the e-Caddy has been "tailored" for urban use and is perfect for city centres where car usage is banned or heavily restricted.

The e-Caddy will go on sale in Europe from the middle of 2019.

e-Transporter.

Described only as a "potential production model", there are no details yet about the e-Transporter's electric motor.



If it does go into production, the e-Transporter will be offered with two battery pack options in order to cater for various use cases and budgets.

The smallest and cheapest option features a 37.3 kWh battery pack, which is presumably the same unit fitted to the e-Caddy. Given the Transporter's larger body and greater mass, range is down to 208 km.

Those wanting more range will need to stump up for the 74.6 kWh battery, which should be able to travel around 400 km between charges.

New VW lighting system.

With LED head- and tail-lights now being offered across all price ranges, Volkswagen has revealed some potential future lighting designs making full use of the technology.

Up front, VW has demonstrated new matrix (or HD-LCD) headlights with around 30,000 points of controllable light, more than current commercially-available systems.

Not only can these new headlights dim selected parts of the beam to avoid dazzling other road users, they can project images onto the road, such as the car's intended path, potentially reducing accidents.

These headlights can also project lane markings onto the road to help drivers more accurately gauge the width of



their car - or any attached trailers - on unmarked roads or through road works. For those who like to blast up remote mountain roads at midnight, this system is capable of projecting curved markings.

Volkswagen has also demonstrated a similar system for tail-lights, dubbed Optical Park Assist, showing the car's intended direction while in reverse gear.

Although many reversing cameras already do a similar thing on-screen, this setup has the added benefit of informing pedestrians and other vehicles about the car's intended movement.

These tail-lights can also be made to display warning signals for upcoming traffic events or, when stationary, show the car's charging status.

\$1 million Beetle.

What does it take for an old Beetle to be worth millions? Well, there's a black Beetle for sale in Portland, Oregon, with the asking price of a cool US\$1 million.

The Oregon Beetle is 54 years old, as it was built in 1964. There are lots of 1964 Bugs still around – but the unique thing is that this one only 23 miles on the odometer! It also remains absolutely original in every respect.



A mechanic and car collector by the name of Rudy Zvarich simply bought the car to act as a spare car, if his 1957 daily driver Beetle would ever terminally conk out. Zvarich viewed the 1964 car as peak Beetle, as the significant revisions for the Euro/US 1965 model year Beetle were total deal killers for him. Volkswagen enlarged the windows and introduced a slightly curved windshield for 1965, which Zvarich absolutely did not want. So, he promptly went out and bought a 1964 model, which he proceeded to mothball for the future.

As it happened, there never was a need for the 1964 car. The Beetle sat in the corner of his storage building, with a sheet draped over it and the fluids drained, until 2016. In 2014, Rudy passed away at 87, with the super-original Beetle going to his nephew. When the car was extracted from its spot, great care was taken not to "ruin" its details: The wipers and hubcaps have never been fitted, the dealer sticker is still in place, and the car hasn't even been washed once.

The million-dollar asking price is quite strong, especially considering the dealer sticker mentions the Beetle cost \$1,756.90 in 1964 (a little over \$14,000 in today's dollars) – but until another car that's as all-original and low-miles comes along, this particular VW is an absolute unicorn.



The Toy Department.

After a bit of spell Greenlight collectable diecast models are to release another Hollywood movie series edition.

This time it's Little Miss Sunshine hit movie of 2006, which premiered on the red carpet in Sydney at Fox Studios and featured our very own Toni Collette. Present on that day was the male lead, US actor Greg Kinnear who officially opened the premiere.

It's a comedy road movie, with a dysfunctional family that has to travel together from New Mexico to California in two days so the daughter can enter a beauty pageant. They travel there in their decrepit old VW Microbus, which acts as one of the 'stars' of the movie.



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The Greenlight release includes a 1/66th scale model and a neat 1/24th Scale T2b VW Microbus.

The realease of the movie here in 2006 was a very special moment for me and my family who were chosen to attend the red carpet event and also have our '78 Microbus chosen to be on show with many other stars.

Although our Kombi's colour was not the perfect match for the film car, our Kombi was chosen for its original condition and our family make up - although we're not that dysfunctional. The actual yellow-white US Microbus film car can be seen in the Petersen Auto Museum in LA.

Getting to Sydney for the weekend was a very memorable occasion as a family of four driving down the M1 and driving behind a fully laden cattle truck (big mistake) when it let go "substance matter" and we had no water in the windsreen washer bottle.

Any way it did make good small talk conversation with Greg Kinnear which brought a smile to his face, and here's a shot of Greg Kinnear next to our Kombi.

You can still buy the movie on DVD at JB Hifi, or from many Ebay sellers online. There is also a copy in the club library.

Yes the Kombi has had its fair share of attention and brush with fame over the years!

Merry Christmas

Tony Bezzina



way to go.

The best cars to wreck are the ones that still drive, maybe just out of rego. That way you can test drive it and go through the gears.

Smashed, rusty or damaged cars are no good because you end up throwing half the car away for scrap, or parts may be compromised.

This green 1997 Golf CL is a milestone for me because it's wreck number 400. Yes, this is the four-hundredth Volkswagen or Porsche I have wrecked.

Thanks to everyone who has bought parts or cars from me over the years. It helped to keep mine and your Volkswagen dreams alive.

Ashley Day

Wreck number 400.

If you wreck a good car, you get good parts.

A lot of people have said to me – “Ash, how can you wreck this car, it's too good to wreck?!”

I always answer with the line from the 1980s movie Wall Street (“because it's wreckable!”)

We all need second-hand, or new, parts for our Volkswagen daily drivers and our projects on the go.

Sometimes new parts can be expensive, or no longer available, so second-hand parts can sometimes be the only



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Boris' Picnic day 2018.

I recently went to Boris' Picnic Day, which was held at Ramsgate Beach car park on Sunday 4th November. It's one of our biggest shows of the year.

We had to wait until the Wollongong cyclists had gone before we could set up but they were gone by 8:30 when the council opened the car park.

The day was a bit cloudy but with patches of sun. It was breezy too and the wind got stronger as the day went on.

The guys set up the Club tent and soon had the BBQ going. Christine set up the raffle next door.

Martha was on the gate and did a really good job taking peoples' money and keeping most of the non-VW riff raff out of the show. Thank you Martha!!

Some people set up swapper stands and car boot sales

of VW stuff on blankets. Vic had a very big bench of all kinds of VW stuff for sale. Noah was also selling lots of stuff from the back of his Kombi ute.

There was lots of time to walk around and look at all the cars. I think Martha said there were over 60 cars there at one point. But some VWs were starting to leave early as other VWs were still arriving.

There were lots of Beetles and Kombis and a few Type 3s and Karmann Ghias. I think there were more new and late-model VWs like Golfs and T5s, and even Tiguan, than last year.

It was good to catch up with lots of friends and some VW drivers that we hadn't seen since the VW Nationals in May.

Steve, Dave, Rudy and John did a fantastic job with the BBQ and I enjoyed a couple of sausage rolls. Boris and his





wife and step-son were working the shop next to Christine.

After lunch I sat under the shady trees with Wayne and Laurie. Gradually people were starting up and leaving for home.

It was hard to pick my favourite VW there. It was a very enjoyable day.

Jeff Swords

VW releases new 1500 model.

The Sun-Herald, Sunday 19 May 1968

Conducted by Clyde Hodgins

Volkswagen this week released a new model on the Australian market, the manual model of the 1500 'Beetle.'

There are 70 changes in the manual model of

the VW 1500 beetle, but it remains as individual as ever.

It includes many of the safety measures introduced to conform with American and international regulations, and first seen on the 1500 'auto' beetle introduced here two months ago.

The features include a dual-braking system, with disc brakes on the two front wheels.

The new VW models have a safety steering wheel and a collapsible column, rated next to seat belts as the greatest life saver under present road conditions.



The bigger engined V.W. 1500 manual

It uses a 12-volt electrical system and has a 15 per cent increase in glass area for improved vision.

Improvements have been done to correct minor faults in previous models, while not entering the race for annual design upheavals.

Engineering improvements show up on the road with a smoother, firmer road-holding ride, faster acceleration and all-round better performance.

Quick ways to identify the new VW 1500 models are the higher and stronger bumper bars and vertical headlights.

Engine capacity is increased to 1493cc, giving more power and quicker acceleration through the gears.

IT'S REVOLUTIONARY

THE

1500 cc.

VOLKSWAGEN

Historic Victoria.

Why is Victoria the capital for old Volkswagens, old Porsches and perhaps all old cars?

I've always wondered why most of the time I have sold an old VW, it will always go to someone in Victoria.

There are always more Volkswagens and Porsches for sale in Victoria.

When you are looking for cheap spares, on Ebay, they always seem to be in Victoria.

The Victorians always seem to pick classic Volkswagens before we in Sydney see any value in them.

It never made any sense to me.

Maybe they have better roads?

Maybe they have more space to store cars?

Maybe it's the café scene?

No.

The simple reason is – to have vintage rego in Victoria, the car only has to be 25 years old.

In NSW, cars have to be 30 years old.

Before they brought out the new vintage rego laws in NSW, cars only had to be 25 years old.

A lot of cars fell by the wayside in that five years, as many people don't have the room to store them, or the money to keep registering them.

Not in Victoria. Just as a car is due to be replaced because of old age, it can go straight onto vintage rego. So in Victoria you can have the best of both worlds. You can buy a new car for everyday driving and keep your old car for shows and club meetings.

No wonder a lot of 25-year old Sydney cars make their way to Victoria. For them it must be as easy as taking candy from a baby.



Bundeena Car Show.

I recently went to the 'Memory Lane' car show. It was held on the sports field at Bundeena Bowling and Sports Club on Sunday 25th November. There was a flyer in last month's magazine so we hoped for a good turn-out.

We met at McDonalds at Menai for coffee and





breakfast. Phil was there in his Kombi and Marino was there in his red custom Beetle, with some of his friends. We waited for about half an hour but no one else showed up.

We drove across Woronora, past Sutherland and right onto the Princes Highway. They have changed the lanes and two have to merge into one as you turn right. We crossed the tram tracks and then turned left into the National Park. No one was manning the gate so we went zooming through.

We crossed the Audley weir and it was a nice drive through the National Park. We took the Bundeena turnoff, passed Maianbar and then arrived in Bundeena. The sports club is on the right and we followed some old cars onto the grass and parked.

It was great to see Matt already there with his two beautiful split Kombis. He lives locally so it wasn't a long drive for him. Unfortunately we couldn't park together.

There were lots of good food stands to choose from, as well as market stalls selling soap, wood carvings, knitware, wind chimes and scented candles. We bought coffees and mini-doughnuts. The bowling club was also open for beers and a bistro lunch if you wished.

There were also some car accessory and motorabilia stands. We browsed through the old car books and Phil bought a Beetle one for the Club library.



The trophies were awarded at 1pm. There were trophies for best hot rods, best customs, best street cruisers and best classics. The VWs didn't win anything. There was also about ten Buicks parked together and they easily beat us for best club display.

It was a really poor turn-out of VWs, but it was a very enjoyable show anyway.

Jeff Swords



ACT Marques in the Park 2018.

The annual ACT Marques in the Park car show was run on Sunday 11 Nov at John Knight Park on the banks of Lake Ginninderra in the Canberra suburb of Belconnen. The ACT Council of Motor Clubs, in conjunction with a volunteer car club each year, conduct this show for all car clubs in the ACT region. Free to enter, for both entrants and spectators, it's a relaxed atmosphere where clubs set up where they wish, as there is plenty of space to spread out. There is a large play-ground, tree house and flying fox within the park, making it easy to understand why this show attracts many families to the event each year.

Each year a charity is selected to support, where the tin is rattled and those in attendance encouraged to donate any spare change they can afford. As the event was held on Remembrance Day, it was quite apt that Soldier On was the chosen charity for 2018. The ode was read and a minutes silence observed at 11am, honouring our service men and women who paid the ultimate sacrifice for their country.

The Vietnam Veterans Support and Counselling Association provided food on the day from their very well set-up and equipped food van. Of course a couple of coffee vans were also in attendance again that were very well supported during the day. The local McDonalds is only a short stroll away and they also enjoyed a high level of patronage from show goers. Overall, food and beverage options are quite varied and help make this show a great family event.



Overall car numbers were slightly up this year, with most marques represented. The weather was excellent which assisted in boosting numbers of both entrants and spectators. The Volkswagen enthusiasts were once again well represented, with between 12 and 20 cars on show (depending what time you got there). The water-cooled VWs were very well represented this year, with Polos, Golfs, Passats and a Touareg on display next to the usual air-cooled cars.

VWs weren't the only classic cars on display. Many great cars came along, including many from the local Hot Rod and Muscle Car clubs. Of course the usual Aussie classics from Holden, Ford and Chrysler were well represented, as were Minis, Mustangs, Classic Japanese and a large showing by the American muscle car fraternity, just to name a few.



An event that should be pencilled in to all local car enthusiasts calendar and definitely on their to-do list, held in November each year, Marques in the Park proves to be a popular annual event showcasing the huge variety of vintage, veteran, classic, muscle and popular cars of the ACT region.

Willie Nelson

5 DAILY MIRROR, MONDAY, JULY 20, 1959



● The Mirror's taxi-bus with two passengers on board about to start its trial run.

Mirror takes a taxi-bus run [AND GAINS 20 MINS.]

A taxi-bus which a Daily Mirror reporter took on a test run today picked up 20 minutes on the normal bus schedule from Brookvale to Wynyard.

Leaving 10 minutes after a regular Brookvale bus, the taxi-bus passed it at Spit Junction.

The taxi-bus, after dropping passengers outside their places of business in Bridge St, George St., and Rawson Place, had reached Central Railway when the regular bus was due at Wynyard.

The Transport Department is expected to begin operating taxi-bus services in a few weeks.

The Department is awaiting Government approval of the use of four German-designed taxi-buses for a three-month trial in selected areas.

Fast cruising

The run today was through the French's Forest area, where the first service is expected to operate.

The unrestricted-speed roads in this area would allow the taxi-bus, which has a top



ANNE BOGAARD



ROBIN ELLIS

Passengers happy

speed of 58 miles an hour to cruise at 50 miles an hour.

In today's test run, the taxi-bus kept rigidly to 30 miles an hour in built-up areas and to 50 miles an hour in unrestricted areas.

Stranded

Passengers in the rear-engined vehicle, which seats 10 people and a driver, commented very favorably on the test. They suggested that taxi-buses could be used:

- To pick up passengers left standing by overcrowded regular buses

- On outer suburban routes on which larger buses were running at a loss

- To run after hours, or at weekends or on holidays, on services usually cut out at those times.

The first people the taxi-bus picked up were Robin Ellis, O'Connor Rd., Beacon Hill, and Anne Bogaard, Warrington Rd., Beacon Hill, who had been stranded in the rain when their regular bus was full.

Their next bus was not due for 40 minutes, which meant that both girls would have been late for work.

The girls pay 2 4 each way daily—or £1 3 4 a week—in fares, but are usually left standing.

Robin said she liked the taxi-bus idea, but she could not pay any more in fares as she was only on a junior's wage.

The Transport Department has been considering designing its own taxi-buses.

But this would take several months, and would be rather costly.

So the Department will rent four rear engined taxi-buses, made in Melbourne, for trial



Have you seen me? The Frua VW shown in a period photograph | Amelia Island Concours photos

Rare VW sought for Florida concours.

The one-off 1960 coupe created by Italian designer Frua is wanted for the 2019 Amelia Island concours event's special class of custom-bodied Volkswagens,

"Custom-coachwork VW Beetle" might sound like a contradiction in terms, but in the first decade or so of the Volkswagen's resounding success, Europe's greatest car designers vied to create stylish versions of the basic Bug.

The Amelia Island Concours d'Elegance, always attuned to quirky special classes – think past years' oddities such as Cars of the Cowboys and Hunting Cars – has announced a special class for 2019 that will present a group of custom-coachwork Beetles to celebrate the 70th anniversary of VW's arrival in America.

"The custom coachwork VW is the flipside of the Bug's original American mission and message: The perfect fodder for an Amelia Concours special class," Bill Warner, founder and chairman of the northeastern Florida concours, said in a news release.

Some of the more common 'custom coachwork' Volkswagens may be familiar, especially to VW enthusiasts, and many of them are scheduled to attend next year's concours. There's the Hebmuller cabriolet Beetle, and the Denzel sports car. There's the Rometsch four-door Beetle, and their 'new body' designs such as the Lawrence coupe and Beeskow cabriolet. Other makers such as Beutler, Wendler and Dannenhauer & Stauss made VW-based sports coupes and cabriolets.

With the announcement of the new concours class, Warner also issued a challenge to find a very special VW-based car that has dropped off the radar. That car is an Italian-design VW produced by Pietro Frua, an acclaimed coach-builder who built just one example of the attractive compact car on a Beetle platform.

This is the second time that Warner has tried

to locate the unique coupe. His last attempt was 10 years ago when the concours was also featuring a VW class. He's hoping the second time will be the charm.

The Frua VW has a strong local connection to Amelia Island through legendary VW/Porsche dealer Hubert Brundage, who established his dealership in nearby Jacksonville more than six decades ago. Although Brundage has passed away, his Brumos Porsche is still well-known, especially for its motorsports victories.

As well as being an early promoter of the rear-engine cars from Germany, Brundage was the one who convinced Frua to design and build the Beetle-based concept car that Warner seeks to showcase.

Brundage's idea was to present the auto company with a production alternative to the Beetle.

"Mr. Brundage's Frua-bodied Bug was a departure from other VW custom coachwork as he wanted to show VW what was possible with the VW design," Warner said. "Most VW custom coachwork offerings were created to sell individual cars. Mr. B had bigger ideas."

Although the Frua design was not picked up for production by Volkswagen, it is cited as a possible inspiration for VW's later Type 3 lineup of fastback, notchback and squareback cars that supplemented the Beetle and Microbus.

Aside from the missing Frua coupe, the Amelia Island Concours is assembling a class of seldom-seen coachbuilt Volkswagens that will show what an inspiration the revolutionary automobile was for the world's designers.

The Amelia Island Concours takes place March 8-10, 2019, at The Golf Links at the Ritz-Carlton Resort, Amelia Island Florida. For more information, visit the concours website:

www.ameliaconcours.org/

Thanks to Carl Moll for the article.



The Frua coupe was based on VW Beetle underpinnings



Aquila kit car.

The Pick of the Day is one of these exotic-looking vehicles, a 1980 Aquila being offered for sale on ClassicCars.com by a specialist dealership in Scottsdale, Arizona. It makes an interesting contrast to the more common Sterling (Eureka), Bradley GT and Kelmark-style VW kit cars.

According to the advertisement, only around 150 such fibreglass bodies were produced by FiberFab of Cupertino, California, in the late 1970s and early 1980s. Of those 150, only a few were actually completed, the dealership says, adding that this the 137th body produced.

This particular car has been for sale for several years and has been featured in several 'classic car' articles. In fact, if you Google 'VW Aquila', various stories of this very car come up.

With such a small production run, and the body moulds destroyed many years ago, body parts are now



Welcome to **AQUILA**, an exotic limited production GT sports car, incorporating engineering and finishing details seldom found in kit cars. The beautifully styled **AQUILA** is ready for you to mount on your standard, dependable Bug chassis. The body is factory assembled so there is no fiberglass work for you. Special features include a fully integrated, dropped floor pan that gives extra body rigidity and head room, plus a panelled overhead console, and removable and replaceable front and rear caps and bumpers. Our comprehensive kit includes all the parts and accessories you need to transform your VW into one of the most beautiful sports cars in the world.

For further information:
 \$1 Brochure
 \$10 Assembly Manual
 \$12 Brochure and Assembly Manual
 Send check, money order or MC/Visa/American Express authorization number and expiration.

American Fibre Craft, Inc.
 P.O. Box 1361, Dept. KCC
 Cupertino, CA 95015
 (408) 773-1554

Auto Aquila Canada, Ltd.
 2359 Pino Lettore, Dept. KCC
 Quebec City, Quebec, Canada G2P 2B9
 (418) 688-3000

unobtainium unless you find a donor car. Glass is simple flat for the doors and rear, while the windshield is Ford Pinto. Seating position is abysmal with your legs straight out and sightlines are just as bad. The body itself though is one of the stoutest, best built kits out there.

It's a monocoque body hanging on the Beetle backbone, so it's very rigid. Door fit can be a problem, but this one looks like it's been sorted quite well.



The glass will hinge out from the back (or remove with the right hardware), much like the older style van quarter windows. No room to store them unless you build something to put them in.

The car was built in 1980 and is based on a 1963 VW floorpan - which would make it swing axle rear and link pin front beam. The engine is a 1200cc VW, but could easily be upgraded to 1600cc and larger, or even a VW Type IV motor. Unfortunately a Chev Corvair flat six is about 4 inches too long to fit.

The car, the ad says, was "built to a very high quality with mostly newer parts," including removable side windows, gull-wing doors, and a VW floor pan. The car also has custom gauges and interior.

The dealership says the car's wiring is new and that the car is "totally sorted out; no issues."

The asking price is \$13,900.

Thanks to Carl Moll for the article.



VW Trakkadu 400.

With the never-ending rise of house prices in this country - although, even as I write this, the news pages have swung around to the gloom and doom of predicting massive price drops instead - it's enough to have me dreaming about something else.

An escape from the mundaneness of the endless news cycle. Good news, bad news, indifferent news, any news really. And that is partly why I think escaping our city confines to travel this great country is so popular right now. It's a way of thumbing our noses at our capitalist selves.

Vans are very popular for such journeys, mainly among the younger set, but certainly not exclusive to it. And if you look hard enough, you will find multiple social media pages extolling the virtues of what they call 'van life'.

Given that popularity, it's a surprise that there are not more options coming from the van manufacturers themselves. That could be because many people do like to go their own way, so to speak, and set up their own conversions. But what do you do if it is simply too much hassle to do your own conversion, you have absolutely no tradecraft skills or a caravan is too big?

Well the Volkswagen Campmobile was the original and greatest of the camper van conversions, with 12,000 sold in Australia from the late '60s up to 1980. 'Factory' Campmobiles were converted by E.W. Sopru Pty Ltd, a division of LNC Industries (which also owned Volkswagen Australia), at their facilities in Adelaide, Melbourne and in Sydney's Silverwater. Campmobiles were sold new through VW dealers then and had the normal Volkswagen new car warranty. They were also expensive - more than the price of a Holden Kingswood V8 in the late 1970s. Other after-market converters also made campers based on the Kombi - Sunliner, Camperize, Swagman (Austro-Campaway), John Terry the Kombi King (Discoverer), and Trakka Van were others.

Luckily for us, Australian company Trakka still specialises in fit-out camper conversions on the popular VW Transporter van, among others. Trakka took over the 'official' VW converter status in the late 1980s when LNC Industries closed down their VW business, and continued making campers based on the then-new T3 Kombi (especially) the Syncro AWD version, then later the front-drive T4, T5 and current T6 Transporter.

You could of course look for an older used camper on the second-hand market, but 1970s Kombis in good condition are getting hard to find and are going up in price. And while they were great in their day, they don't drive anywhere near as

well as new Transporters, or have any of the modern safety gear and conveniences.

Having an experienced outfit like Trakka convert a standard van into a functional mobile home has benefits. It saves you time, and you know that everything is engineered properly and maintains the operational functions of the car. You also get a three-year vehicle and three-year Trakka warranty. Plus, Trakka has been operating for decades and has lots of experience with Volkswagens, so it knows how to maximise the space in the van.

The Trakkadu 400 is one of its newer conversions. It is an all-wheel drive, pop-top van sitting on the long-wheelbase VW transporter platform.

Obviously, Trakka has added a host of options, but it still uses the standard 2.0-litre bi-turbo diesel engine providing 132 kW of power. It pumps out a healthy 400 Nm of torque too, which means that you could tow up to the rated 2.5 tonnes. The VW driving tech is still there, too, with the 4Motion all-wheel drive providing excellent traction on all surfaces.

While the car certainly feels a little heavier on the road than the standard van, the suspension is also standard and gives a good account of itself. Getting used to the driving position in a van is all you need to be concerned with. That and a little body roll on tight corners, but it's never too much and more manageable than the larger styles of motorhomes.

The lights on the vehicle are good enough that you shouldn't need aftermarket additions. You can see everything, and for me they flood and spotlight ahead effectively for any night driving you may do between spots.

The beauty of having your home and transport all rolled into one is that you never have to see the same sunset. The beauty of a van is that it can get into places the larger motorhomes simply cannot. The drawback comes for those who like to move, and move often. If you're not in the thick of it, and you rarely want to be, you have to pack up every single time you want to go to the shops, a beach or a bushwalk. That can get painful if you do not have alternative transport, so consider an external bicycle rack.

On the upside, the Trakkadu 400 only takes a few minutes to set up. As long as you are tidy and have a place for everything, you can become quite accomplished at getting on the road quickly after a night or two.

Inside the van, the pop-top roof provides the head space to stand up comfortably at the bench. There is a glass





ceramic diesel stove here (which means no open flame in the car). Obviously, you are in a van that naturally is limited in space, so if you're running out of room, you can slot a removable table up to the bench. That same table can be moved outside, if the weather allows you to eat out there under the awning. It clips neatly into a rail on the side..

Cooking inside has never been my thing, so realistically I would probably carry an additional outdoor stove. Being outside is what it's all about, after all. You can aerate the internal space well by lifting the roof and unzipping the windows, which are lined with a midge-proof screen. There is a window behind the stove that should have a flyscreen but doesn't, and you can open the sliding side door - again no flyscreen, so beware the ravenous bugs at dusk.

Underneath, an 80-litre fridge/freezer should keep you going for a few days, and for cleaning up there's a sink with a folding tap and glass lid that works well to maximise the bench space. Power to the LED lights is supplied from a second 100Ah battery, and you can upgrade to lithium and solar options. Trakka also fits a dimmer to some of the lights to better manage power consumption, and there are 12-volt and USB charge points.

The optional solar-charging system fitted to our test car will offer more time away from mains power. It's an option I would tick and comes in at \$1500. With it, you could be on the road away from mains power almost indefinitely. Without it, your battery will only last 2-3 days unless you religiously start the car each day to recharge the battery, leaving the car to run for a while.

The dining table can accommodate four people, so have some guests over. If you're worried about it being a bit stuffy, the pop-top really does a great job of delivering that open feel. That and the clever design, of course.

The bed is comfortable for one, but with the girlfriend joining me after the first night, I wouldn't say it was gloriously deluxe for two - more so accommodating. You will survive and make a fist of it, sure, but the width is slightly compromised by the required bench and storage space running along the right internal wall. Think of two people sleeping on a king single. You'll want to be very friendly.

The bed is formed by the rear seat, which concertinas by pulling a tab located in the middle of the seat. It's very easy compared to some I've seen that



seem to require a degree to operate. Above is a second bed for a couple of kids, and while it's a handy option, I doubt anyone going on a long-term trip will use it unless you start one of those arguments you can't win. Or in my case, get involved in the cooking process and start telling the chef how to cook. This, to my mind, is a couple's only option.

For two adults, this is a very usable vehicle that has excellent credentials as a mobile home. It has everything you will need. It is small enough to get to most places, and the 4Motion all-wheel drive will provide enough traction for any dirt roads heading to secluded campsites. Forget any tough tracks, though.

While our weekend away was a mere blip in comparison to what you could do with this vehicle, we came away wanting more and can't wait to get back into another Trakka conversion.

At a quite costly \$104,110 as tested, you may want to do away with the smashed avocado on toast for a while, but remember you are buying a lifestyle, not simply a car. And you can expect at least one person to say, "You could buy a car and caravan for that". And, yes, you can, but not everyone wants to tow a caravan around for days on end. It's a hassle you don't need and they are slightly restrictive, keeping you from potentially some of the best places a car can reach sans trailer.

The beauty of escaping, pulling up at a random spot and setting up quickly is the key. It is simple, comfortable living, and if I could give up my day job, I'd buy one.

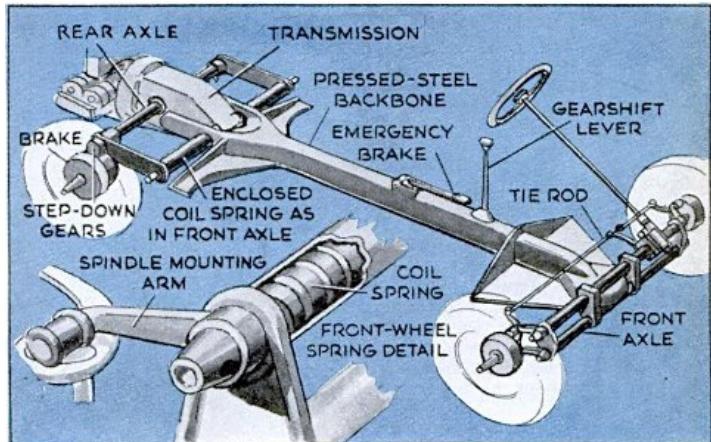
Dom Wiseman





A civilian model of the car, shown above, was publicized by the Nazis as within reach

of practically every worker's pocketbook. But the promised mass production was put off



A single steel member down the middle forms the chassis.

Controls for transmission and brake run through the

backbone. Reduction gears are placed beside each rear wheel

This was Germany's flivver.

End of another Nazi dream . . . 'People's Car' promised by Hitler is ersatz jeep

Popular Science magazine, May 1944

Back in the thirties, when Germany's war preparations were weighing heavily on her people, Nazi leaders dangled before the public a vision of a wonderful 'poor man's car' soon to pour from the factories. It was to be an automotive marvel - light, fast, roomy, and inexpensive; and it would reward Germans for the low wages, long hours, and shortages.

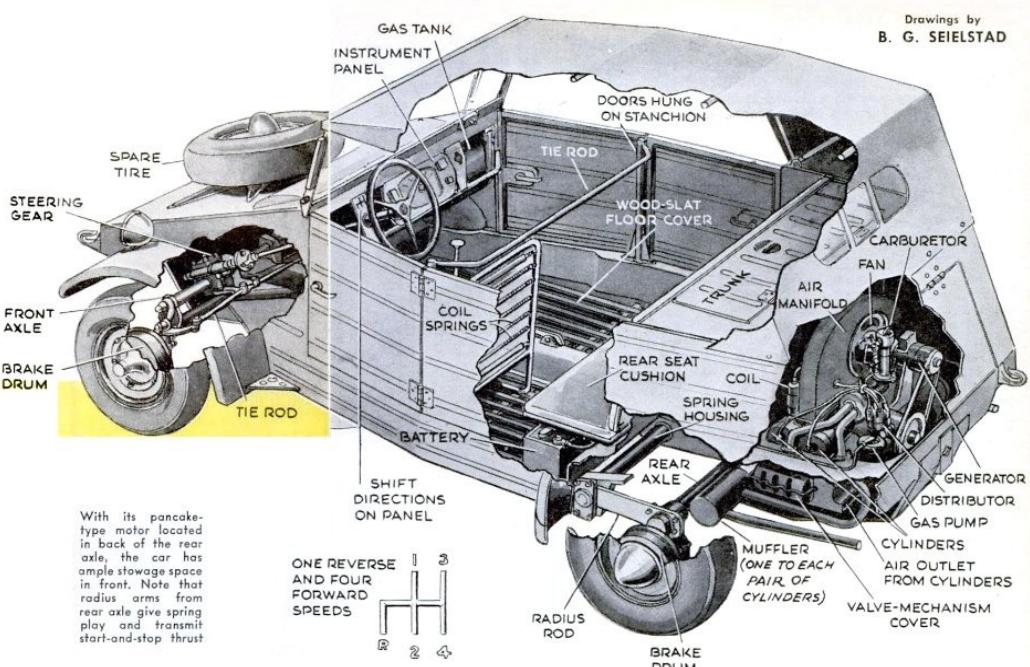
Never made in quantity for civilians, this Volkswagen has turned up on battlefields as an inferior version of our jeep. Captured models, tested and taken apart by U. S. experts, show that the car is less rugged and versatile than its



Converted for military uses, the Nazi flivver serves the Germans as a light general-purpose vehicle. This one was captured in Africa and

brought to this country for testing. It hasn't the four-wheel drive or ruggedness of our own justly famous jeep

American prototype, but ingenious in design and economical to run.



Drawings by
B. G. SEIELSTAD

Power is supplied by a four-cylinder opposed motor, mounted at the rear and driving the rear wheels. The engine develops some 24 hp, and is cooled by a blower and housing that delivers air to the cylinders. Top speed is above 60 m.p.h., while gasoline mileage at this speed is about 33 miles per gallon. The fuel tank, mounted in front of the dash, holds six gallons.

A steel backbone replaces the conventional chassis, and springing is accomplished by means of coil springs located within transverse, pipelike housings.



Volkswagen has three models besides this sedan. Hood covers spare tire, gas tank, luggage.

Hitler's flivver now sold in the U.S.

Popular Science magazine, October 1950

The Volkswagen ('People's Car') that Hitler promised but never delivered to Germany's civilian market has shown up in America. It's under a democratic aegis now, a product of the West German Republic. But it's a dead ringer for the pre-war prototype (see 'This was Germany's flivver,' PS, May '44).

A homely auto to most U. S. eyes, it also has some homely virtues. It gets good mileage out of its fuel, and it burns the cheapest gasoline without pinging. It's rugged. Its body is squeak-proof. It's well sprung. It has better ground clearance (8.35 in.) than most U. S. cars. Its articulated rear axle accommodates the back wheels to bumps with little loss of traction. Added credits: a tubular-spine chassis; low unsprung weight; and a low-speed, low-wear engine.

The engine probably is the best part of this car. Air-cooled, it is the same engine that served General Rommel's Afrika Korps without a whimper in the desert heat. It peaks at 25 hp. at the unusually low speed of 3,300 r.p.m.

Beyond that, whether or not you like the Volkswagen will depend on your personal tastes in automobiles. It's tiny, yet it gets less gas mileage than the higher-compression Renault (PS, Aug. '50). A big man has to jack-knife to get into the back seat. By American standards it is under-powered, even for its size. The

pint-sized flat engine must be revved up considerably in third gear before it can take the load in high. Of the four forward speeds - the U. S. agent calls the fourth gear "overdrive" - only the top two are silent and synchronized. The first two must be double-clutched to prevent clashing.

The good springing doesn't keep the short (94½-in.) wheelbase from quick-pitching on bumps in the road. And the price is not much different from those of more commodious imported cars such as the Hillman Minx.

The engine, like the Renault's, is mounted in the rear for better roadability. The designers explain the plunging hood-line as an aerodynamic form that presses the car down on the road harder as it goes faster, perhaps at the cost of added road friction.

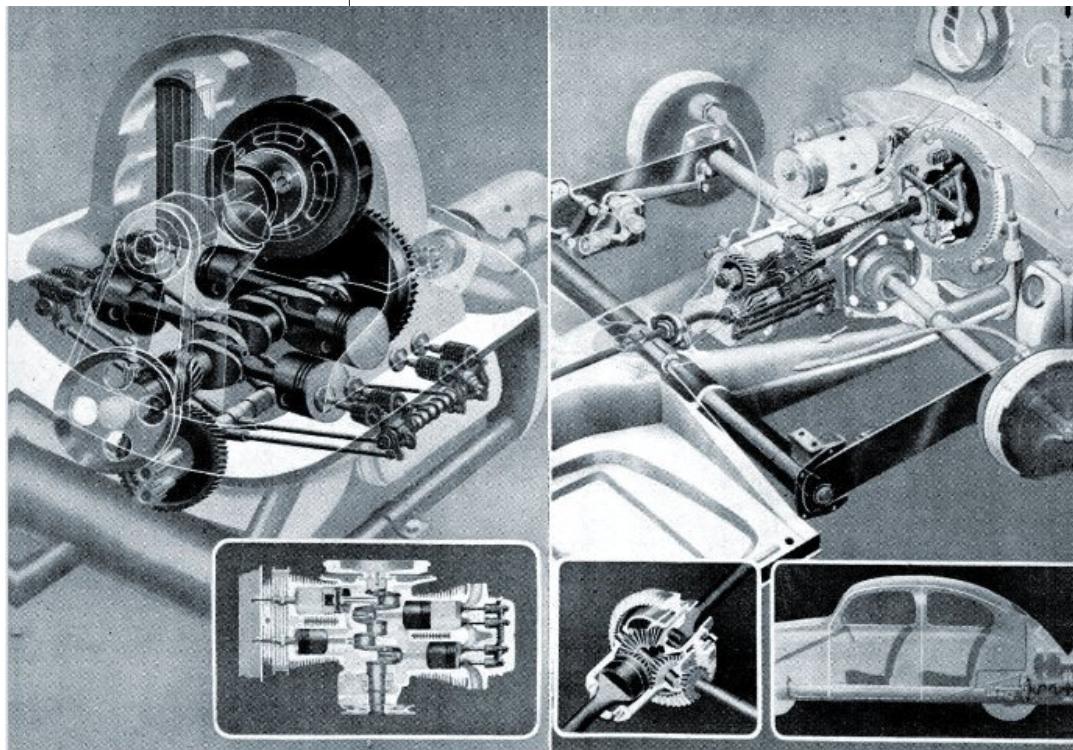
Demonstrated in New York and at the

International Trade Fair in

Chicago last August, the Volkswagen had a high novelty value. Leaf-type torsion springs, jacking pads, oil cooler; and warning lights to signal low oil pressure, electrical trouble, or a broken fan belt all boost its gadget appeal. But whether it has enough utility here to coax dollars from American pockets remains to be seen.



Volkswagen's interior is severely plain. It gives about 34 miles per gallon, has low compression (5.8-to-1), makes about 60 m.p.h., and sells in this country for \$1,280 and up.



Valve-in-head engine is opposed type with three main bearings. This phantom view shows shrouded fan (top center) that blows air on finned cylinders. Bore is 2.95 in., stroke 2.52 in.

Power train from clutch runs via a shaft crossing above differential (inset left) to gearbox, and thence back to differential. Second inset shows how far back engine is located.



Ford 1500 and VW 1500.

VW Club of NSW 'Club News', November 1965

Owing to the travelling bug in me and a yearning to see some of my native country, I got my head together with John Price last February and we decided to make a trip to Adelaide via Melbourne. A few of our friends apparently got itchy feet also, and 'cottoned' onto the idea also.

At the time I was a proud owner of a 2-door Ford Cortina 1500. John, as most club members would probably know, is the owner of a Type 3 VW 1500. We both wanted to take our own cars so we invited two of our friends to join us as passenger-drivers. They, in turn, however, invited a few of their friends to come along for the ride. This started to get a bit out of hand. We now had 8 people and luggage, to travel in 2 cars, to Adelaide for 2 weeks. So, one of the chaps offered to take his Fiat 1100. John and I were not too happy about this, as the Fiat was under constant repair to keep it on the road.

Anyway at the last moment the Fiat driver and his companions decided that they mightn't be able to keep up with the two 1500s on the trip and dropped out. This left three people and two cars. John and I being stubborn both insisted on taking our own cars, so we set off for Melbourne.

Before we left Sydney we decided to take it easy on the way down and not thrash our cars. I think we got as far as Auburn before our right feet became heavy and then it was on.



The trip from then on became a combined 'High speed - Reliability - Economy Run.'

We travelled to Bathurst and then via The Olympic Way to Albury, where we joined up with the Hume Highway to Melbourne. Along the way we were held up by road blocks of sheep that looked at us and could not seem to understand our impatience. It was a case of who could get out in front and set the gruelling pace. I must admit though that John had pretty good aim. At one stage, when he was leading the field, setting a pace or just over the '90' mark (145 km/h) he came across a flock of Galahs on the road feeding. I nearly had to put on the windscreen wipers; I thought it had started raining feathers.

We reached Albury by lunch time, grabbed a quick lunch, tanks full of petrol and it was on again. This section from Albury to

Melbourne on the Hume was a regular speed strip. The only thing that was capable of passing us (and did) was a couple of Jaguars. We had great amusement watching the surprised faces of Holden drivers etc, as they disappeared in our rear vision mirrors. I had an optimistic 100 m.p.h. (161 km/h) indicated on the Cortina's speedo. John told me later that the VW's speedo only showed around 93 m.p.h. (150 km/h).

We changed around every couple of hours from car to car and travelled as the passenger. I had a chance on the trip to both lead my car up some grades and follow it up others while driving the VW. The handling on the VW in my opinion was superior to the Cortina's. The cars as I mentioned were very evenly matched on performance and top speed. Also we returned, much to our amazement, around 33 m.p.g. (8.5 L/100 km) out of both cars. Both cars had no mechanical troubles, but I could feel the Cortina give a sigh of relief when the engine was switched off and the handbrake pulled on upon arriving in Melbourne.

After the trip the Cortina was never the same again. Much to my surprise the VW 1500 appeared to have only been taken for a sedate Sunday drive (if there is such a thing to a VW driver).

The consequences of all my previous ravings is that I have since sold my Cortina, and am now the prouder owner of the little brother of the big VW1500 - namely a new 1200 Beetle.

I might mention that while in Melbourne we saw the Sandown Raceway in action with an international meeting. Also, we visited the International Motor Show in Melbourne's Exhibition Building. After seeing this most impressive display of motor vehicles of all types and classes, I would be ashamed to invite a Melbournite to view our little Sydney Motor Show. I'm sure that one could inspect a better variety in the motor shops in William Street, Sydney.

I decided to stay and have a good look at Melbourne instead of going on to Adelaide, so John and Peter, our other travelling companion, continued on their way to South Australia.

MELBOURNE TOADELAIDE. From Melbourne we separated, leaving Ross behind with friends. We felt somewhat reluctant to leave as we all were having a great time, but we were also determined to see Adelaide so we aimed the car westwards and thundered across Victoria,



stopping at Ballarat to sight-see this historic town.

The Western Highway was our route, and as these roads are in better condition than New South Wales roads we were able to maintain a high cruise speed. It was a quick trip across Victoria but we still had time to take in scenery and to stop and look around the towns.

We crossed into South Australia just after sunset. Actually we were about 15 miles (24 km) across the border before we knew where we were. The night travelling was uninteresting, especially after driving across the 90 mile desert. Murray Bridge was our stopover for the night before continuing to Adelaide in the morning.

One very noticeable point about the whole trip was the friendliness of the garage proprietors, who always chatted about the weather, car, etc. and told us of places of interest whilst giving us maps and tourist guides.

At last we reached Adelaide. We parked the car in town and then headed towards the shops to buy some lunch. The afternoon was filled in by looking around town. This proved to be expensive, as like Sydney, they have parking meters that have to be fed every half hour.

The simple art of erecting a small tent baffled us when we moved into one of the large camping grounds outside town. We broke some of the stakes and those that we were able to drive in wouldn't come out again. Eventually we had an idea - we packed up and moved to a caravan park. The caravan park was our residence for our stay in Adelaide.

Next day we went sight-seeing around town, and without a doubt we saw the best city of parks and gardens on our entire trip. The following day we ventured out to the coast to try the beaches. The beaches were disappointing as far as swimming goes, but they were terrific for dragging. In fact, we think they should call it Southern Daytona. The V.W. delighted in churning up the sand and seaweed before we were chased off by some authorities.

After this we drove out to the natural salt pans where apparently no tourist had ever ventured in cars, the dust being 1,000,000 times thicker than a V.W. Club Gymkhana (and that's pretty thick). The huge trucks out there seemed very surprised as they nearly ran over us before sighting us whizzing around the mountains of unrefined salt*

Unfortunately the time had come for us to move on again, the trip now being half over.

ADELAIDE BACK TO MELBOURNE. As Adelaide was our half way mark we had to decide a way home. We decided

to go back via Melbourne in preference to Broken Hill and north-western New South Wales, which was our original idea.

Leaving on the Sturt Highway we travelled through Gawler, Renmark and Mildura before picking up the Calder Highway. Back in Victoria we now passed through Ouyen Sea Lake, and at sunset we made for the Caravan Park in Swan Hill. During the day we were surprised to find out that some of the garages in the more remote areas of the Highway had never had a VW 1500 in for petrol before. We were bewildered in Swan Hill by the mass transfer of the beer drinking Victorian population to the N.S.W. side of the border at 6 o'clock. While N.S.W. stopped 6pm closing in 1955, the Victorians still have early closing. It is very convenient for the thirsty Victorians as Swan Hill is right on the border, separated only by the Murray River.

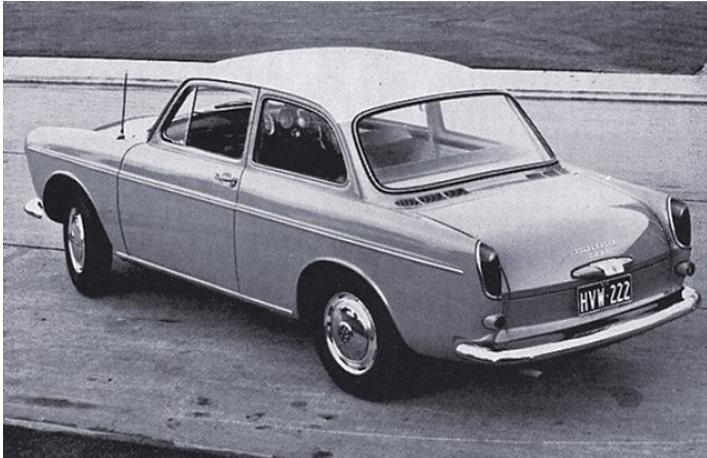
In the morning we set off again passing quickly through Kerang, Bendigo, Kyneton and then we reached Melbourne in the early afternoon.



We were back in Melbourne and lost, as we did not have a map of the suburbs. But, with the help of the garages we eventually found our way to Lilydale. Ross wasn't expecting us and we thought he was in for a shock. Something went wrong with our surprise as the tables were turned on us. A Holden chased after us with someone waving out the window. We thought it was the Police, but no, we were being waved down by the friends who we were staying with, to our relief. Peter now came up from hiding under the dashboard to display his bristly growth of beard he had acquired during our trip to Adelaide and back. I was immediately accused of having travelled further south than Adelaide because Peter was apparently mistaken for Santa Claus. When everybody recovered from their initial shocks, we found out that Ross and his friends had gone into the city for the Moomba Festival Celebrations.

After a quick shower and a snack we hopped aboard a train at Lilydale Station for a typical nightmare journey in a suburban train. We came to the conclusion that the VW has a better suspension system.

I met John and Peter at Flinders Street Station and we went directly to the banks of the Yarra River. The Surfers' Paradise Ski Gardens crowd had been imported by the local booze manufacturers, namely the Carlton United Breweries. We were entertained for a couple of hours by some very



impressive water skiing. If any of the skiers fell accidentally into the clear blue waters of the Yarra, they had to get them out on the pontoon and pump the mud out of them.

I might mention that if you are down in Melbourne at night time, it is a must to go chasing possums in the parks. We were casually strolling back through the Treasury Gardens Park when we came across what we thought at first were giant rats that had wandered up from the Yarra River. There must have been 100 of the largest species of possums I have ever seen. We delighted for the next hour in chasing possums up the trees in the park; "Ripleys Believe It Or Not we wore sober." After all it was about 11 o'clock and the pubs had been shut for 5 hours.

Our fun ended when John got carried away with his chasing and fell in a puddle of mud (not in the Yarra, in the Park!) I guess he felt a bit wet under the collar and suggested we call it a night.

The next morning we packed the 3 boots of our 2 cars and set off on our return Sunday drive to Sydney via the Princes Highway. As when we came into Melbourne we managed to get ourselves lost, we did the same trying to get out of the place. Somehow or other by some masterly navigating or sheer luck on Peter's part we found the Princes Highway.

The trip along the Highway was terrific because of the beautiful coastal spots, and because of the trail of broken hearted Holden drivers we left behind us with their cars flat cut getting nowhere fast. There was a very rough unsealed part of the Highway approximately 50 miles (80 km) before the N.S.W. border. In fact it was rough enough to be classed as 1st class trials roads. From the border we motored up to Eden where we planned to stop over for the night. In Eden Ross insisted that we visit the 'Garden of Eden' Caravan Park because it sounded like it "had prospects."

After having tea we decided to go out and find out what the people did in Eden on a Saturday night. The answer we found was "they drink." So, the serpent appeared and we found ourselves in the bar of the nearest hotel washing down the dust. The consequence of this little misadventure was three somewhat merry souls walking up and down the beach at Eden in an effort to sober up. One party in the group (no names mentioned) wanted to do 'wheelies' around the island in front of the Police Station (it wasn't John or I).

The next morning was dark and dismal, even though the sun was shining brightly. This didn't dampen our spirits, so we set off like scalded cats on our last leg of the journey.

An interesting development occurred whilst sedately

motoring along at about 85 m.p.h. (137 km/h). We came across two more 1500cc cars, a Fiat and another Cortina. Suddenly each and every 1500 wanted to be out in front. The order was Cortina, Fiat, VW, Cortina (Ross). No one could make much impression except Ross and myself (in the VW). We had the power to pass them, but not quick enough. It was hard to believe that four cars could be so close in performance. We were slowed down by a group of cars up ahead travelling at 20 m.p.h. (32 km/h) behind a police car. Even though we were in a 35 m.p.h. zone. Lead-footed Ross overtook everybody, Police and all, and then disappeared out of sight. Getting back into the derestricted zone it was on again. With the help of some beautiful long open stretches of V.W. winding out type road, the (Aussie-built) Wolfsburg product administered humiliating defeat to the higher powered 1500s.

While all this was taking place, a stray Holden decided to tag along. It was interesting to note that the Holden could be seen overtaking other cars behind us and then he moved out onto the right to try and overtake the 1500s. And that is where he stayed, on the wrong side of the road slowly disappearing behind us. I must add that the Holden handled like a Morris 1100's fluid suspension as it floated all over the road. At Batemans Bay we rejoined Ross again to have lunch on the water's edge.

When we left Batemans Bay a couple of hours later, a very sad looking 'hot' Holden came in on the back of a tow truck. Its engine had blown up completely, and the driver was muttering about 1500s. The best part of our trip was over, the traffic was getting thicker and we were getting tired.

The end of a good holiday was near, and for me it was back to work the next day. "Urh."

The week had been very compact for us. We had covered 3,000 miles (4,850 km) and had done so many things in eight days.

Ross Skinner and John Price.

Cabriolet repair.

Just because your roof has rips, doesn't mean it's the end of the road for your Volkswagen cabriolet.

Over the years I've had many Volkswagen cabriolets, and for one reason or another the roofs can get damaged.

Once I had a German Shepherd land on my car from a





second-storey balcony; another time I got caught in a hailstorm.

Inspired by Rambo stitching up his arm after jumping into trees, I started stitching roofs.

You can get a new roof skin fitted, but this can cost \$1,500 or more.

So, I've never tried to fix one this bad, but what have I got to lose?

Now I'm not a motor trimmer by any means, as you can tell by my stitching. Maybe you could do a better job.

Use black weather-proof 'outdoor' thread made of polyester. Don't use cotton thread as it will decompose outside.

After you have finished stitching, rub boot polish into the stitches to seal from the weather.



Spray the roof with tyre shine and rub it in.

This repair only cost \$40 and it definitely puts this cabriolet back in the game.

Ashley Day



Take care of your photos.

While digging through my files for images to use in my archives pages, it was hard not to get a little nostalgic over photos taken 25 - or more - years ago.

What prompted this particular round of getting all misty-eyed was a prolonged session on Facebook where there have been several posts from people reminiscing about the late 1980s scene in the UK. Among the photos posted were, as you can read elsewhere, a number of my old cars, principally my Type 3 (which became Fast Company) and my race car, No Mercy.

The 'new' (to me, that is) pics of the Type 3 are what intrigued me the most, and prompted me to write about it in the archives pages. They also made me wonder how many more photos there are out there.

Go to any VW show or event and you'll see the vast majority of people walking round with either a camera or a smart phone, taking photos left, right and centre. But what happens to all those pictures, that's what I want to know?

Digital photography is, without a doubt, one of the greatest inventions of recent times, but it worries me. Why? Because for the most part, the pictures people take on their cameras and phones are either downloaded straight onto their computer's hard drive or, in many cases, not even downloaded at all.

I know of people who've had their cameras stolen after a wedding, or while on holiday, and have as a consequence lost all record of their special day(s). Had they, at the very least, downloaded their files at the earliest opportunity then there would be a far greater chance they'll have something to look back on in years to come.

But don't think they're safe on your computer, either. The hard drive on my iMac began to make odd noises a few months ago and, rather than wait for it to give up the ghost completely, I bought a new one safe in the knowledge that all the files on my old Mac - every one of them - were safely backed up on not one, but two external hard drives.

Even they're not infallible, and the first one I ever bought - a LaCie 500GB drive - packed up this year, too, after 10 years of service. Again, it had started to make some odd noises, which set the alarm bells ringing in my head. You can be sure I backed up the contents onto another drive before it went belly-up.



I used to copy all my files onto CDs, but soon learnt that they have a finite life, too. I have some with scanned images on which will no longer open, meaning those files are now effectively lost. Take heed! USB sticks are now the medium of choice, being cheap, small and convenient as well as holding much more than CDs could. But who knows how many years they will hold useful data before failing?

But where is this leading? One of the great pleasures of attending a large swapmeet, such as Beaulieu or Essen in Germany, is coming across boxes of old photos - you never know what you're going to find.

At Beaulieu a few years ago, I bought a photo album from a French dealer which was packed with prints taken by someone with access to the Porsche pits at Le Mans, along with other images of 1970s Formula 1 legends at various tracks, some of which were autographed. Very cool.

But, if you fast toward another 30 years from now, what are we going to find at swap meets? Old broken hard drives which purportedly contain digital images of Bug Jam 2001? Scratched CDs that are simply marked 'VW photos'?

The days of finding previously unseen and probably faded prints of Volkswagen shows (and other events) will gradually disappear, along with a lasting record of the scene as we know it today.

Facebook has been great by encouraging people to dig out their old photo albums and post pictures on-line, but many of the images are either poorly scanned, or simply photos of photos taken on a phone. Frustrating when you want to see a detailed view of your old car taken at a show in 1985, or whenever.

I used to use a lot of print film but, stupidly, I never kept anything in albums. As a consequence, I've lost (or at least, lost track of) many photos that I took back in the 1970s.

I also used to rely on my friend Tim Sneller to take photos, as he was a keen photographer. But when he passed away in 1984, many of his photographs were lost for ever and along with them any lasting record of our days fooling around with the rest of the Air Kool Kustoms club we helped form.

Then, when I took up journalism full-time in 1977, I made the change to using transparency (slide) film, as that's what all magazines used at the time for colour pics (although all black and white photography was still done on print film).





Sadly the move to magazine work meant that I didn't do anywhere near as much photography of my own - if I went to a show or race meeting, it was usually in a professional capacity, so I took along one of our company's photographers. Of the relatively few transparencies I did take, many are now lost in the mists of time, or faded beyond use.

So today I try to download any images I shoot on my Nikon (D2X SLR) or Olympus (E-P3) as soon as I get back from an event, backing up the files on at least one extra hard drive. It's time-consuming, yes, but at least I know the images are relatively safe.

But there is just one thing I need to do: put the files in a named folder so I can find them more easily in the future! It was so much easier when you picked up your wallet of photos from the chemist - all you had to do was write on the envelope. They call it progress...

Keith Seume

The Wagen most wanted.

The Sydney Morning Herald, Monday 2 December 1974

The Volkswagen Beetle - despite the industrial and financial problems facing its German builders - continues to go from strength to strength.

The 18 millionth was built last month.

The Beetle, which began as the brain-child of Dr Ferdinand Porsche in the early 1930s and came to fruition under the orders of Adolf Hitler (who wanted a 'People's Car'), has broken all records for a single model.

It has sold in greater numbers and over a longer period than any other car in the history of the automobile - and is even now growing in popularity in the emerging markets of Latin America and Africa.

Although Beetle production was transferred from the main Volkswagenwerk AG plant in Wolfsburg to Emden and Hanover last July, to make room for the new-generation Passat range, Beetles are still in world-wide production at an average daily rate of 2,600.

In Germany, 800 a day come off the assembly lines in Hanover and Emden; in Belgium 350 a day are built; in Brazil 940; in Mexico 410; in South Africa 80.

They are also assembled in Indonesia, Yugoslavia and Australia. In Melbourne the VW factory began assembling the new Passat this year as well.

A new factory in Nigeria will soon go into production, and the company sees continued good selling possibilities for the car in years to come.



This year, for example, 463,000 Beetles have been sold around the world - as many as the whole Australian passenger vehicle market for the year.

So far this year deliveries in Brazil have increased by 14.8 per cent and in Mexico by 27.1 per cent.

In the United States - where 4,862,000 Beetles have been sold so far - the car was the top imported model last year and is maintaining its high sales with about 3.1 per cent of the market.

And while motoring journalists annually predict the end of the Beetle, and government agencies from time to time announce statistics which imply that it is "unsafe" in some way, it seems its low cost and general reliability qualities will allow it to go on ... and on ... and on ...

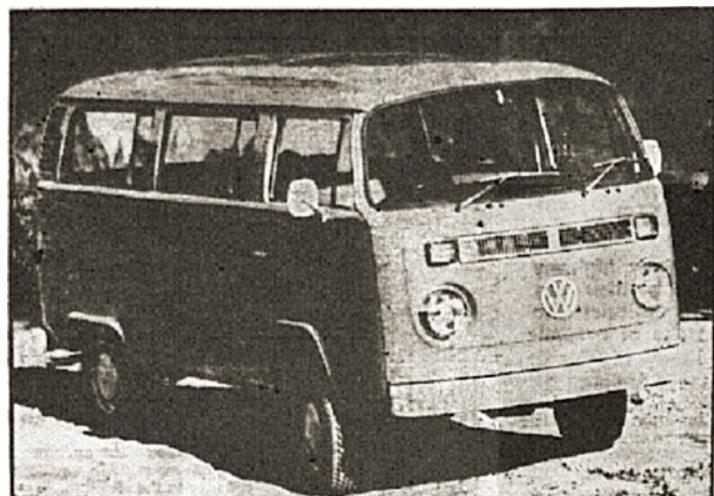
Sting in the tail.

The Sun-Herald, Sunday 10 October 1976

The most familiar motoring shape in the world, the VW Kombi and commercial van (pictured), has been rounded a little and given more sting in the tail.

The Volkswagen van now has a two-litre motor developing 51 kW (70 bhp DIN) at 4,200 rpm and giving maximum torque of 143 Nm at 2,800 rpm.

The larger motor gives the Boxy Bug a top speed of 127 km/h in manual form, and 122 km/h with automatic transmission, plus greater acceleration and hill-climbing ability.



The Love Bug's no Beetle-bomb!

Hot Minis and VWs magazine, 1970

In discussions we've had from time to time about Volkswagens, more than one owner has made reference to a particularly quick little circuit example living in Melbourne with its owner Pat Crea.

We've collected a bit of info about the rig, and sure enough it's just as quick as they all say (if not more so).

As managing director of the Preston firm of Volkspares, a concern dealing exclusively with Volkswagens (as if you hadn't guessed!), Pat was able to get his hands on all the good gear.

Originally the rig (which has subsequently been dubbed the 'love bug' by circuit commentators) was a 1962 1200 c.c. 40-bhp road hack, brought for spares after a road accident for \$125.

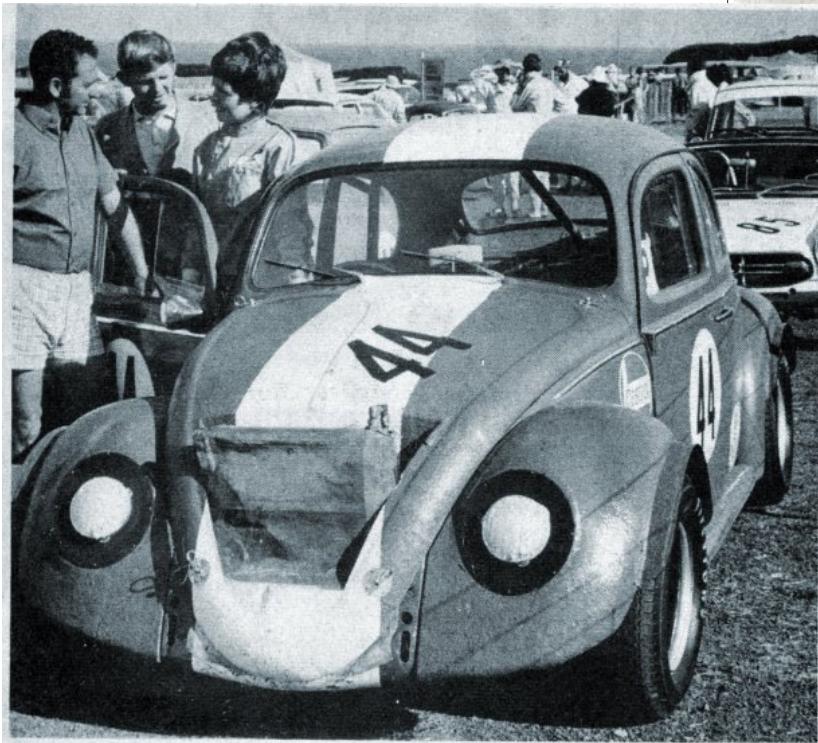
In the 18 months since then, \$3000 has been spent on the rig's preparation for motor racing, and with a top speed in the region of 118 mph (190 km/h) from a developed 150-bhp the beetle (needless to say!) has emerged as something of a surprise performer on Victorian tracks.

The beetle runs a 1600 c.c. Volkswagen mill, equipped with twin-port heads and a roller-bearing crank imported from Germany.

Repco-Brabham pistons and two downdraft Webers are the only deviation from stock parts.

The car runs on 6 x 13 in. rims, with 7-in. Firestone tyres, and is equipped with conventional drum brakes with a boosted twin-cylinder system.

The stormin' little beetle has taken Coopers and



Did someone mention fibreglass? A further characteristic of the front end is the strategically-mounted oil cooler. About to step aboard is co-driver Miss Darralyn Huitt, who's seen in action below at Phillip Island.

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44 THE SUN-HERALD, JUNE 22, 1975 44

Holdens in its stride and Crea appears to have tabbed Peter Brock's well-known Holden-milled A30 as his main rival. Its best time for a lap at Winton (1.3 miles) was 1 min. 16.2 sec. - only 1.8 sec. outside the record.

A new lap record for the class at Winton of 1 min. 14.4 sec. was set at the meeting by Peter Brock, who is recognized as Australian champion in the up to three litre class.

We're told the motor has already been bored to 1900 c.c. and may be developed to 2.2 litres (an extra 300 c.c.) to take it even closer to Australian track records for the class.

Hands up all those who are going to rush away and trade in their Coopers on a glistening little Volkswagen!

SPEEDWAY
with
Phillip Christensen

VW ends an era of Offy.

The Sun-Herald, Sunday 2 January 1977

The belated decision by the speedway's master showman George Tatnell to go Volkswagen has marked the end of an era.

Tatnell was one of the first Australian drivers to gain first-hand knowledge of the VW takeover of American race circuits, but chose to resist it.

He elected to stick with the old Offenhauser engine - a time-tested four-cylinder speedway engine, and a direct descendant of the Miller which dominated Indianapolis in the 1930s.

Tatnell's Winfield Wedge approached the challenge with a stock Offy engine tilted sideways in a radical body, and for a season it did a mighty job.

Tatnell was a force in 1975 but, notwithstanding some personal health problems, George did not win a feature race in 14 Liverpool Raceway meetings last year.

Of those 14 events only Barry Pinchbeck in Eric Morton's Ipec lightweight scored with Offy power.

Tatnell now has a Volkswagen.

He drove to Brisbane last week to take delivery of the Gus McClure car which was brought to Australia by Brisbane Ford dealer Bryan Byrt.

It is a classy piece of equipment - an Edmunds chassis assembled from kit form by Indy veteran and five-time US Auto Club midget champion Mel Kenyon.

Tatnell had the car in a mild state of modification for pavement competition when he ran the international meeting last Sunday night at Liverpool, and although it was not his best display he was second place in the feature event - behind Ronnie Mackay's VW.

Tatnell, naturally, is delighted with the new machine.

"It's the best VW in the country," said Tatnell, who deliberately did not compare it to his Wedge.

"Kenyon is fastidious and the way he has put it together makes it a winner."

The local speed-car scene has altered dramatically in 12 months since A.J. Foyt won his second Australian Grand Prix at Liverpool - and his second in a VW.

Canberra's Howard Revell was the only local driver to run a competitive VW, at the AGP last January.

There now are 11 regular runners at Liverpool relying on the German-based engine and they certainly will make things awkward for reigning Indianapolis champion Johnny Rutherford at the Showground tomorrow night.

One driver to make an instant hit, and the driver we predict to make a surprise showing in the big international meetings, is Turramurra travel agent Jack Porrit.

Porrit, out of the firing squad for 12 months, has unveiled his Ansett VW with all his old determination.

The new combination won twice at its first appearance.

But Porrit is saddened by the demise of the Offenhauser.

"The Offenhauser was a real race car; the VW is just a quick thing," he said.

"The VW is going to win everything from here in, but it is a shame it had to evolve."



completion and will be open for its first meeting on Thursday February 4.

The men behind the Granville Speedway are sprint car driver Sid Hopping and his partner Bert Wilder.

Mr Hopping said this week: "The City of Parramatta Agricultural Society have control of the complex as a whole.

"Bert and I are just looking after the speedway side of things.

"But even so, it's been a seven-day-a-week job for the past six months, getting the circuit ready.

"We've had to bring most of the clay in from outside, cut it, pack it and water it almost every day.

"We've built two grassed hills for spectators and we should have a big section of concrete terraces finished by February.

"We're trying to get rid of the image that all speedway circuits are dustbowls - that's why we've used this special clay surface.

"It's almost like plasticine and it's great to drive on."

Former Australian sprint car champion Dick Briton decided to test the new circuit this week.

As he squeezed into his driving suit, Briton admitted that he hadn't driven since last July when he won the Queensland title.

The reason for-the-absence of the five times national champion was his gleaming new Chevrolet sprint car.

"I've been off the road because all my time has been spent building the new car up from the ground," he said.

"I reckon it's cost me at least \$20,000 so will be wanting to pick up my share of the prize money pretty soon.

"Today is the first time I've had the chance to put her through her paces."

A couple of quick laps later Dick passed his verdict on the unfinished track.

"It's a beauty," he said. "I can hardly wait for it to open."

His verdict on the \$20,000 sprint car wasn't too good.

After four laps a fuel pump linkage came adrift forcing a halt to the impromptu practice session.

"It'll only take a little while to fix.

"You expect to have a few bugs in any new car, even in one that's had every nut and bolt X-rayed and inspected."

Speedway will open soon.

The Sun-Herald, Sunday 16 January 1977

Sydney will have a new speedway and sporting complex when a million-dollar centre opens at Granville next month.

The centre, built on the site of an old horse training track, will include football and soccer fields, a cricket pitch, show rings, a junior athletics area and a new half-mile (0.8 kilometre) trotting track.

But the main attraction will be a new 12-metre wide, clay-surfaced speedway circuit.

The half kilometre (1/3 mile) circuit is nearing

1972 Hardie-Ferodo 500.

The 1972 Hardie-Ferodo 500 was held on Sunday 1 October 1972 at the Mount Panorama Circuit, just outside Bathurst. It was the 13th time the race had been run since it began at Phillip Island in 1960, and the 10th time at Bathurst. It was the last to be held over the original distance of 500 miles. It was also the last to allow drivers to compete for the full distance without a co-driver. Entries were open to Group E Series Production Touring Cars - still based on production cars but with some factory modifications allowed if a certain number of cars with these were sold.

The original 1960-61 race categories were defined by engine size, with the VWs competing in Class C (750-1300cc). However in 1962 the categories were changed according to purchase price, and the VWs competed in Class B (up to £900). Price-based categories were used for 1962-71, changing from pounds to dollars in 1966 and adding a fifth 'unlimited' class (over \$4,500) in 1967. Only the specific amounts were adjusted each year as prices increased. No VWs had competed from 1965-68, nor since the sole VW 1600 sedan in 1969, as they were no longer competitive against the newer, faster Japanese cars in the same price categories.

For 1972 the categories were redesigned. The five price categories were dropped and replaced by four new classes defined by 'Capacity Price Units.' This combined both price AND engine size data. The engine capacity, expressed in litres (to three decimal places), was multiplied by the purchase price in Australian dollars to arrive at a CP value for each vehicle.

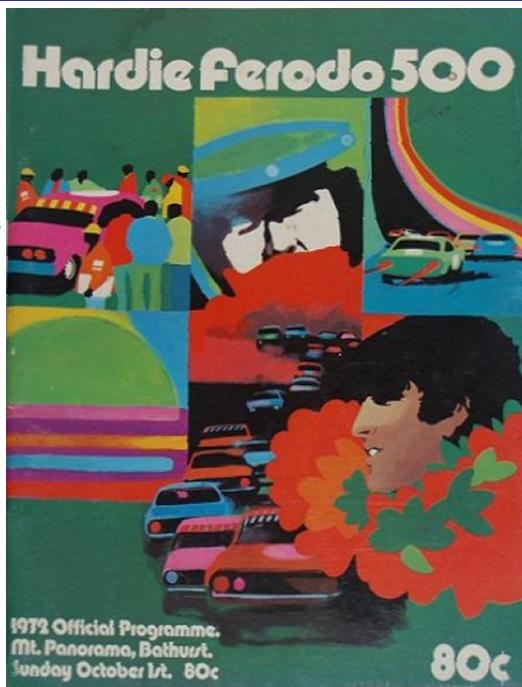
Class A, the smallest class, was for under 3000 CP units. It was made up of Chrysler Valiant Galant, Datsun 1200, Fiat 850 and Mazda 1300. The VW 1300 Beetle (1.285 litres x \$2227 = 2861 CP units) was the only VW model eligible for this class, but with only 50 bhp would have been uncompetitive against the 69 bhp Datsun, 78 bhp Mazda and 87 bhp Galant. The Fiat only had 47 bhp but was smaller and lighter than the VW and also had front disc brakes. No VW 1300s were entered.

Class B was for 3001 to 9000 CP units and saw a mix of Datsun 1600, Fiat 124 Sport, Ford Escort, 2.8 litre Holden Torana and Mazda RX-2. The VW 1600 Superbug S (1.584 litres x \$2387 = 3781 CP units), VW 1600 Type 3 sedan (1.584 x \$2723 = 4313 CP units) and 1600 TLE Fastback (1.584 x \$2984 = 4727 CP units) would have been eligible, but with 60 / 65 bhp would not have been competitive against the 96 bhp Datsun, 110 bhp Fiat, 115 bhp Escort, 118 bhp Torana or 130 bhp Mazda. No VW 1600s were entered.

Class C was for 9001 to 18000 CP units and featured Alfa Romeo GTV 1750, E38 version of the Chrysler Valiant Charger and 3.3 litre Holden Torana. A possible VW for this category was the Audi 100LS (1.760 x \$5295 = 9319 CP units) but with 115 bhp it would have struggled against the 132 bhp Alfa, 190 bhp Torana XU-1 and 280 bhp Charger. No Audis were entered.

Class D was for cars over 18001 CP units. It consisted only of R/T E49 version of the Chrysler Valiant Charger and the Ford Falcon XY GT-HO Phase III.

The almost-finished XA Falcon Phase IV, V8-powered



Torana LJ and V8-powered Chrysler Charger sadly never made it to Bathurst, these cars being canned by their manufacturers in the wake of the infamous Evan Green '160 mph Supercar' front-page newspaper headline scare.

Instead, the existing LJ model GTR XU-1 was pressed into service by Holden, and Chrysler upgraded the E38 Charger to the R/T E49. Ford wheeled out the fearsome XY GT-HO Phase III for one final effort.

Race practice saw Allan Moffat in the red number one works Ford GT-HO on pole position again, with an

incredible 2:35.8, 3.1 seconds faster than 1971. He looked odds-on for a third win in a row. Beside him was John Goss, who, despite blowing a motor in practice, still managed to clock a best of 2:37.2. Behind them was John French, and Fred Gibson driving the number two works car. After these four GT-HOs was Brock in the XU-1, starting in fifth, and Leo Geoghegan in the E49 Charger in sixth.

Race day was pouring with rain, the first time in ten years the race was run in wet conditions, and the start was an incredible sight, with a huge cloud of spray blanketing the field, which looked more like a power boat fleet than a pack of cars.



Colin Bond's race ended early when he rolled his Holden Dealer Team Torana on lap 3 while in 4th place. Fred Gibson also rolled his GT-HO Falcon at McPhillamy Park in the early wet conditions after being forced offline when lapping a slower car. The Falcon spun into the bank and rolled onto its roof on lap 22, only a few hundred yards short of yet another rollover - a Torana XU-1 driven by none other than Bill Brown, who with three separate rollovers must be the unluckiest driver in the country as far as Bathurst is concerned.

Luck also wasn't to be with the Falcons in the wet conditions, which didn't suit them across the top of the

mountain with the nimble Toranas on their heels. Moffat continued to lead, tiptoeing through the slippery corners with Brock on his bumper and only powering away down Conrod. But Des West's Falcon retired because of a clutch failure and John Goss blew another engine.

After dicing closely with Brock in the early laps, Moffat finally spun his Falcon GT-HO at Sulman Park on top of the mountain in the wet conditions, which cost him the lead. Brock zoomed away and Moffat headed to the pits for tyres and fuel. Although he would fight his way back, he would be penalised one minute for restarting his car during pit stops before the re-fuelling had been completed. Under the ARDC's race regulations of the day, engines had to be switched off during pit stops and could only be restarted once the re-fuelling had been completed.

Brock continued to cruise along as the track dried out, losing the lead only briefly to John French when Brock brought his XU-1 in for refuelling. However Brock was also penalised one minute at his last pit stop, for starting his car while the HDT crew were still re-fuelling.

It was becoming obvious that Moffat was in a great deal of trouble, as his brakes were not working anywhere near as well as they should have been and he very nearly hit the fence at Murray's Corner at the end of Conrod Straight. From this point, Moffat's chances of victory became virtually nil. He drove desperately in an effort to make up time - with no effective brakes he was only just making it around some of the corners. In his second pit stop, he was penalised yet again for restarting the car before refuelling had been completed, and finally he had to have one of the front brakes disconnected.

Brock was untroubled to the finish, his Torana running perfectly in the cool, overcast and damp conditions, and he went on to win by a margin of one lap over the second-placed Falcon of John French. Brock celebrated the first of what would be a record nine Bathurst victories. Brock's first win is perhaps his most memorable: a solo driving effort in very trying conditions, and against an opponent which on paper should have had the legs to see off the smaller Holden.

John French saved the day for Ford with his fine second outright; the Gulson car was the next Falcon home in seventh place, followed by Moffat in eighth and Murray Carter in 10th. The problem with the brakes on Moffat's car was found to be in the disc pads, which were literally disintegrating from the effects of heat. Upon examination of Fred Gibson's rolled car it was found that if he had continued,



his brakes would have suffered the same fate as Moffat's.

Just two laps behind Brock was the Chrysler Valiant Charger of Doug Chivas, finishing an excellent third. It was the only time the big three manufacturers of Australia in the 1960s and 1970s all had representatives in the top three finishers.



The winner of Class A was the Datsun 1600 of Bill Evans with 107 laps completed, one lap ahead of two Mazda 1300s and another Datsun. In Class B, the Ford Escort 1600 of Digby Cook finished first with 117 laps, just ahead of two Mazda RX2s and two more Escorts.



1973 Hardie-Ferodo 1000.

The 'Great Race' went metric in 1973, along with the rest of Australia, when it was held on Sunday 30 September. The old 500 miles was 804.6 km, so the distance was rounded up to 1000 km, as it continues today. Cars were now required to lap the Bathurst circuit 163 times, up from 130 laps previously.

The 1973 race featured another big change, one that would shape the entire future direction of the race. It was the first year that race modifications were allowed, as the new Group C touring car regulations took effect in the aftermath of the 1972 'Supercar Scare' - no longer

would the Bathurst race be a test of showroom-specification sedans, whether more-or-less standard or modified with numerous 'factory' upgrades and sold in small numbers.

The 1972 'Capacity Price Unit' class system was scrapped after just one year, and instead four classes were arranged according to engine size only - price had nothing to do with it. This was the system used in 1960-61, but this time the cars would be Group C race cars rather than standard showroom cars.

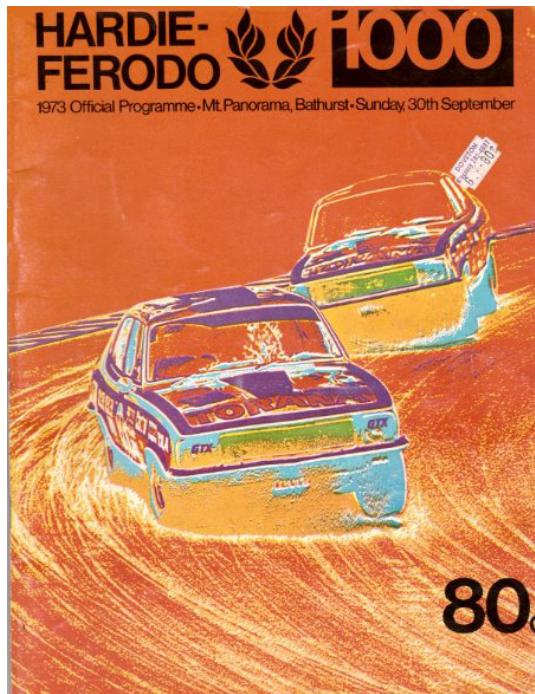
Class A was the smallest class, for cars under 1300cc engine capacity. It was made up of Datsun 1200, Fiat 128, Honda Civic, Morris Cooper S and Renault R8. The VW 1300 Beetle would have been eligible (1285cc) but with 50 bhp would not have been competitive against the 55 bhp Honda, 60 bhp Renault, 61 bhp Fiat, 69 bhp Datsun or 75 bhp Cooper S, all of which also had front disc brakes (the 1300 Beetle had drums). No VWs were entered.

Class B was for cars under two litres and saw a mix of Alfa Romeo GTV 2000, Datsun 180B, Ford Escort, Mazda RX-3 and Subaru 1400 GSR. The 1600 Superbug L, 1600 Type 3 sedan and 1600 Fastback TLE were all eligible, but again with only 60 / 65 bhp would not have been competitive against the 105 bhp Datsun, 110 bhp Mazda, 112 bhp Escort or 150 bhp Alfa. Even the 1760cc Audi 100LS with 115 bhp would have struggled. No VWs were entered.

Class C was for cars under three litres, and featured the 2.8 litre Holden Torana and Mazda RX-2.

Class D was for cars over three litres of engine capacity. The 'big car' class consisted of Chrysler Valiant Charger E49, Ford XA Falcon GT Hardtop, Holden Monaro and the larger 3.3-litre Toranas.

This put the XU-1 Toranas and the Falcons in the same class for the first time, together with the four E49 Chargers. In all, five Falcons and 17 Toranas faced the starter. Co-drivers were required for all the cars because of the extra length of the race. Crewing the Falcons were Allan Moffat and Ian Geoghegan in the number one works car, and Fred Gibson and Barry Seton together again in the number two car. In the privately entered Falcons, John Goss was with Kevin Bartlett, John French with Bob Skelton, and Murray Carter



with Laurie Nelson.

For the Holden Dealer team, Peter Brock was sharing with Doug Chivas, and Colin Bond with Leo Geoghegan. Other strong challengers were Bob Jane and John Harvey, plus Don Holland and Max Stewart, all in XU-1 Toranas. Des West and Bill Brown were sharing an E49 Charger, as well as Tony Allen and Phil Brock - Peter's brother.

Race day was warm and sunny, in direct contrast to 1972's pelting rain, and as the flag fell John Goss, who had won pole position, leapt to an immediate lead with Moffat, French and Carter filling the next three places when Brock, second on the front row, missed his start.

Fred Gibson was the first Falcon to retire with a cooked engine after less than an hour of racing, his fifth 'DNF' (Did Not Finish) in a row. Meanwhile, Goss had increased his lead to 10 seconds over Moffat, with

French next, about to be overtaken by Peter Brock and his XU-1. A very rapid pace was being set by the leaders, and after only 90 minutes Goss, Moffat, Brock and Bond were the only drivers on the same lap. At this stage things were looking rosy for the Fords, especially since a number of Toranas were having troubles with conrods letting go and valves bending.

The problem was that most of the privately-entered Toranas were using 3.08 to 1 final drives, which meant they had to use a lot of revs to stay with the Dealer Team cars which were using a taller 2.78 to 1 final drive. The Dealer





Team Toranas were pulling 6500 rpm on Conrod Straight for a top speed of 245 km/h. To match this, the lower-geared Toranas would need to have revved to around 7000, a speed of revolution at which point things start to break.

As the race progressed, the Goss/Bartlett car maintained its advantage, but several things happened which changed the face of the race: first, Moffat spun his Falcon at GTX bend at the top of Mountain Straight, and took 30 seconds to turn around and resume. Next, two Toranas came into contact right in front of John Goss, who could not avoid a collision. The resultant damage not only wrecked a tyre but also damaged a radiator hose. Goss pitted, changed the tyre and went out again. Then the Falcon of John French and Bob Skelton, which was still well up with the leaders, blew its motor to pieces in Pit Straight at about two-thirds distance.

Then came the most sensational event of the race. Doug Chivas was driving the Peter Brock XU-1 and leading the race comfortably, but was due to pit for fuel and put Brock back in, but team boards told him to stay out as long as possible for maximum laps. But they ran one lap too long and Chivas ran out of petrol coming out of Forrest's Elbow. He coasted down Conrod and turned into pit lane - which was uphill. He had to jump out and push the Torana up the last 20 yards all by himself - the rules did not allow any help until he was level with the pit garage. For several minutes the crew jumped about yelling encouragement as a tired Chivas strained to move the car, just inches at a time.

The time lost cost the Holden Dealer Team car the race. Soon afterwards, the Goss/Bartlett Falcon retired. The damaged radiator hose caused severe overheating, ultimately resulting in a well-fried piston. Understandably, Goss was a little savage about the whole thing, especially when remembering that the offending GTR Torana should not have been on the track at all, as it had been towed to the pits earlier in the race and was therefore ineligible to restart.

All this drama put Allan Moffat into a comfortable lead, a lead which held to the finish, giving him his third Hardie-Ferodo victory and 'Pete' Geoghegan his first and only. Toranas filled the following four positions, headed by Brock and Bond (both on the same lap as Moffat), with the Kaleda/Granger Charger sixth, and the only other Falcon to finish, the car of Carter



and Nelson, in seventh spot. It was a very pleasing result for Ford, with the combination of Moffat, Geoghegan and team manager Howard Marsden (who Moffat detested) demonstrating a fine tactical plan and an equally fine execution of that plan. It was also the seventh and final win for the factory Ford Australia racing team.

The winning Class A car was the Datsun 1200 of Bill Evans and journalist James Laing-Peach, with 142 laps and 15th overall. Best in Class B was the Alfa Romeo GTV2000 of Ray Harrison and Mal Robinson, 149 laps and 8th overall. The winner of Class C was the Mazda RX2 of Wayne Rogerson and Bernie Haehnle - more famous as a Formula Vee champion - with 144 laps and 10th overall.

Only 30 of the 58 starters made it all the way to the end of the 1,000 km.



Where are these VWs now?

I was recently cleaning up the shed at work and came across an old Sydney Morning Herald from 1971. Remember when Saturday was the day for all the car classifieds! Here is a selection of some that I found.

I wonder where all these VWs are now?

Jeff Swords



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2018 US Passat.

Volkswagen's answer to the likes of the Toyota Camry and Honda Accord for the American market is the Passat midsized sedan. With seating for five and a trunk that's generously sized, the Passat offers plenty of space and utility for family-hauling duty and long trips.

History

The original Passat was in production from 1973 to 1981. Fastback two-and four-door sedans, and a station wagon body style, were sold in the U.S. as the Volkswagen 'Dasher' - VW of America chose not to use the 'Passat' name. They were powered by a 1.5-litre in-line four, mounted north-south (not east-west like the later Golf/Rabbit). It was facelifted in 1978 and gained a proper hatchback rear opening.

For the second generation, which arrived in 1981, the North American-spec model was moved up-market and renamed Quantum, a name not used in any other market. It gained a sedan body style (which was called the Santana in many other countries), in addition to the normal fastback and wagon.

The third-generation was launched on the North American market in 1990 and it finally came with the Passat name, along with an unconventional grille-less front fascia. In 1993 with the fourth generation, however, VW ditched the grille-less look for a more conventional front end. This was more of a facelift rather than an all-new model. The first 'VR6' or narrow-angle V-6, a 2.8-litre also offered in the Golf, Jetta, and Corrado, found its way into the Passat in 1992. A 1.9-litre TDI diesel powertrain was added in 1997.

The fifth-generation Passat appeared in 1998 with a curvier roofline (inspired by the New Beetle), and was offered with a choice of four- or six-cylinder engines and in sedan or wagon body styles. A low-production model called the Passat W8 was produced from 2001 and 2004 and was powered by a 4.0-litre W8 that drove all four wheels via Volkswagen's 4Motion all-wheel drive standard.

The sixth-generation Passat arrived for the 2005 model year and it continued with the same sedan and wagon body styles. Two engines were offered, a 200-hp 2.0-litre turbo-four and a 280-hp 3.6-litre V-6. A coupe-like four-door sedan variant called the Passat CC joined the lineup in 2008 but the

model lost the Passat name in 2012 and became known simply as the CC. Like the standard Passat, the CC was offered with the 2.0-litre turbo-four and 3.6-litre V-6. All-wheel drive was available exclusively with the V-6 engine.

The Passat was heavily facelifted in 2010 and designated as the seventh generation. However, due to ongoing poor sales of the Passat in North America, from 2012 onwards the Volkswagen company split the Passat into two separate models for different markets. The European B7 Passat continued until 2017, and was replaced by the

modern MQB-based 'B8' Passat that sells today across Europe and in numerous export markets such as Australia. It also formed the basis of the CC successor, the Arteon.

A new American Passat

Meanwhile, a different larger midsized sedan was built exclusively for the North American and Chinese markets, with a more basic, lower-spec and lower-cost design than the European Passat. Production of the North American-market Passat began at Volkswagen's new plant in Chattanooga, Tennessee, as well as in China for their market. Originally available with a standard 2.5-litre in-line 5 and a 3.6-litre V-6, the former was eventually discontinued in favour of a 1.8-litre turbo-four in 2014.

For 2016, the Passat received a refresh and gained a host of new features including a full suite of active safety features, LED headlights on models with the 3.6-litre V-6, and an updated multimedia interface with Apple CarPlay and Android Auto integration.

The current-generation U.S.-spec Volkswagen Passat was Motor Trend's 2012 Car of the Year.

"Driven against three market-equivalent examples of the sales-leading Camry, this Yankee Doodle Vee-Dub evinced 100-percent German DNA with better body-motion control, less tire noise, and more eager dynamics in every situation. In short, it drives way smaller and more scintillatingly than it looks," Motor Trend said.

2018 model review

The Passat is Volkswagen's entrant in the fiercely competitive U.S. mid-size-sedan segment. A 174-hp (130 kW) turbocharged 2.0-litre inline-four pairs with a six-speed



automatic transmission and comes standard in the S, R-Line, SE, and SEL Premium trim levels of the 2018 Passat.

Those in search of more power can opt for the available 280-hp (209 kW) 3.6-litre V-6 in the SEL Premium trim or check the box for the V-6-only Passat GT, which is new for 2018.

For this review, we drove a pair of new Passat 2.0T models: a US\$25,845 R-Line and a US\$27,145 SE. Separating the R-Line from its more mundane siblings are features including steering-wheel-mounted paddle shifters, racier bodywork, and 19-inch wheels. What the pricier Passat SE lacked in style it made up for in feature content, as the SE model comes standard with niceties such as a sunroof and a proximity key with push-button start, neither of which is available on the R-Line. Otherwise, the Passat R-Line and SE both have adaptive cruise control, blind-spot monitoring, automated emergency braking, a 6.3-inch (16-cm) touchscreen infotainment display, and dual-zone automatic climate control as standard.

The 2018 Passat trades last year's turbocharged 1.8-litre inline-four for a larger turbocharged 2.0-litre that is capable of running on a modified version of the more efficient Miller cycle. The additional displacement affords the engine a total of 174 horsepower (130 kW) - four more than the old 1.8T. Torque holds steady at 184 lb-ft (250 Nm), which comes on at a low 1500 rpm.



the Passat 2.0T SE generated 0.87 g of grip on our skidpad and braked from 70 mph (113 km/h) to a stop in a fade-free 168 feet (51.2 m). The R-Line, on Continental ContiProContact tires sized 235/40R-19, ran out of grip after 0.85 g and needed 174 feet (53 m) to stop from 70 mph. The R-Line's brakes also exhibited moderate fade after repeated stops.

What We Like: A large and comfortable rear seating area continues to be the calling card of the Volkswagen Passat. With 39.1 inches (99.3 cm) of legroom, the Passat's rear seat offers more space for stretching out than the full-size Genesis G90 luxury sedan. Meanwhile, those seated up front are greeted with a well-built and ergonomically friendly dashboard design. Refined road manners and an innately unshakable character make the Passat satisfying for day-to-day duties.

What We Don't Like: No matter the trim level, the Passat is rather bland-looking - even by family sedan standards. As well executed as the interior is, it is equally unexciting, and it is marred by a steering wheel slightly off-centre of the driver's seat and a seating position perched too high for some tastes. Sadly, the Passat no longer offers the high levels of driving engagement it once did, and those in search of additional behind-the-wheel enjoyment will be better served by competitors such as the Honda Accord or the Mazda 6.

Verdict: Engine revisions do not elevate this sedan above the mundane middle.

Why You'd Consider One

In its class, the Volkswagen Passat offers an expansive interior that can easily fit five passengers and their gear. Additionally, the Passat is also one of the better driving midsize sedans available today and comes with your choice of two punchy engines.

Why You'd Look Elsewhere

The Volkswagen Passat's ultra-conservative exterior design may put off some buyers because it makes the car blend in with the rest of the crowd.

Overall Rating:

3.5 of 5

Motor Trend magazine



The Passat 2.0T proved no quicker than the prior 1.8T - it was actually slower in almost every acceleration measurement we perform. The newer car needed 8.1 seconds to get to 60 mph and 16.1 seconds to cross the quarter-mile, 0.3 and 0.1 second behind the last Passat 1.8T we tested. Acceleration on the move was no better, with the 2.0T's 30-to-50-mph and 50-to-70-mph times of 4.1 and 6.3 seconds trailing the 1.8T's 4.0- and 5.9-second performance.

This engine also proved no more efficient than its sprightlier predecessor. In our 75-mph (120 km/h) highway fuel-economy test, the Passat 2.0T returned 36 USmpg (6.5 L/100 km) to the 1.8T's 39 mpg (6.0 L). The EPA, however, rates the 2.0T at 25 mpg (9.4 L) in the city and 36 mpg (6.5 L) on the highway - each 2 mpg better than the 2017 model with the 1.8T.

Against expectation, the Passat 2.0T SE outgripped the racier-looking Passat 2.0T R-Line despite the latter's larger tyres. Riding on 215/55R-17 Hankook Kinergy GT rubber,

From our website 20.

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?



24/5/16 Message for David Birchall. I have the updated VW logo for you. Reply to my email and I will send a link. John

25/5/16 Hi I just signed up on Sunday at the nationals but don't appear to have a membership number to log on. Kevin

25/5/16 Would your club members like to visit us in the historic Eveleigh Locomotive workshops, near Redfern in Sydney? Secure parking and free tours available. Get back to me for more details. Kind Regards, Louis

30/5/16 Hi,I have a possible 1955 or 1956 oval beetle.I am trying to verify the year.It has no vin number plate and it is only a body.No running gear.Do you know of any other identification number on the body.It has surface rust but has been blasted. Cheers Bruce

1/6/16 Hi My name is Rob and I have a 1963 RHD notch and I am wondering if anyone knows where I can get a wire harness for my notchback. Thanks for your help. Rob

1/6/16 Hi there,i would like to know if there is a place where i can advertise my # plate for sale."BEETLE" Daniel

2/6/16 Hi, I have nearly finished restoring a 74 Bay Window but unfortunately I have to return to the uk and take the van before it is complete and registered. I don't have a registration certificate for it as it was a wreck when I got it. To register it in the UK I need to verify the year of manufacture and get a letter from VW (who I have contacted) or offical car club. I can provided pictures of data plate and chassis number if you can help. Thanks in advance Adrian

3/6/16 I own a 1970 VW Beetle (3rd owner) and undecided on whether to sell it or not. I would like some advice on my options. Hilda

5/6/16 Hello from the UK, I'm currently driving a 1973 VW squareback with grasshopper green paint (code 13976) I am in the process of trying to turn a model squareback into a replica of my car and I cant seem to find anywhere I can get a can of the grasshopper green paint. Any ideas would be great. Thanks Guy

6/6/16 hi i have a rare vw passat diesel i want to sell. It is 1 of only 4 imported. its only traveled 106000 km. it is about 1980 gld passat so if anyone is interested could you let me know Glen

8/6/16 We would like to invite your Club to join us at a XMAS in July BBQ at Bundanoon on 3rd July 2016. Could I have your email address for sending a flyer on this event. Kind regards, Miles, Bentley Club

9/6/16 Hi Guys I have touareg 7p as f today. I found your page on understanding vin codes absolutely fascinating. Is it poss that a sept MY14 could be called a MY15 in Australia? Best regards Bill

11/6/16 I am a retired Aussie living in Thailand. Please note my mobile # is no longer connected. I have seen a VW for sale which interests me greatly. I have researched carsales.com but there's nothing quite like this. I would be most grateful for any comments Peter

13/6/16 Just wondering if the magazine should get posted out monthly I only have received the March magazine when I originally became a member Brett

14/6/16 Good Afternoon,I was looking through Google for Volkswagen websites in Australia and came across yours! We are a gift importer/distributor based in Victoria – and one of our ranges is the official licenced VW giftware product – check out our range on our website. Would you be interested in the prospect of selling some of our VW product from your website – or via your database of VW owners? I look forward to your reply and I will follow up with you in the coming days. Regards,Rick

14/6/16 I was in the US Navy stationed in Christchurch NZ in the early 80's. I bought a 1956 Beetle and brought it back to the US. I am trying to find out the year of the engine. This block has the generator stand as part of the block and the number 2072134 stamped on it. lower on the generator stand it has 3W stamped on it. Can you identify what year it is? Thank you Gregory

18/6/16 Recently moved over from Perth. Was member of the VW club there. Am making an enquiry as to membership in the ACT. I have a 2014 Polo GTi. Cheers Deb

20/6/16 Hello My name is Paul Hawker and I have just reopened the Ariah Park Hotel, in Ariah Park NSW which is located 25 km West of Temora NSW. My pub was built in 1914 and is a beautiful example of Victorian style which has virtually maintained all of its original features. We recently held a dinner for 100 people aboard a heritage train from Canberra which involved the local Temora Car Club and it was a great success. We now have 16 beautiful rooms of

accommodation for your members and are specialising in hosting car club weekends. I would love the opportunity to discuss how my hotel and the township of Ariah Park could hold a meeting for your club one weekend. Please feel free to visit our website www.ariahparkhotel.com.au for further information. Thanks Paul

23/6/16 I'm in USA. Have an engine with Code JH 818697. These engines were put in Golfs, Jetta's, and Sciroccos. I'm trying to find the VIN for the vehicle it came out of. Is there some way to get the VIN with the engine code?

23/6/16 I have a 69 notchback in shed in original con 33th.miles and log books.i would like to know how much is it worth? Michael

29/6/16 Forgive the intrusion to your site but I may have something of interest to the club members.I have approximately 50 off BOSCH vacuum Diaphragm units (fit to the distributor) These are genuine BOSCH. Part No/9 231 067 168. I am informed these fit the earlier type VW Beetle engines. They are Brand New "OLD STOCK" Some are in the BOSCH boxes(yellow and red) others are in the PTRO-JECT White boxes. Just packaged different for the Australian distributor (PETRO-JECT)The photo's below show where I have removed the PETRO-JECT label to reveal the BOSCH part No/.Brian if you are interested please drop me a line. I am asking \$15.00 Aus. Each.If they are what they seem I would imagine they will be a very rare item. Eddie

29/6/16 Good evening, I am writing to inquire about what would be the best process. We have a 1967 Volkswagen Sed shape that was last registered in 1995. It has been outside covered since this time and due to family circumstances, we will be looking to sell this, it would a project for an enthusiast and wondered how the best approach would be to find said person / people. We don't know much about the car except for the details on a registration certificate. I have seen that you have advertised for selling, but since we don't know much about the car, putting a description would be a challenge. Any advice or links to people would be appreciated.Kim

30/6/16 Hi I have 4 1978 vw golfs 2 diesel and 2 petrol one is in beautiful original condition other 3 for parts. they seem very rare to me and i was wondering how i could possibly put a value on either one or all 4 of em Tony

30/6/16 Hi im not a member but you may be interested in my Feb 1950 split beetle (sorry not for sale) under restoration. Its fairly complete less correct bumpers int cloth trim and rear ash tray. it was last reg'd in Tassie in 1954 ish I Think its a Feb 1950 model, Deluxe sedan Burgundy color. Tas Reg.(WFB339)and i bought it from Wynyard in Tassie back in 1980.Floor is good and body has had a few weld in pieces now getting close to paint stage.Engine and g box runs well, cable brakes ok too. Im a panel beater spray painter of 40 years.I read that only 2 vw's were registered in Tas in 1953/4 and i recon this is one of them. Chassis# 0153442 body #94818 eng #177781 Feel free to give me a call if you like. just love the old stuff. (I used to have a 1954 Kombi camper in the mid 1970's (no roof peak model) wish i had it now Regards Steve

4/7/16 i have a rare vw i want to sell.there were only 4 imported its a 1980 diesel passat wagon it has a genuine 106000klm its for sale im asking \$10,000 but may consider offers Glen

8/7/16 Hi, I have a vintage VW beetle made in Western Germany. This was in 1959 I believe. The engine no is 2996394 . The body and chassis no is 2455841. Are you able to tell me if these are matching numbers for that beetle. Would you know the size of the motor. If they are all matching numbers I can refurbish the this motor to keep everything original.Cheers Bruce

17/7/16 Where do I buy the kombi moulding from have similarly bus. Sliding door to front low light need an Jonah

17/7/16 Having recently bought a T34 Karmann 'Razor', interested in the comment on your webpage that less than 20 were sold in Australia between 1965 and 1969. Do you know the source for this? Many thanks Alan

17/7/16 Hi - I hope you can help me as my search for a VW bus has taken me across the world to you guys. I am looking for a RHD barndoors panel van pre 1955 obviously. If you know any one who has one or who can help I would really appreciate the contact. I am (have recently) become interested in barndoors and now a bit obsessed I'm sure you and your members understand that :) any way looking forward to hearing back - kind regards Marc grant (Scotland)

20/7/16 Hi , I have 77 pop top 2-1 twin carby for sale , registered and still driving weekends ! Fridge sink and seat that clicks into a bed had a new roof but does have rust in the bottom half its white roof and dark green bottom selling for \$15500 , if u know anyone that may be interested in on the Gold Coast , thanks jusnita

21/7/16 I current have a VW Combi Esky 1 won in a raffle about 5 years ago. It is a esky with vw kombi bus painted with Canadian Club logo and twin wooden surf boards mounted on top. It has never been used and is in excellent brand new condition. I was enquiring if it is of any value to anyone as a collectors item.I live in Port Macquarie but can have it available for collection at the upcoming VW spectacular weekend in Nambucca Heads weekend if there is any interest.I look forward to hearing from you. Ron

22/7/16 About to embark on the restoration of my partners 1976 Beetle (I also own a Passat and a Touareg) and interested in joining the club for events/help and also the 60day historical vehicle rego. The beetle is currently registered to 23/8 and we were wondering if it were possible to transfer the rego before then, even tho not yet members. Assistance appreciated and regards Jim and Jo

23/7/16 Gday, I'm new in Sydney and looking to sell my 74 German made Safari in excellent condition. Websites? I can't find any for sale Craig

24/7/16 Need a contact name and number of your organisation in Hobart please Martin

Audi 80 V6 quattro.

A very rare Volkswagen that's not actually a Volkswagen.

I've never really been into Audis – until the other day.

I was sitting in the traffic lights at Richmond, behind this Audi quattro 2.6 V6.



I was thinking to myself, you don't see that every day! I thought, that's a cool car.

From a distance it looked like a 318 BMW, but it was prettier.

Now I couldn't really tell if this car was a 'B3' or 'B4' (third or fourth generation) model from the back, but I don't think it matters.

It must have been a B4, as I found later that only the B4 had a V6 option (as well as the four or five). The earlier B3 only had 1.8- or 2-litre fours, or a 2.3-litre five.

The 1986-91 B3 was labelled an Audi '80' with the four-cylinder engine, or an Audi '90' with the five. The 1991-96 B4 was always labelled as an Audi '80', even if it had a V6.

I started to look for one for sale, but to find any 1990s Audi 80s for sale is hard – let alone the quattro V6.

In fact I couldn't find any for sale in all of Australia. Australian Audi sales figures for show only 909 B3



Audi 80/90s (all types) were sold here over six years, 1986-91 inclusive. As for the B4, there were just 4,058 sold here (all types) from 1992 to 1996.

There is no data on how many were fours, fives or sixes, but you would think the cheaper models would have made up most of the sales.

A copy of Wheels magazine from November 1994 says that the front-drive Audi 80 2.0E sold for \$37,990 (manual) or \$39,990 (auto); the front-drive Audi 80 2.6E was \$46,290 (manual) or \$46,990 (auto). The all-wheel-drive quattro, V6 and manual only, was \$59,990!



So it turns out this car is very rare in this country.

Keep an eye out for one of these in your travels – I know I will.

Ashley Day





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