

# Zeitschrift



Volkswagen T-Roc - Golf-based small/med SUV.

## August 2020

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Canberra Coffee Run  
VW T-Roc review  
1981 Bathurst 1000  
More Ash articles

Declain's 7th birthday  
VW 1500S Karmann Ghia  
Vintage Motoring Joys  
Plus lots more...



The Legend Never Dies

## Club VeeDub Sydney.

[www.clubvw.org.au](http://www.clubvw.org.au)

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



# Club VeeDub Sydney Committee 2019-20.

<b>President:</b>	Steve Carter president@clubvw.org.au	0490 020 338
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<b>Raffle Officer:</b>	Christine Eaton	(02) 9520 4914
<b>Vintage Registr:</b>	John Ladomatos vintage@clubvw.org.au	0449 236 076
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<b>Trophy Engineer:</b>	Shirley Pleydon	
<b>Motorsport Captain:</b>	Rudi Frank motorsport@clubvw.org.au	0418 442 953
<b>VW Motorsport Committee:</b>		
Craig Adams	Martha Adams	
Eddie Fleita	Joe Buttigieg	
<b>General Committee:</b>		
Barry Parks	Charlie Attard	
Sam Nadile	Joe Buttigieg	
Sandy Benic	Zelko Jurkovic	

## Canberra Committee.

<b>President:</b>	Dot Bryan	clubveedubact@gmail.com
<b>Secretary:</b>	Willie Nelson	clubveedubact@gmail.com
<b>Treasurer:</b>	Dave Cook	clubveedubact@gmail.com
<b>Registrar:</b>	Willie Nelson	clubveedubact@gmail.com
<b>Council/Events:</b>	David Cook & Lachy Patton	
<b>Social Media:</b>	Dorothy Bryan	clubveedubact@gmail.com

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

## Club VeeDub membership.

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

## Monthly meetings.

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

## Correspondence.

Club VeeDub Sydney  
PO Box 324  
Mortdale NSW 2223

## Facebook:

[www.facebook.com/ClubVeedubSydney/](http://www.facebook.com/ClubVeedubSydney/)  
[www.facebook.com/clubveedubcanberra/](http://www.facebook.com/clubveedubcanberra/)



## Our magazine.

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

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

Back issues (2006-on) are available at [www.clubvw.org.au](http://www.clubvw.org.au) under the Media - Zeitschrift tag.

Articles may be reproduced with an acknowledgment to *Zeitschrift, Club VeeDub Sydney*.

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# Sydney German AutoFest (SGA) Sunday 25 October

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### Summary

#### WHERE AND WHEN

Start 25 Oct 2020 at 8:00am AEDT  
End 25 Oct 2020 at 3:00pm AEDT  
Location Bayview Avenue, Earlwood, NSW, 2206, Australia

#### TICKETS

SGA \$15.00

[Contact organiser](#)

Marco Reserve Panania

# EAST HILLS CHARITY

## CAR SHOW

**New date: Sunday 15th  
November 2020**



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



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

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



## Von dem Herrn Präsident.

Hi all, well at this time of year we would normally be talking about how much fun we had at The Volkswagen Spectacular at Macksville. But with the pandemic it has been postponed until this time next year.

It looks like every event coming up has been cancelled so we are just going to have to ride this insidious virus out. It looked like we were starting come out of it and things would start to get back to normal.

As I mentioned in the last issue the current committee will continue in their roles until we can hold a general meeting. At least we have been able to start having committee meetings and magazine assemblies again, on the second Thursday of the month.

We are members of Motorsport Australia (formerly known as CAMS) the governing body for most motorsport in Australia. They have made a payment to most car clubs to help with a lack of incoming revenue, and we have received a payment from them, for which we are most grateful.

Fortunately our monthly magazine continues on as normal, with plenty of great articles to keep you entertained and informed during these strange times. Thank you to everyone who has contributed articles for the magazine. Ash, Jeff and Carl have been sending through much more stuff each month than Phil can ever use.

See you all sometime soon I hope,

Steve Carter



**THAT AWKWARD MOMENT  
WHEN**



**YOU COME FACE TO FACE  
WITH THE CORONA BUG.**

## Kanberra Kapitel report.

They say no news is good news, right?

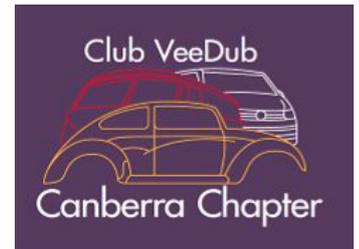
Once again, there isn't much to report of Canberra. We're still in a holding pattern.

I did manage to get a bit of paint work done to Monster the Scirocco, another epic thanks to Jon and the guys at Kim's. We also managed to sneak in a bit of an impromptu sunset photoshoot for his mk7.5 Golf Wolfsburg and Monster - hilarity a plenty.

I hope everyone else has managed to spend some quality time with their family, friends and cars.

Keep safe.  
Cheers

Dot



## Klub Kalender.

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

**Check [www.clubvw.org.au/events](http://www.clubvw.org.au/events) for the latest information and any changes.**

### August.

**Thursday 13th:- Committee Meeting** and magazine pack at the Arena Greyhound Sports Club, 140 Rookwood Rd. Yagoona (next to Potts Park), 7:30pm.

**Thursday 20th:- CLUB VW MONTHLY MEETING - \*\*\* CANCELLED \*\*\***

**Sunday 30th:- Split-Window Kombi Winter Cruise** to Mt Wilson in the Blue Mountains. **\*\*\* CANCELLED \*\*\***

**Monday 31th:- Canberra General Meeting - Cancelled**

### September.

**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), 7:30pm.

**Thursday 17th:- CLUB VW MONTHLY MEETING - to be advised**

**Monday 28th:- Canberra General Meeting - to be advised**

## October.

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

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

**Thursday 15th:- CLUB VW MONTHLY MEETING** - to be advised

**Sunday 25th:- Sydney German Autofest** at Gough Whitlam Park, Earlwood - to be advised

**Monday 26th:- Canberra General Meeting** - to be advised

## November.

**Thursday 5th:- Magazine Cut-off Date** for articles, letters and For-Sales.

**Thursday 12th:- Committee Meeting** and magazine pack at the Arena Greyhound Sports Club, 140 Rookwood Rd. Yagoona (next to Potts Park), 7:30pm.

**Sunday 15th:- East Hills Charity Car Show** at Marco Reserve, Panania. This family charity event attracts car lovers from all over NSW, this year supporting the fight against bowel cancer. All classic makes and models welcome. Trophies to be won in numerous categories. Kelso park is unavailable due to council works, but Marco Reserve is right next door. Show cars enter through the gates on Marco Ave, off Childs St. A great family day out, food and drink stands, music and entertainment, motor accessory traders. Phone Glen on 0434 360791 for more info. **Join the Club VW convoy at McDonalds Moorebank (Newbridge Rd) at 8:00am for an 8:30 departure.** [www.easthillscarshow.com.au](http://www.easthillscarshow.com.au)

**Thursday 19th:- CLUB VW MONTHLY MEETING** - to be advised

**Monday 30th:- Canberra General Meeting** - to be advised

## Marktplatz.

*Marktplatz ads in Zeitschrift are free. All ads should be emailed to [editor@clubvw.org.au](mailto: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](http://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:-** Looking to sell a **1972 VW Beetle**, part of a deceased estate. It has a 15 millionth badge on glove box lid. Car is in very good condition. Please contact me for further details. Mr John Carter, 0417 626390  
[johncarter8@bigpond.com](mailto:johncarter8@bigpond.com)



**For Sale:- EMPI Extractor exhaust kit** VW Beetle and T2 1300-1600 2 months old. Kit complete. Cost \$270.60 new, will sell for \$130. Contact Robert (Bob) White on 0419 437132 or (02) 4730 4863 or email [rwjwhite@bigpond.com](mailto:rwjwhite@bigpond.com)

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**Wanted:-** I am after a set of rims to go on my 1972 Type 3 fast back. If anyone has a set of 4 wide rims with 4 stud pattern that look nice and are at a good price you can email me. Thanks Shayne [nepalitrade@hotmail.com](mailto:nepalitrade@hotmail.com)

## 2nd Month Ads.



**For Sale:- 1972 VW Superbug S (1302S).** First registered April 1973. Has original log book, instruction manual and sales docket. Car originally purchased from Greg Cusack Pty Ltd Canberra and serviced by Cusacks until 1993. Current owner purchased from Muller & Muller VW, Lakemba on 30 June 2000. Car has been in regular registration every year since. Currently registered until 30 June 2021. Car has been serviced for past 20 years by Andrew Dodd Automotive, North Rocks. All receipts held. Current odometer reading is 19,590 miles. Garaged locally, the car has been minimally used over the last few years. Colour is 'mustard' and a good looker. Reluctant sale due to ill health of owner. A good, straight, very original car with roof rack. Very good for current use or restoration opportunity. Asking price \$9,500.00, negotiable. Would like it to go to a VW Club member or VW enthusiast. Contact owner Carla on mobile 0404 024 922 or email [carlaramsland@gmail.com](mailto:carlaramsland@gmail.com)



**For Sale:- 1970 Type 3 1600 Notchback TS.** I purchased this car which was an original one-owner car from Rural Victoria, in the same family for 50 years. Comes with original Vic



Kevin Bartlett talks about



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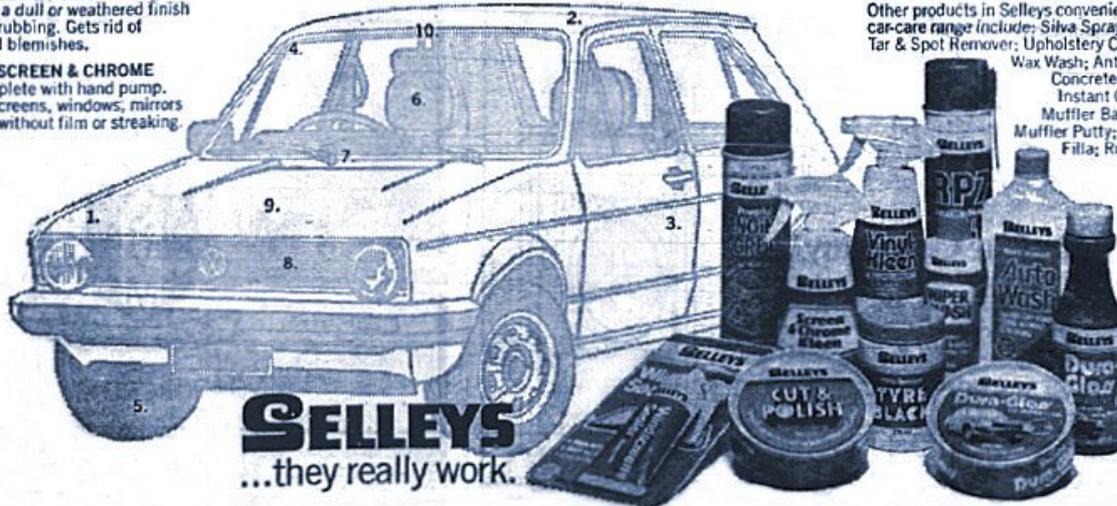
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MS36A

number plates, 50 yo Owners Manual, 1969 Vic street directory and 43 yo workshop manual. The car was always registered until about 8 months ago, when they decided to move the car onto the next owner. I am a VW enthusiast and was planning to keep the vehicle as a Sunday driver, however now my family circumstances have changed and I no longer have the room to keep the car. The car was restored about 10 years ago, and has only minor rust in the sills. The window seals and panel seals have been replaced. The car is roadworthy and now under Historic Registration (Not Transferable). \$16,000ono. Please contact Daniel for further details – phone 0411 026 461 or email [daniel\\_berenger@hotmail.com](mailto:daniel_berenger@hotmail.com)

**For Sale:- Green 1998**

**Golf VR6.** Not registered or running at the moment. Good for project or parts. Just needs battery and fuel pump (new fuel pump included just not installed yet). Askinf price \$3,000. Please contact Jon for further details 0421 468 007 or email [joncemail@gmail.com](mailto:joncemail@gmail.com)



**For Sale:- The 1965 Volkswagen 'Orange Smoothie' is up for sale.** New 1600 engine, Freeway Flyer gearbox, Genuine Porsche Fuchs 15in polished mags, no chrome. \$29000.00 or ONO. For a full description and further details contact David Birchall on 0415 957030 or email [dbirchall54@gmail.com](mailto:dbirchall54@gmail.com)



## Trades and services directory.

## Trades and services directory.

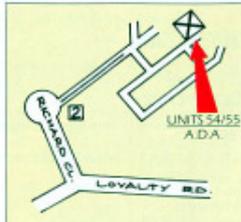
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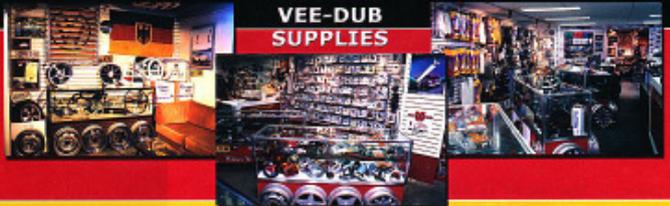
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### AUSTRALIAN VW PERFORMANCE Centre

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

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

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

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

Fax: (03) 9761-6216

Email: [avwpc@vwperformance.com.au](mailto:avwpc@vwperformance.com.au)



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## Club Veedub Sydney Membership / Subscription Form. ✂

New Member:  Renewal:

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Address:

State:  Postcode:

Email:

Phone:  (BH)

(AH)

(Mob)

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

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

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

\_\_\_\_\_

\_\_\_\_\_

**Trades and services directory.**

**Trades and services directory.**



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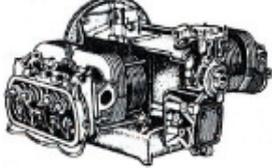
(02) 4655 3461  
0406 107 288

**Club Veedub Merchandise**  
For club polo shirts, jackets, hats, mugs, etc.  
**Contact Raymond Rosch**  
**(02) 9601-5657**

Club VeeDub Membership, Sponsorship and Merchandise payments can be made securely online via PayPal. You don't need an account but there is a small fee for the service. Please visit our web site at [www.clubvw.org.au](http://www.clubvw.org.au) or email Raymond at [sales@clubvw.org.au](mailto:sales@clubvw.org.au) for more information.

**Lorenze**

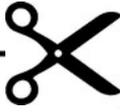
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## VW T-Roc.

After a number of delays, Volkswagen has finally landed its much-anticipated T-Roc range in Australia. There will be two models for Australia - the entry-level 110TSI, and the 140TSI Sport.

The new base T-Roc 110TSI Style variant will cost \$33,990 (before on-roads), and will be envisioned by VW to bridge the gap between the smaller T-Cross Style and the T-Roc Sport. This new base T-Roc variant will replace the need for a four-cylinder version of the smaller T-Cross - which VW originally said was on the cards at the T-Cross launch.

Volkswagen has been comparatively late to the SUV party in Australia. VW's first SUV, the large luxury Touareg, was first launched here in 2003. The smaller Tiguan arrived in 2008. Both of these models have since been redesigned, but until this year were VW's only offerings for SUV customers. The small Polo-based T-Cross debuted last month, and now the T-Roc - sized between the T-Cross and Tiguan - makes VW's fourth SUV model.

Based on the Golf platform, the 4230 mm long T-Roc is 120 mm longer than the Polo-based T-Cross and features a nicer overall specification level. It sits below the next-larger VW SUV, the VW Tiguan (also Golf-based) in the VW range.

Packed into the T-Roc 110TSI is a 110 kW/250 Nm turbocharged four-cylinder petrol engine which drives the front wheels via an eight speed automatic transmission. As standard the new 110TSI Style also equips active cruise control, dual-zone climate control, keyless entry with folding mirrors, 18-inch alloy wheels and a swathe of active safety measures.

The T-Roc 140TSI Sport retails for \$40,490 plus on-road costs. The list of standard kit is higher, with highlights such as a digital dash, 20.3-cm multimedia system with Apple CarPlay and Android Auto, city AEB with pedestrian detection, adaptive cruise control with traffic jam assist, lane guidance, rear cross-traffic alert, park assist, LED headlights, automatic wipers and leather-wrapped steering wheel all standard.

It also scores the progressive steering rack from the Golf GTI, along with AWD, driver profile selection, 18-inch alloys and sports suspension.

For the 140TSI Sport, options include a \$2000 Sound and Style package that adds adaptive suspension, 19-inch

alloys and a Beats stereo, while a \$3500 Luxury Package nets the T-Roc owner a sunroof, Vienna leather upholstery and a powered tailgate. Similar Sound and Vision as well as Luxury packages (albeit contents slightly changed) are available on the entry level 110TSI and cost \$2000 and \$3800, respectively.

A limited-edition run of 200 T-Roc X variants were available at launch, which celebrates Volkswagen's 10-year partnership with the Sydney Swans AFL team. (VW Australia actually began as AFL ball sponsors back in 2001, their first year of operation - Ed.)

Available in white with a red roof (top of page) or black with red highlights (below), the X is based on the 140TSI Sport and scores adaptive suspension, 19-inch rims, a powered tailgate and 300w audio system for an additional \$2000.

Luggage capacity in the T-Roc is a generous 445 litres, but fold down the 60/40 split rear seats and this expands to 1290 litres.

The T-Roc has been an enormous hit in overseas markets, which made the business case to supply the relatively small Australian market more difficult to get over the line.

Now that it's been confirmed, though, Australia will be one of the first markets in the world outside of Europe to receive it.

The T-Roc's price point puts it in the upper price echelon of top-spec small SUVs from the mainstream brands like the Mazda CX-3 and Toyota C-HR.

However, its stronger powertrain specs and high levels of standard equipment (like its digital dashboard) put it firmly in the frame when it comes to brands like Audi, which asks \$49,400 for a Q2 with a similar engine and driveline. A BMW X2, meanwhile, will set you back closer to \$69,000 for a 2.0-litre all-wheel-drive variant.

See the new VW T-Roc (and its smaller sibling the T-Cross) at your local Volkswagen dealer now.

### Volkswagen T-Roc pricing:

**T-Roc 110TSI Style - \$33,990**

**T-Roc 140TSI Sport - \$40,490**

## California Beach and Multivan Cruise.

Volkswagen Australia has announced two limited-edition models of its facelifted T6.1 van range for online sale.

The California Beach Camper Van and Multivan Cruise limited editions will be built in a short production run of just 30 cars each, priced from \$74,990 for the Multivan Cruise, and \$94,990 for the California Beach. Both prices exclude on-road costs.

Both models will be sold exclusively through Volkswagen's online sales portal.

The California Beach and Multivan Cruise editions get a host of interior and exterior styling changes to differentiate the special editions from the rest of the Transporter range.

On the California Beach, this means a choice of three



options of two-tone paint, including candy white and copper bronze metallic, candy white and ascot grey, or candy white and bay leaf green metallic.

The California Beach gets 17-inch alloy wheels, an electro-hydraulic elevating roof with a silver awning, and power latching sliding doors and tailgate.

Inside, the model gets five seats with a reclining three-seater bench, swivelling seats up front, a bed with a sleeping mat and interior blinds. A second battery, programmable parking heater, and a camping kit with a table and two chairs also features.

A digital cockpit, a 20.3-cm infotainment screen with satellite navigation and voice control, wireless smartphone connectivity, a six-speaker sound system and two USB ports come as standard.



The Multivan Cruise also gets two-tone paint, available in reflex silver and fortana red metallic, reflex silver and indium grey metallic, and reflex silver and starlight blue metallic.

The Multivan Cruise rides on 18.0-inch alloy wheels, with LED headlights (with auto range control), tail lights and daytime running lights, fog lights with cornering function, a chrome protection pack and a gloss black B-pillar.

Heated front seats, privacy glass, a side interior step light, and chrome trimming feature inside.

The Multivan Cruise gets a host of technology, including a digital cockpit, a 9.2-inch infotainment screen with satellite navigation, voice control, bluetooth and wireless smartphone connectivity, two USB ports and a six-speaker sound system.

An electric power opening and closing tailgate also comes as standard.

Safety features standard to both models include front assist with city emergency braking, adaptive cruise control, blindspot monitoring with rear traffic alert and lane assist, park assist with side protection and cross-wind assist.

The California Beach and Multivan Cruise are both powered by VW's 110 kW 2.0-litre turbocharged diesel four-cylinder engine with a seven-speed dual-clutch automatic transmission.

#### 2020 Volkswagen pricing:

California Beach Camper Van - \$94,990

Multivan Cruise - \$73,990

## Amarok XL and XXL.

Volkswagen has released Australian pricing and specifications of its factory-endorsed, long-wheelbase Amarok XL and XXL conversions, with prices starting from \$10,595 RRP for an XL cab-chassis upgrade.

This comes on top of the initial purchase price of an Amarok, with prices starting from \$44,590 (before on-road costs) for a dual-cab TDI400 with a six-speed manual gearbox. The cheapest V6 Amarok, also with a six-speed manual gearbox, is \$49,590 before on-road costs.



The work is done by South Australian-based Adaptive Manufacturing, using a conversion engineered originally by Veth Automotive in the Netherlands. Along with new Amarok purchases, the conversion is also available to existing Amarok owners.

And, as a factory-endorsed project, the conversion retains Volkswagen's full five-year warranty.

The conversion is available as either a cab-chassis or with a styleside tub. Opting for the latter adds in a significant increase in cost, because the original tub is modified to suit the existing length.

Because the Amarok only comes in dual-cab format, longer extra-cab and single-cab tubs from the range can't be used.

Where a Cab-Chassis XL conversion costs \$10,595, adding in a tub sees the conversion cost balloon out to \$18,995.

The extra-long XXL conversion costs \$13,595 for the cab-chassis, or \$21,995 for the tub.

The Amarok XL gives you 310 mm of additional wheelbase, growing from 3095 mm to 3405 mm. When you include the styleside tub, overall length grows from 5254 mm

to 5564 mm.

The Amarok XXL ups the ante with 650 mm of additional wheelbase, growing to 3745 mm and 5904 mm of overall length.

For comparison's sake, a Ram 1500 measures in at 5817mm, while an even-bigger Chevrolet Silverado 2500 has 6085 mm of overall length.

When fitted with a tub, the available load length grows from 1555 mm to 1865 mm (XL) and 2205 mm (XXL).

To facilitate the extended wheelbase, the chassis gets chopped just before the rear spring hangers, with elements like propshafts, electrics and brake lines extended to suit. Volkswagen also recalibrates the Amarok's electronic stability control to suit the increase in length and weight.

Chassis electronics can also be adjusted to suit the many different suspension setups that owners are fitting to their Amaroks, with a choice of low, medium or high ride heights.

Although an Amarok XL and XXL will carry a higher kerb weight, the conversion does not include increased payloads or gross combined mass limits.

## Touareg Adventure.

Volkswagen Australia has announced pricing and specification for its limited-edition 2021 Touareg Adventure before a local showroom debut this month.

Based on the Touareg 190TDI Premium, the Touareg Adventure will be produced in a limited-run of 150 examples.

The Touareg Adventure is priced from \$90,990 plus on-road costs, representing a price premium of \$4200 over the standard Touareg 190TDI Premium at \$86,790 plus on-road costs.

For the extra money, the Touareg Adventure gets a raft of additional features to make it more capable on- and off-road.

These include 19-inch alloy wheels, four-wheel steering, extra underbody protection for the engine, a 90-litre fuel tank (up from 75L in the Touareg 190TDI Premium), roof bars and adventure badging.

Inside, the Touareg Adventure gets two additional two-tone leather interior palettes including Atacama Beige and a darker Florence Brown which are unique to the model. Each option is matched with a fine-grain ash wood trim for the dashboard and doors.



The external paint hue on the Touareg Adventure is dictated by the interior colour selection. Buyers of beige interiores can choose between a Pure White or Sechura Beige Metallic paint, while Florence Brown interiors are matched with either Silicone Grey or Deep Black Pearl Effect.

The metallic and pearl effect paints are a \$2000 option.

Gravel and sand off-road driving modes are added on Touareg Adventure models, while a tyre pressure monitoring system projects individual tyre pressures onto the vehicle's infotainment screen.

A memory function for front seats, mirrors and the electric steering column also feature on the Touareg Adventure.

A 360-degree camera, park assist plus and manoeuvre braking all come as standard.

Buyers can also option one of two adventure packages. Adventure package one adds a tow bar, luggage compartment tray, and front and rear mudflaps for an additional \$2790.

Adventure package two fits a tow bar, luggage compartment tray, side steps and all-weather rubber floor mats for an extra \$4125.

Roof bar accessories including a roof box; a bike, surfboard or kayak carrier; or a ski and snowboard carrier, can also be added. The options can be had at 10 per cent off regular prices when optioned onto the Touareg Adventure.

An innovision package can also be optioned for \$8000, adding a 31.2-cm digital cluster, 38.1-cm infotainment screen, heads-up display, customisable interior ambient lighting, a volume scroll wheel and a gloss black centre console.

The Volkswagen Touareg uses the same 3.0-litre turbocharged diesel V6 as the regular Touareg 190TDI Premium, outputting 190 kW and 600 Nm through an eight-speed automatic transmission to all four wheels.

### 2021 Volkswagen Touareg pricing

190TDI - \$79,490

190TDI Premium - \$85,490

Touareg Adventure - \$90,990

## Tiguan joins the SA ambulance service.

Volkswagen has expanded its emergency services vehicle fleet in Australia, with a new Tiguan SUV joining the South Australia ambulance service.

It follows the introduction last year of a fleet of Volkswagen Passat sedans and wagons deployed by police in Victoria and the Australian Capital Territory. The NSW Police have had a fleet of VW Transporters for a number of years.

The Volkswagen Tiguan Proline, based on the Tiguan Allspace Comfortline, has been tailored to meet the specific requirements of police and emergency services.

The third row of seating has been removed to increase storage capacity (by 60 litres) while alternator capacity has been increased to allow for the greater drain placed on the battery by medical equipment, emergency lights, and communication equipment.

Powering the Tiguan Proline is VW's EA888 2.0-litre



turbo petrol with outputs of 162 kW and 350 Nm previously found in the Mk7 Golf GTI. Those outputs are sent to all four wheels thanks to VW's 4Motion all-wheel drive system.

The South Australian Ambulance Service (SAAS) has purchased 12 Tiguan Prolines, used exclusively for what it calls "SPRINT vehicles" for solo paramedics acting as first responders to an emergency.

"This model lets us set eyes on a patient, treat them and be off to the next call as soon as possible, while the patient's care is continued by ambulance crews as they transport to hospital," South Australian Ambulance Service, Chief Executive Officer, David Place.

Other features specific to the Tiguan Proline include off-road bumpers with increased approach (24 degrees) and departure angles, centre air intake grille, wheel housing liner and special front fog light trim.

"It's an honour to supply those on the frontline of public health and safety," said Regine Zschernig, Volkswagen's National Fleet Sales Manager. "Our vehicle portfolio bring levels of sophistication, safety and a range diversity at a price point other German carmakers cannot match.

"The direct injection turbo petrol engines of the Tiguan and Passat Prolines match or better the performance of the large capacity, naturally aspirated engines traditionally used by our emergency and police services, with greatly superior fuel economy."

## 2022 Ford Amarok.

The new Volkswagen Amarok - and the first to be based on the Ford Ranger - will be in showrooms in 2022, the German car maker has confirmed as both brands provided updates on their joint venture on commercial vehicles.

And while the Ford Ranger sold in Australia is likely to continue to be sourced from Thailand, the Volkswagen Amarok will be sourced from a Ford factory in South Africa.

The current generation Volkswagen Amarok - a standalone model made wholly and solely by VW - is made in Argentina. Amaroks for the European market are made in Hanover.

A media statement issued by Volkswagen said: "As lead partner, Ford will in future produce the new version of the Amarok for Volkswagen Commercial Vehicles based on the Ranger. The Amarok successor will then be made as of 2022 at Ford's Silverton plant in South Africa."

Ford did not disclose timing for the next generation

Ranger, however it's understood it will precede the next generation VW Amarok and is due late in 2021 or in the first half of 2022.

The alliance between the two brands is likely to be a formidable combination. The Ford Ranger has ute market leadership in Europe and is strong in most other countries (including in Australia where it is the second biggest-selling car outright behind the Toyota HiLux), whereas the current VW Amarok has not made the same impact.

Thomas Sedran, Chairman of Volkswagen Commercial Vehicles AG, said in the media statement: "What is important for both partners is the utilisation of the same platform. At the same time we will both be able to fully deploy our strengths."

The VW executive also confirmed the 2022 Volkswagen Amarok will have a unique appearance inside and out, even though its underpinnings will be shared with Ford.



"Through custom designs and interfaces we will clearly differentiate the two models. For us as Volkswagen Commercial Vehicles, our sights with the Amarok successor are on our main markets, above all in the EMEA economic area (Europe, the Middle East and Africa)."

In the most telling sign that the current generation Volkswagen Amarok has not met the car maker's global sales targets - even though it is relatively successful in Australia, which is one of its biggest markets - the executive in charge of commercial vehicles said:

"Ultimately it is our customers who will benefit, as without the cooperation we would not have developed a new Amarok."

Volkswagen did not disclose what engines will be used to power the new Amarok, however it will probably adopt at least two key Ford engines: a 2.0-litre twin turbo diesel four-cylinder and a 3.0-litre turbo diesel V6, both matched to 10-speed automatic transmissions.

What is unclear at this stage is whether the 2022 Volkswagen Amarok will continue with rear disc brakes as it does currently (versus rear drums currently on most variants of the Ford Ranger) and if its size will change.

The VW Amarok currently has one of the widest ute tubs with the most clearance between each wheel arch. Will the new Amarok ute tub shrink slightly if based on the Ranger platform, or will the Ford frame be able to accommodate a wider tub?

The current VW Amarok TDV6 has permanent all-wheel-drive. It is unclear if this will still be available on the new model, given that the current Ford Ranger has a selectable four-wheel-drive system that can only be used off-

road.

While the external appearance is expected to be unique between the two vehicles, it remains to be seen how much of the interior will be unique to Volkswagen, which customarily prides itself on its upmarket appearance.

In the meantime, the Volkswagen Amarok keeps trucking on in the local ute sales race, with V6 models accounting for the majority of demand.

While it doesn't challenge the Toyota HiLux or Ford Ranger for sales leadership, and is currently ranked ninth behind the Mazda BT-50 in the ute class, the current VW Amarok V6 has the most power and torque among its mainstream rivals (with the exception of the full size US pickups) and remains one of the strongest vehicles when it comes to towing and carrying heavy loads.

## New Chatswood VW dealer.

Volkswagen has a new dealership in Chatswood on Sydney's north shore, Alto Volkswagen North Shore. It's the fourth Volkswagen dealership for the Chatswood/Artarmon region over the years.

The most famous of the Volkswagen dealers in this part of Sydney was Lanock Motors at St Leonards, trading on their large multi-level site on the corner of Herbert and Frederick Sts from 1958 to 1990. The upper section was the sales yard and new car showroom. Going down via a side ramp to a large central car park was the service workshop and spare parts counter and warehouse. After Lanocks' closure, the upper section was used as a Holden dealer, and later a Skoda showroom. It currently lies vacant for lease but looks in good condition. The lower section was used as a boat repair business and later as transport storage yard, but has recently been completely redeveloped. The old Lanock Motors building has been demolished, and together with half of the old carpark area, been rebuilt as a new high-rise health clinic for the Ramsay Health Care Group. It adjoins Royal North Shore Hospital to the south.

In the modern era, Chatswood Classic Cars was established in 1989 by the then-new VW importers Ateco Industries. They were located in the historic Seymours trading buildings at 985 Pacific Hwy, on the corner of William St. They were the one of the first of the 'Classic and European' dealer names established at that time, when Volkswagen's future was uncertain – hence it was 'Chatswood Classic Cars' rather than 'Chatswood Volkswagen.' They traded there from 1989 to 2012. That site is now North Shore Subaru, although you can still see 'CCC' signs in the brickwork.



In November 2012 a big new Volkswagen dealership was established at 355 Pacific Hwy at Artarmon, North Shore Volkswagen, in a former Officeworks on the corner of Whiting St. It was still the Chatswood Classic Cars business, owned by Inchcape Ltd, but rebranded as a proper Volkswagen dealer. The two-story building had an underground carpark with car lift, and a large upper story showroom. They had a fancy red-carpet official opening party on Tuesday 11 December 2012, to which our club was invited and we had around 8 classic VWs on display. We reported on the day in the January 2013 issue of Zeitschrift - [www.clubvw.org.au/january-2013](http://www.clubvw.org.au/january-2013) Now, after only seven years, this dealership has closed. The site has been converted to North Shore Peugeot.

Instead, the latest VW dealership is Alto Volkswagen North Shore, at 734 Pacific Hwy at Chatswood, on the corner of Fullers Rd. This is right next door to North Shore Mercedes Benz, and across the road from Chatswood Toyota. It's also opposite the iconic BMA Tower, with its external lift, which was once the location of LNC Industries' corporate head office from 1972 onwards.



Alto Volkswagen takes over the site from what was Alto Holden, and before that, Northside Holden. It's therefore a fairly impressive site and probably better than what North Shore VW had. It's the second Alto Volkswagen site, following Alto Volkswagen Blacktown that opened in 2014.

Call Alto Volkswagen North Shore on (02) 9901 9600 today for all your Volkswagen needs in Chatswood, Artarmon and the surrounding north shore areas of Sydney.



with the south coast guys at Broulee surf club. After spending a while to talk and catch up we headed off for a coffee at Maula Bay.

As the run was my birthday the Canberra guys headed to my brothers place for lunch before heading back up the mountain home.

It was a great day out in our cars, giving them a good run after a few months in lockdown. Looking forward to many more get togethers as we move forward with Covid 19. Stay safe everyone

## Canberra coffee run.

With the easing of Covid 19 restrictions in the ACT we have been able to get out a bit more in our VDubs. There have been a few get togethers with friends for a coffee and cruise with 10 to 15 cars often meeting by the lake.

We have also had our first club cruise on Sunday the 7th of June when some members from Canberra cruised down to Batemans Bay to join Steve McMaster and the South Coast Dubbers for a gathering and cruise.

We met up at 7am and headed down the Kings Highway stopping at Bungendore to collect another member before heading off to Braidwood for a coffee at the bakery.

We then headed down the Clyde mountain and met up



David Cook

## Dungers.

Even if you are a lover of water-cooled engines, you'll have to admit that air-cooled VWs and Porsches are pretty cool. Their distinctive sound and their beautiful design means that they will always be a classic.



Air-cooled engines are fun to fix up, mess around with and they look great painted and restored back to their former glory.

As Volkswagen and Porsche haven't used air-cooled





engines for some 30-40 years, depending on the market and the model, engines are getting harder to find. Also, some people can ask crazy prices for old air-cooled engines these days.

Now, while I recommend people buying up as many good air-cooled engines as you can, before they become impossible to find, think about collecting the 'dunger' engines.

Dunger engines are the seized, rusty, damaged and water-logged examples that you find out on farms and in sheds.

Their days of ever working again are probably over, but they can always be stripped of their useful parts.

Now that some of these parts are getting harder and more expensive to come by, a part or two from a dunger engine might just save the day.

Especially when the going rate for a dunger engine these days is only about \$35 each (just above scrap metal price).

So I put the call out to all air-cooled lovers with a bit of space, to please save as many of these beauties as you can - so we can keep our classics going way into the future.

Ashley Day

## Market update.

Even though it's hard to make any money on old Volkswagens and Porsches at the moment, there are a few models that are worth twice as much as they were five years ago.

Let's start with the humble Beetle.

Prices have doubled on original and modified Volkswagen Beetles, mainly because they don't make them any more.

This is the height of the market for Beetles and prices aren't really expected to double again.

Karmann Ghias have doubled in price and still have a bit to go before reaching their heights.

Porsche 911s and 356s have easy doubled, and in the next five years will double again before reaching their height. All the other Porsches will remain stagnant, except maybe 914s.

Split-window Kombis and later T2 Kombis have already reached what I believe is the height of the market and are expected to stay stagnant or even drop a little in price.

On the other hand, T3 transporter prices have doubled in the last five years and still have a little way to go before reaching their peak. These are probably the most under-rated



classic Volkswagens.

Good clean Mk1 ('76-'81) Golfs and Mk2 GTIs ('90-'91) have definitely doubled in price over the last five years. Also younger people like these cars, so prices will remain strong.

If I haven't mentioned your model, then unfortunately your car can expect to remain stagnant or even drop in price. Mk3, Mk4 and Mk5 Golfs, early Polos and older Passats can be picked up for almost nothing. "They can't all be winners."

So what is the height of the market?

For example, the E-type Jaguar had its heights in the late eighties and early nineties, but as that generation dropped away, so did the prices. So as our generation drops away so will the prices of the cars we chase, especially if the next generation are chasing something entirely different.

Ashley Day



### After 3 years, the car that cost the least costs the most.

The official Used Car Guide is full of little surprises.

To show you what we mean, we've pitted one 1966 Volkswagen against 7 popular 1966 compact.  
Back when they were spanking new, the popular compact sold for an average price of \$610 more than the Volkswagen sedan.

You'd be amazed at how unpopular they've become in 3 years. The same compact now sell off a used car lot for an average of \$201 less than the Volkswagen.

Of course when you stop and think about it, this really isn't surprising at all. How appealing is a car that looks 3 years old? Compared to one that never

looks old!

Or a car that gets about 14 miles per gallon? Compared to one that gets about 25?

Or a car that takes tons of oil and water? Compared to one that takes little oil and no water?

The official Used Car Guide is full of foregone conclusions.





Our demo car too was fully specced out with the \$5500 worth of options which can be fitted, including the 'Sound and Style' pack, which includes 19-inch alloys, adaptive chassis control, and the 300 W Beats audio system (\$2000), and the Luxury package, which includes the panoramic sunroof, Vienna leather seats, and an electric tailgate (\$3500).

Very swish but, honestly, the base car has everything you need. This includes 18-inch alloy wheels, a 20.3-cm multimedia touchscreen with Apple CarPlay, Android Auto and built-in nav, a digital dash cluster, leather seats, leather wheel trim, keyless entry with push-start ignition,

an auto-dimming rear vision mirror, full LED front lighting with adaptive high-beams, auto folding wing mirrors, front and rear parking sensors with a reversing camera and park assist, and rain-sensing wipers.

That's a lot of stuff. The R-Line styling pack (standard on Australian cars), 'Progressive Steering' and the full safety offering (which we'll get to later), partially justify the tall pricing.

Again, pricey, but that includes all the equipment you could reasonably expect in this segment and more.

### Is there anything interesting about its design?

Yes, there's plenty to be stoked about when it comes to this little VW's design. It's just a fun little thing to look at. Despite having been on sale since 2017, the T-Roc has loads of styling touches at the forefront of VW design, like its honeycomb grille, LED light design, squared-off rear with little spoiler jutting out, and in the case of our car, massive wheels which fill those arches.

It's surprisingly 21 mm shorter bumper to bumper than a Golf 7, at a touch over 4.2 m overall, and only 20 mm wider at 1.82 m wide. As expected, it's much taller than a Golf, as to lend to its SUV credentials.

Contrast black-and-chrome fittings do their best to accentuate this car's sporty look, while my personal favourite touch was those integrated indicator/DRL fittings in the bumper.

Sure, it's no Passat or Arteon, but I still think I managed to unintentionally sell three or four of them just having people ask me what it was on the street.

Once you close the tailgate and step back, there's a lot to admire. Volkswagen has fast become the kerb-appeal master, creating packages that are not shouty but exude expensiveness. I'm sure if you decide to put one on your driveway, nosey onlookers will instantly assume a level of well-to-do about your household.

## Volkswagen T-Roc review.

At long last, after years of waiting, and delay upon delay, Volkswagen's T-Roc has finally made it to Australian shores.

It's landed here to fill a gap in VW's SUV range, for a car smaller than VW's popular Tiguan mid-sizer, and yet bigger than VW's recently released T-Cross small SUV (which we reviewed last month). The T-Roc has been on sale since 2017 internationally, but has been delayed for a number of reasons. So is it too little, too late for VW to take on the medium/small SUV competition in Australia?

We drove a fully specified T-Roc to find out what this Golf-based SUV has to offer.

First things first, there's some good and bad news for VW fans who have been waiting for the Volkswagen's latest SUV.

The good news? The T-Roc is incredibly well specified despite its age, and, to make things easy, just one variant landing in Australia: the hero 140TSI.

The bad news? At a starting price of \$40,490 (before on-roads) it's the most expensive 'non-premium' SUV in Australia.

But VW has a strategy here. It has brought in this bells-and-whistles small SUV as part of a dual-pronged assault with the Polo-based T-Cross, which is less powerful and less well equipped in base form, but perhaps better in terms of practical value for its small form factor. Volkswagen admits it expects the T-Cross to outsell the T-Roc in the long term, due to this pricing strategy.

Also, Volkswagen has repeatedly stated that the door isn't shut on a lesser specified (110TSI) variant of the T-Roc in the future; nor, possibly, a hotter GTI or R version, or even the European T-Roc Cabriolet. So, keep an eye out for them if you fall for the T-Roc's charm.

Now where were we? Oh, yes, the price: \$40,490. Ouch.



The T-Roc's sharp, almost-pinched bonnet lines remind me of an Audi A5. Along the side, the A-pillar has strong definition, faceted in a way to create shadowing across the roof line. Out back, there's a small lip inbuilt into the tailgate and tail-lights, which subtly gestures to premium European.

I was a little disappointed to find, however, that some of the more fun colour schemes with contrasting roof finishes available overseas, won't be making it to Australia for the time being.

Inside, things are predictably VW in the best possible way with fittings and design points, which blend the finer features of the Tiguan and Golf ranges. The screens, in particular, were bright and high-resolution and add a high-end feel to the whole cabin.

The seats are naturally comfortable in VW's optional Vienna leather, and almost every surface you touch is soft in some way. Look too deep though, and you'll notice the entire dash is hard plastics. Gloss finishes - while lovely to look at - will be a nightmare to keep clean for owners, too.

So long as you're OK with VW design language then, this is among the best-looking and nicely put together small SUVs you can buy.

The T-Roc is made in VW's plant in Palmela, Portugal. This factory used to make the Eos carriolet and the most recent Scirocco, and today also makes the Sharan people mover alongside the T-Roc.

### How practical is the space inside?

Given the T-Roc's tight dimensions, you might be surprised how big its interior is.

Front passengers get an airy space with loads of leg and headroom, and storage galore with large door bins (with integrated bottle-holders) dual bottle holders in the centre console, a variable height centre console box, a glovebox, and a large trench under the climate controls suitable for phones of any size or other tidbits.

There are dual USB outlets and a 12V power outlet for front passengers, but no USB-C.

In the second row I was genuinely taken aback by how much leg and headroom was available, despite a descending roofline and panoramic sunroof. Seat trim matches the front, but middle passengers might suffer with limited room and a



large transmission tunnel eating into leg space.

Rear passengers get pockets on the backs of the front seats, a set of adjustable air vents (nice in something this size) and a single 12V power outlet. There is also a drop-down arm-rest with bottle holders, but no USB ports.

Despite a small looking boot, we were also surprised to find the T-Roc actually offers more space than a Golf at 392 litres. This fit our large overnight case on its own or the two small cases, but not all three. There's still quite a gap between the T-Roc's and the Tiguan's cargo capacity, although an alternative for the space-conscious could be the Polo-based T-Cross, which offers 445 litres in an even smaller form-factor. If you need more space, you can always open the large ski flap for skinnier items or fold the seats down in a 60:40 arrangement.

Under the boot floor there's a space-saver spare wheel and the base for the Beats sound system neatly tucked into it.

### What are the key stats for the engine and transmission?

The T-Roc's single 140TSI engine choice has a namesake 140 kW of peak power and 320 Nm of torque which, as you might imagine, is plenty for a car this size and certainly among the most powerful options in the non-premium small SUV segment.

It's an EA-888 Audi-designed Golf four-cylinder turbo engine, mated to a seven-speed dual-clutch automatic transmission, driving all four wheels via VW's 4Motion all-wheel drive system. It also offers several off-road drive settings, as its Tiguan sibling does, but we can hardly



recommend venturing on anything other than gravel, especially with the 19-inch wheels as fitted to our vehicle.

### How much fuel does it consume?

The T-Roc's claimed/combined fuel figure is 7.2 L/100 km against which we scored a weekly figure of 9.4 L/100 km once you exclude our fuel-intensive video shoot. That's over by a small margin, but understandable given how much fun it is to drive.

The T-Roc has a 50-litre tank and, like all modern VWs, needs to be filled with at least 95RON premium unleaded petrol.

### What's it like to drive?

Put simply, the T-Roc is now the new standard against which I will measure other non-premium small SUVs.

It's not just that it has plentiful power from the 2.0-litre turbo engine either, it's everything: ride, handling, refinement. The T-Roc brings much of the magic from the Golf into a small SUV package.



If you like a bit of kick with your commute, or just like the idea of having it under the pedal, you'll be hard-pressed to pick an alternative to the T-Roc. It's a drawcard for this car, a point of difference, as it gets better the deeper you get.

Underneath the rest of the chassis you'll find a seven-speed wet-clutch DSG automatic, Volkswagen's 4Motion all-wheel drive, and in this example's case, adaptive dampers.

I experienced a couple of niggly hesitations and delays to action with the DSG, but nothing overly new. It's mostly a smart-operating unit that is quick and smooth. Another factor that surprised me was the new-found ability this engine has when it lays power down on the blacktop via four wheels. You can now harness all of its performance, even in slightly damp conditions. In a Golf GTI, you find yourself asking for more traction at more times than you'd probably prefer (which is why the AWD Golf R is so popular).

Again, that 140TSI engine, with its abundance of power, makes the T-Roc light on its feet, and blisteringly quick in a straight line for an SUV, which is not pitched as a performance variant. Weight and confidence are added through the all-wheel drive system, which keeps the ride height in check through the corners.

Adding to its cornering confidence is the



progressive steering. It's heavier than the 'regular' VW steering common across most models. While it's not as much of a cinch to flick around a U-turn, it has a nice character in the bends.

Noise-wise, the T-Roc is quiet. I found all sorts of built-in noise-reducing features, such as foam stoppers hidden all over the engine bay, and glass, which were so effective I couldn't hear someone talking to me on the other side of a wound-up window during our video shoot. The main noise, which eventually makes its way into the cabin, is the gruff, satisfying rasp of the engine at higher revs.

Any downsides? My main complaint is the necessity of watching out for the 19-inch wheels on our test car. With so little rubber on the road, the wrong pothole will mean a chip or bulging tyre, and, while the suspension does a phenomenal job of keeping this car stable and planted, corrugated and potholed roads can upset it on these wheels.

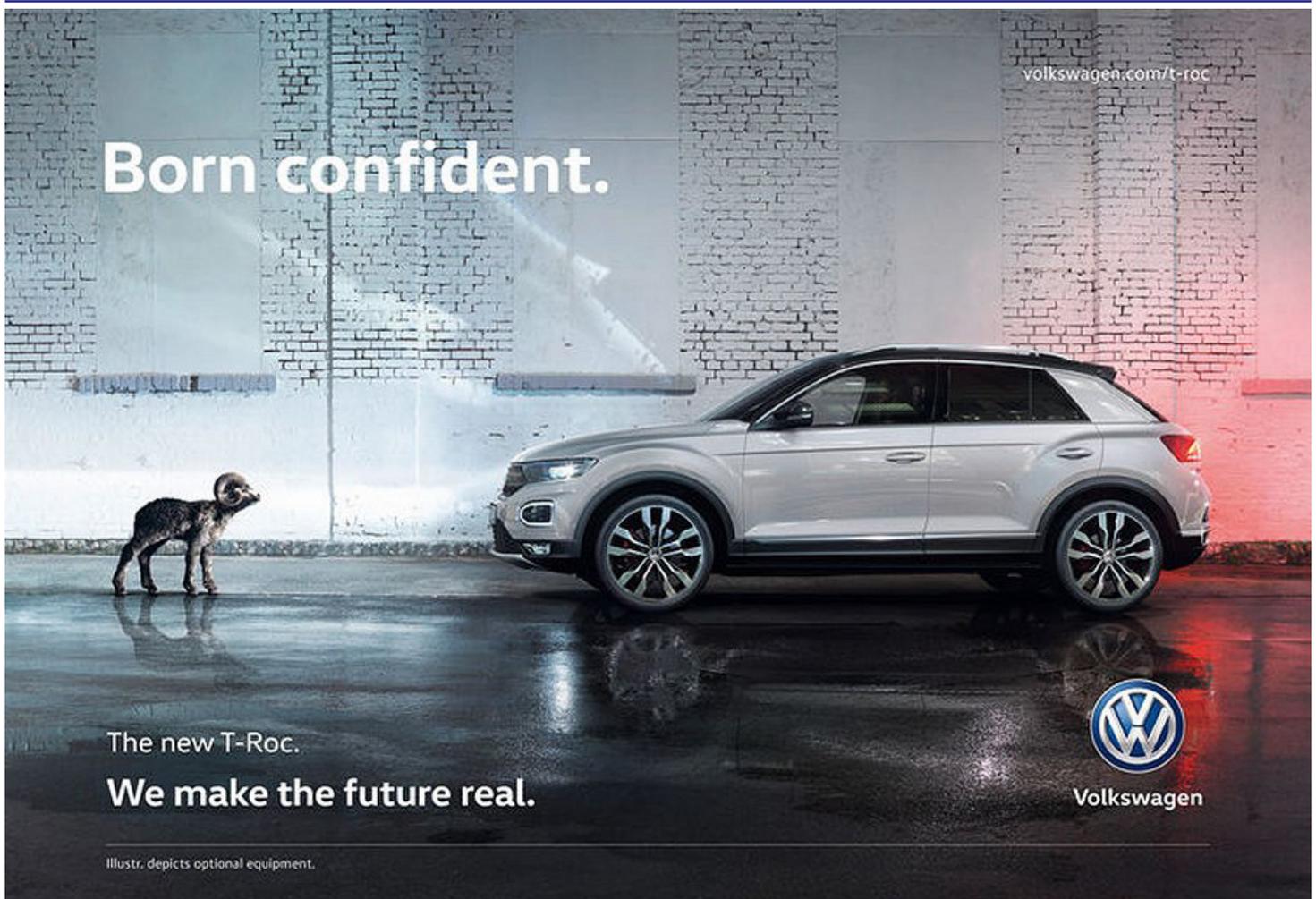
One of the option packs listed on our car was adaptive chassis control, so it would be interesting to see what a 'base' car without this option fitted (and perhaps with the standard 18-inch wheel) drives like. Stay tuned for future variant reviews.

### What safety equipment is fitted? What safety rating?

One of the most impressive parts of the T-Roc's spec list is active safety, which comes standard and is not part of an option pack as it does on most variants of its larger Tiguan sibling.

VW is now calling its active suite of safety features IQ.DRIVE and this includes auto emergency braking (AEB - detects pedestrians and cyclists), adaptive cruise control, lane-keep assist with lane-departure warning, blind-spot





monitoring, rear cross traffic alert, auto high beams, and park assist.

Front and rear parking sensors are standard, as are a high-res reversing camera, six airbags, two ISOFIX child seat mounting points, and three top-tethers across the back seats.

The T-Roc scored a maximum five-star ANCAP safety rating dated back to October 2018 - at the time of writing, this rating applied only to New Zealand T-Roc variants, but VW Australia assures us that the rating will apply to the cars which arrive here, too.

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

Just like all its other passenger vehicles, VW covers the T-Roc with a five-year/unlimited kilometre warranty promise. This is now up to date with the industry standard.

The T-Roc's service interval is once every 12 months or 15,000 km, whichever comes first.

Service pricing for the T-Roc was not available at the time of writing, however, we expect it will be offered with the option of pre-paid service bundles in three- or five-year packs. These offer services at a discounted rate and can be bundled in on finance at the time of purchase.

#### **Verdict**

Alongside its strong performance, style is what it also delivers in spades. If your initial gravitation towards the T-Roc is due to styling, then the way it drives may just encourage you to go ahead with the purchase. It is expensive, and even more so when fully equipped, but I keep coming back to the feel behind the wheel and how fun it can be.

There aren't many in the medium SUV segment that come close with regard to looks and performance. Some are cheaper, more affordable and with more tech, but the T-Roc represents a slice of attainable excitement. Plus, if you're not after those things, there's the smaller T-Cross, among others, that will happily provide you with good motoring.

The T-Roc is a bit of a different take on the small SUV formula from Volkswagen. It's youthful, well specified and smartly packaged, but its tall cost of entry will make it perhaps only for those seeking a truly superior small SUV drive experience.

If you're looking for performance, however, then I'm sure you'll comfortably walk in and out of a VW dealership while making a really, really easy decision.

Tom White, CarsGuide



## Declain's special 7th birthday.

A Canberra father reached out to the local VW fraternity recently, requesting someone with a Beetle let his autistic son, Declain, have a sit (or better still a ride) in their car as a birthday present.

A social media post was put out with this request, and the response was overwhelming. Due to the COVID-19 restrictions in place, it was decided that those interested gather at a local VW enthusiasts place and allow Declain to wander around, look at the cars and get a sit in which ever one(s) he wanted.

Saturday July 4th was the date and the address was supplied to those who showed interest via private messages. In the end, 27 classic VWs turned up and parked along the street. When Declain arrived, he and his father were shocked to say the least. His excitement was infectious and there were a few tears in the eyes of those watching this fabulous young man have such a wonderful time. His father was so appreciative of the effort everyone made and new friendships were formed.

Declain wandered around and looked at all the cars before picking the ones he wanted to sit in. He asked lots of questions and was truly interested in hearing all the details about each car. He knew quite a bit about the cars, as old VWs are one of his favourite things (and why wouldn't they be?).

Everyone who turned up were more than happy to let Declain have a sit or answer any questions about their cars.

Once Declain and his father left, many did a small cruise around Canberra before putting their pride and joys away again. The chatter on social media following the event proved just how much this young man touched everyone involved and how privileged we felt to be able to give Declain a day he'll remember for a very long time.

Willie Nelson







## VW Karmann Ghia 1500S is delightful tourer.

*The Sydney Morning Herald, Monday 8 February 1965*

Road tested by Sturt Griffith B.E.

The new '1500' model of the Karmann Ghia is the prestige car of the Volkswagen range. On test I found it a particularly pleasant tourer, with long legs, a high maximum speed, and a surprisingly moderate fuel consumption.

The body, designed by Ghia of Turin, generally follows the styling of the earlier 1200 model, but has new front and rear end stylings and greater luggage space. The body interior is nicely, but not lavishly, finished and is adequately equipped.

The latest 'S' version of the VW1500 engine is a good unit. It is smooth and willing at high revs, and gives the car exceptional maximum speeds of 95 mph (153 km/h) in top and 74 mph (119 km/h) in third gear.

In the 1500cc 'Sports Saloon' class, the acceleration and hill-climbing ability of the Ghia are fairly good in the lower gears, but it is a little tardy on top.

This brings me to the fact that the whole character of the car is determined by its very high gearing in top, which is by far the highest in its class and gives a road speed of 20.8 mph (33.5 km/h) for every 1,000 engine revs.

### Observations

The purpose of such high gearing is, of course, to make the engine 'unburstable' when run for long periods at full throttle down the autobahnen of its home country. It also confers excellent fuel economy and long engine life, for which the VW is renowned.

For general motoring in Australia, this characteristic requires more frequent gear changing to third than its more formidable rivals, but the 'S' motor is sufficiently tenacious to prevent an irksome frequency of changes, despite the

superbly smooth VW gear change, unrivalled in the industry.

On the other hand, the benefit of the design is found on the touring highway, and there is no other 1½-litre car which lopes along so effortlessly at a cruising speed which devours the distances.

The chassis design nicely matches the character of the car. The ride is smooth over almost any surface, the cornering ability is high, and the steering quick and fairly precise. It is only around maximum speed that I would criticise the steering, as a mild tendency to weave then sets in and requires one to correct a little wander from the straight and

narrow.

Raising the compression of this air-cooled engine to 8.5 calls for a higher octane fuel than our current super grade. As a consequence, the distributors (Lanock Motors Ltd) recommend the addition of one gallon of methyl-benzene (available at many service stations) to three gallons of super fuel. The car was tested on this mixture, without sign of detonation or running-on.

The Ghia is of course fitted with a heating system, which serves both front and rear compartments and which demists both the front and rear screens. There is not, however, any supply of cool air to the front floor, which is missed in our mid-summer.

### Test Route

The route crosses the Blue Mountains, and extends westwards to Bathurst, whence it turns south through rolling country to Blayney. It then goes cross-country by back roads to Millthorpe and Spring Terrace into Orange.

The return journey is by Shadforth to Bathurst, and from Lithgow across the floor of the Hartley Valley and by a cliff road to Mount Victoria, thence returning to the starting point.

The cars are driven for more than 250 miles (400 km) over balanced lengths of mountainous and flatter terrain having every type of road surface, and are put over strenuous test hills.

### Hill Climbing

The car is reasonably tenacious in top, but third gear will be used for most serious climbs. In this gear the usual test hills were ascended as follows:

LETT RIVER HILL (2 miles (3.2 km) with acute bends, and a maximum gradient of 1 in 8½): A good climb, at 40-48-43-56 mph (64-77-69-90 km/h).

FITZGERALD MOUNT (one mile (1.6 km) long, average gradient 1 in 11, maximum 1 in 10): A steady ascent at 50-55-49 mph (80-88-79 km/h).

The energy ratios, based on the test loaded weight of 20½cwt (1045 kg) were: torque, 80.3lb-ft per ton; power, 63.6 bhp per ton.

### Acceleration

The maximum torque (pulling power) of the Ghia is developed at the high speed of 62.5 mph (100.6 km/h) in top gear. This means that there is good response in top at touring speeds, but that third gear is necessary for liveliness in town, or below 40 mph (65 km/h) on the highway.

At full throttle, from low speeds in top, the engine smooths out at 20 mph (32 km/h) and comes to life around 35-40 mph (56-65 km/h).

Acceleration from 0 to 50 mph (80 km/h), using first and second gears, required 12.9 seconds. The other times recorded were:

THIRD GEAR: 20 to 40 mph in 7.4 secs; 30 to 50 mph in 7.6 secs; 40 to 60 mph in 8.9 secs.

TOP GEAR: 20 to 40 mph in 12.7 secs; 30 to 50 mph in 12.6 secs; 40 to 60 mph in 14.5 secs.

### Roadability

The disposition of the engine in the rear of the Ghia does not introduce any excessive over-steer or other handling problems in the car. Roadholding is generally good, with normal adhesion on dry bitumen corners taken fast, and very little body roll.

It is only as the limit of speed is reached on bends that a trace of over-steer is noticed, and is easily checked.

The worm and roller steering mechanism requires only 2.6 turns from lock to lock, for a rather large turning circle of 36.4 feet (11.1 metres). The steering is light enough, and the damper associated therewith eliminates most of the reaction to the hands over stony roads.

The torsion bar all-independent suspension system makes the car almost free from tremble and bounce over most surfaces. The ride is particularly comfortable, and the only weakness is vibration over corrugated surfaces.

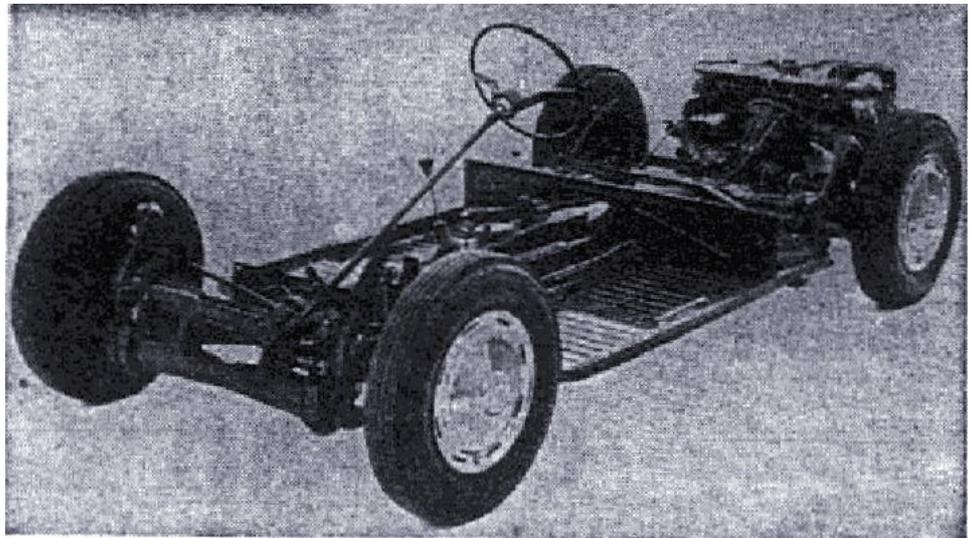
### The Design

The interior of the Ghia is laid out around the classical sports coupe style, with individual seats on either side of a high central tunnel.

The seats are well shaped and are adjustable for squab inclination as well as leg length. They do not give much lateral support and their cushions are a little too firm.

The squabs tilt forward for access to the rear compartment; but are automatically locked against accidental tilting. Good quality leathercloth is used for the seats, door trim and roof, and carpet is fitted to the floor.

There is good leg and head room for the two occupants, but the rear seat is only sufficient for a child or for the transport of luggage.



All VW cars are built upon a robust platform chassis, with an all-independent suspension and large 15in. wheels and tyres giving a good clearance. The rear power unit drives the rear wheels.

The door windows are curved and are fitted with pivoted ventilating panels, while the rear windows are constituted by opening quarterlights for through ventilation.

The padded fascia is provided with a small lockable glovebox, and flat pockets are fitted to the doors. There is a grab handle for the passenger and anchorages are provided for safety belts.

Luggage can be carried under the bonnet in a shallow well, measuring approximately 32 by 40 inches, by 8 inches deep (81 x 102 x 20 cm). There is also a space over the engine at the rear, which measures 28 by 42, by 6 inches deep (71 x 107 x 15 cm). Luggage can also be accommodated on the rear bench seat, the squab of which may be folded down to give a little extra length in this zone.

The exterior of the body is finished in baked enamel and the underside is anti-corrosive coated.

### Driver's Layout

Controls are well arranged for the driver and all switches are within each reach. The seat itself is rather too low for best forward vision, but the steering wheel is nicely raked for comfort and best control.

The pedals are slightly offset to the left and they are disposed too close together and too high from the floor.

Vision is very good in all directions, particularly as the pillars are not unusually heavy and are brought well back by a heavily curved screen. There is a wide and steady interior mirror and a universally jointed exterior mirror on the driver's door.

Screen washers are fitted and the wipers are of a variable speed type. There is no reversing light provided.

The gearshift is by a floor lever on the central tunnel and the Porsche-type synchromesh on all gears is really excellent. The lever movement is short and quick.



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Instruments comprise a circular speedometer, a clock and a fuel gauge. Headlamp flashers are provided for overtaking.

There are large warning light windows for generator, oil pressure, high beam and parking lamps.

The handbrake lies under the left hand, and the driver's window requires four and a half stiff turns of its crank for full movement.

#### Technical

The fuel consumption of 43.8 miles per gallon (6.4 L/100 km) is equivalent to 45.5 ton-miles per gallon in the loaded condition. The fuel efficiency factor is 1,980, and the fuel tank gives a fast cruising range of 386 miles (621 km). All of these fuel figures are particularly good.

Access from above is easy to most of the ancillaries of the engine. It is mainly for valve clearances that routine work is done from beneath the car.

An oil cooler is provided, and the two carburettors are of down-draught Solex type. Engine cooling is automatically controlled, as is the starting choke.

Bore and stroke are 83 by 69 mm, and the overall gear ratios are: Top, 3.7; third, 5.4; and second gear, 8.5 to 1. The car is built about a platform chassis suspended at both ends by trailing arms and transverse torsion bars controlled by telescopic dampers.

The large wheels carry 6-inch tyres inflatable to 16 and 24 lbs respectively. Chassis lubrication is now reduced to two points on the front torsion arms.

The Karmann Ghia 1500S is a very trim coupe of sporting type. It is faithfully constructed and handles well on fast touring.

The car was submitted for test by the distributors, Lanock Motors Ltd.

Sturt Griffith B.E.

#### About This Car:

PRICE: Imported sports coupe, £1,860 (incl. sales-tax).

BODY: Two-door, two-place coupe, with small rear seat for children or luggage. Individual front seats each 19in (48 cm) wide, 37in (94 cm) headroom, ample leg room. Rear bench seat 46in (117 cm) wide, 31in (79 cm) headroom, 7in (18 cm)

knee room. Restricted luggage compartments front and rear. Effective front and rear seat heater.

DIMENSIONS: Wheelbase 7ft 10½in (2400 mm); overall length, 14ft (4265 mm); tracks, 51½in and 53 inches (1308 and 1346 mm); Height 53in (1345 mm); Clearance, 7½in (190 mm); fuel tankage, 8.8 gals (40 litres); tyres 6.0 x 15in.

WEIGHTS: Unladen kerb weight, tank full, 17½cwt (890 kg); laden weight as tested, 20½cwt (1,045 kg).

MECHANICAL: Flat four-cylinder air-cooled engine (in rear) of 1493cc capacity, developing 66 horsepower gross (RAC 17.1 hp) and 83.2 lb-ft torque (113 Nm). Four speed floor-change transmission. Separate platform chassis with backbone, on all-independent torsion bar suspension.

PERFORMANCE: Maximum speeds: Top, 95 mph (153 km/h); third gear, 74 mph (119 km/h); second gear, 51 mph (82 km/h). Acceleration 0-50 mph (80 km/h) in 12.9 secs.

FUEL CONSUMPTION: 43.8 miles per gallon (6.4 L/100 km) at 43 mph (69 km/h) over the test route.

## A question for Ash.

Hi Ashley, my name is Todd, a newish club member with a '64 Beetle complete with original standard engine. I would like to take you up on your offer for questions. I've got the engine out for a clean-up and have removed the generator stand/oil filler. The car has an upright tube fitted, while my replacement gasket kit and all the information I have seen online just shows an oil deflector plate fitted there. What is this tube for, and should I replace the tube with the oil deflector plate? Can you also tell me how to identify if my original 55-year-old oil cooler is still good? Thanks.

Todd, thanks for your message. You don't see these oil tubes very often. It wasn't fitted new, but was an authorised modification by a VW dealer probably not too long after the car was built.

Back in the day, VW agencies occasionally received complaints of high oil consumption which was not caused by loss of oil at rings, joints or seals. If an oil consumption of more than 1 litre per 1000 km was established, despite checks of the usual causes, a VW workshop bulletin advised dealers to add a modification.

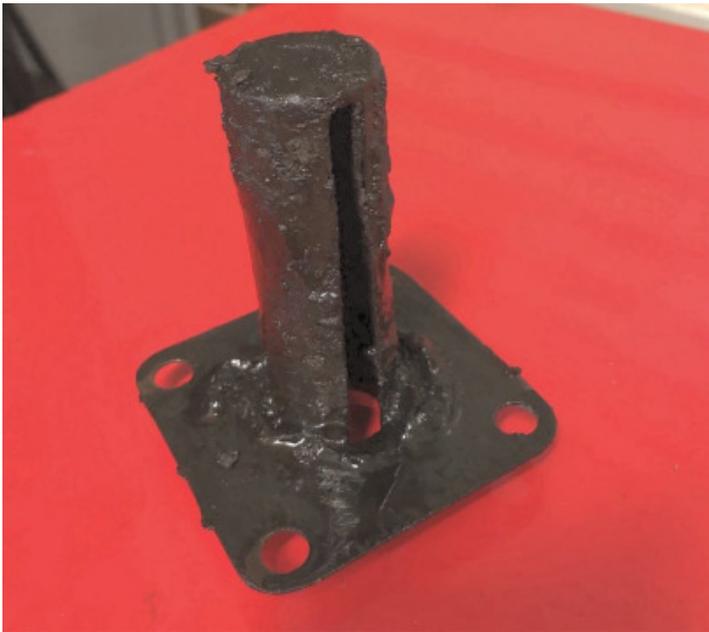
Some engines can throw oil, which is then collected in the drainage pipe, out of the crankcase breather. They would first check whether it really is engine oil and is not condensate that has been mixed with traces of oil to form an emulsion in the rubber valve. Normal condensate, which forms mainly in the cold season when driving short distances and which is unavoidable, would not be regarded as loss of oil.

Even if there might be only slight traces of oil at the rubber valve, the engine could have lost oil via the crankcase breather. The VW workshop would check this by temporarily replacing the hose between oil filler and air cleaner with a transparent hose. With the engine cold, it was started, run for

a few seconds to ensure that the oil pressure was adequate, then run at full throttle at 5000 rpm under load. After about 10 to 15 seconds oil would be visible in the transparent hose on engines which were throwing oil out of the crankcase breather. When this happens, the speed was reduced immediately and the engine switched off.

Firstly the oil level in the oil bath air cleaner was checked. If the oil level is too high, the crankcase exhaust fumes collect and promote oil throwing from the breather. The oil must therefore be only up to the mark on the oil bath air cleaner.

The cylinder compression pressure was measured. If the pressure in one cylinder is considerably lower than that in the others, it was probable that a piston ring was broken. This causes an increase in pressure in the crankcase and promotes oil throwing.

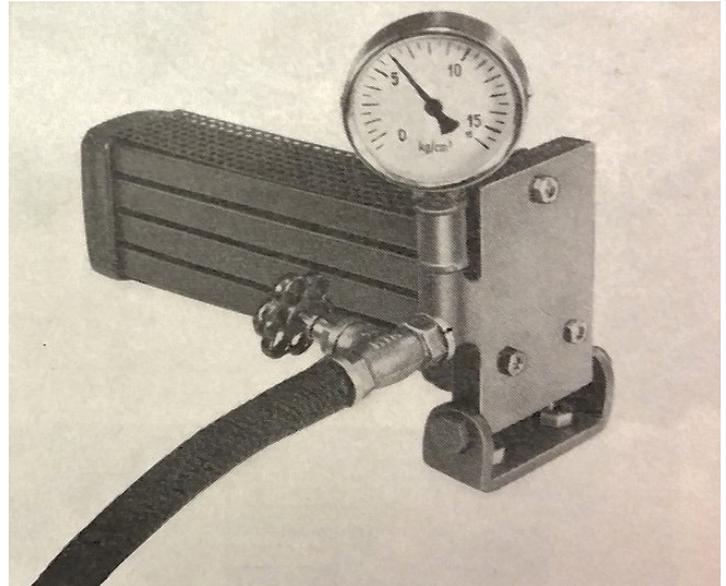


Having exhausted all other options, the next step was to make an oil deflector from 1 mm sheet metal as shown in the drawing and install it in place of the normal flat deflector. The oil deflector is installed between crankcase and generator support so that the slots of the tube are opposite the filler opening. A second gasket, part no. 113 101 219, must be used for the generator support.

If your original engine still throws oil, you may find that you still need this VW-authorized modification. If not, there's no harm in using it anyway.

1964 model 1200 Beetles are very prone to splitting their old oil coolers, so if it hasn't split in 55 years, it might soon. If it is split, you

will know it, oil will be everywhere, even over the inside of the boot lid. VW dealers used to test oil coolers by bolting them to a test fitting tool (VW 611/2) and pressurising them to 6 kg/cm<sup>2</sup> (85 psi).

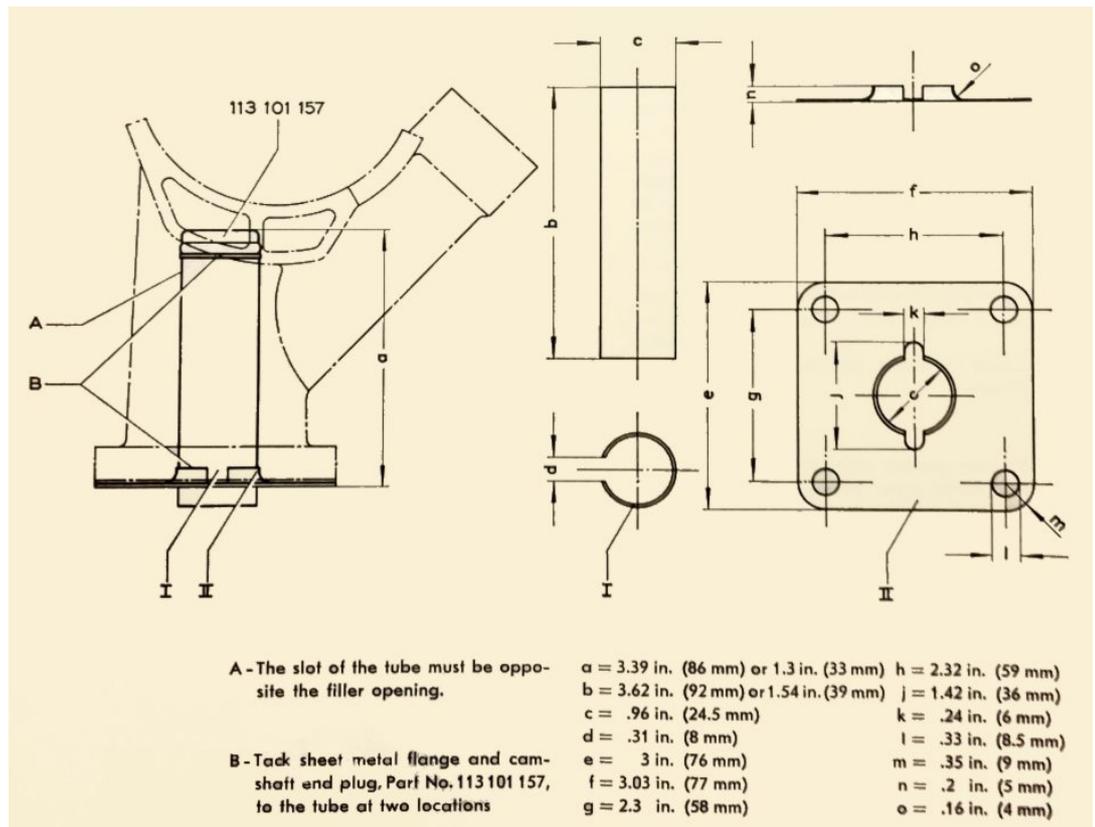


I've always just used another one that I had lying about, but I'm pretty sure you can bolt an oil cooler from a 1300 or even 1500 Beetle on a 1200. I think that they are a little bit stronger or revised from the older ones. In the old days, we used to chase the cooler off a Porsche 356; they were stronger.

If you get another used cooler, have it professionally cleaned. It will have 50 years of gunk inside, which you don't want in your engine.

Thanks

Ashley Day





## The joys of vintage motoring.

Wind in the hair, flies in the teeth. . .

*The Sydney Morning Herald, Saturday 20 October 1979*

The strange noises and smells, soft leather trim, shining paint and metal, and wind-swept hair . . . all part of the fun of vintage motoring.

But for many vintage and veteran car owners the enjoyment of driving their cars is limited to the odd weekend jaunt. The risk of damaging the car in city traffic is just too great.

For this reason, membership of a vintage car club is a boon.

"You can drive with people who know the limitations of your car and you can avoid the stares and gawking that comes with being the odd man out," says Barry Brailey, secretary of the Australian Historic Motor Club.

Mr Brailey, proud owner of a 1937 Plymouth, is one of the most respected figures in vintage car circles in Sydney.

As the editor of his club's monthly magazine, he regularly receives inquiries about the value of historic cars, or the availability of parts.

"While it's easy to pass on recommendations for places to get work done, or for parts, it's not so easy recommending prices which people should pay for vintage cars these days," Mr Brailey said.

"What appeals to me might not appeal to someone else. They might not be prepared to pay the same price that I would for the particular car."

Regardless of the purchase price, a well-preserved pre-war car will appreciate at around 15 per cent a year - a comfortable margin above the inflation rate and one that has made vintage cars a sound investment.

But by far the greatest enjoyment comes from driving and restoring these vehicles. And

even though it may not always be possible, or desirable, to drive regularly there have been recent concessions gained for vintage drivers.

Through the Council of Vintage, Veteran and Thoroughbred Motor Clubs, lobbyists have persuaded the Government to drop the import duty of already costly spare parts, and successfully sought a new insurance category for vintage car drivers.

Under the new concessional rate, third party insurance can be bought for an annual \$35, instead of the \$200-\$300 charged by other insurance companies.

This scheme is available to those motorists who drive their cars at club activities only, thus reducing the chance of an accident.

The council also plays a role in co-ordinating various dub activities, including a biennial rally held over nine or 10 days in the country areas of NSW.

An estimated 10,000 people, driving more than 5,000 cars, belong to the 48 vintage and veteran car clubs in NSW.

Club functions include observation runs, social outings and period costume drives, in which whole families dress in the clothing of the car's period.

Mr John Jacobs, the secretary of the council, says one of the biggest attractions for vintage car owners is swap meetings, where club members take along parts, insignia and accessories and exchange or sell them to other enthusiasts.

The reason for their popularity, he believes, is simple.

"For a lot of enthusiasts, the real fun lies not so much in driving their cars, but in chasing after parts and restoring their vehicles," Mr Jacobs said.

And sometimes that means a lot of work - especially with the high cost of professional repairs and restoration.

"If you find a car that has been locked in a garage for years, the odds are that it will need 7,000 or 8,000 hours of work to fully restore it," he said.

And it is not unusual for even the most particular enthusiast to substitute parts these days.

Owners of the old Rolls Royces have found, for example, that the only way to secure a reliable valve for a



vintage model is to cut down a similar part from a large truck.

Anyone interested in vintage and veteran cars who may have some parts lying around in the garage can exchange or sell them at a swap meeting to be held today and tomorrow at Green's Motorcade Museum, on the Hume Highway at Leppington.

For information about vintage and veteran car clubs, contact the council on 660 1366.

### Clubs for car buffs

When owning and driving a car becomes an obsession, proud motorists can vent their enthusiasm by joining a car club.

The Confederation of Australian Motor Sport, the parent body of the hundred or so car clubs in NSW, is planning a recruitment drive which aims to promote the benefits of car club membership.

These are said to include the exchange of ideas and knowledge, the chance to compete in events from rallying to manoeuvrability tests and the opportunity to meet people with the same interests.

There are 11,000 members of car clubs in NSW.

For an annual fee of around \$10, motorists can join a club which concentrates on one particular model, or one based on a local area which accepts all comers.

The former range from the obscure models like the Austin-Healey or Buick; to sporting models like the Mini Cooper, Porsche or Corvette; and clubs for the more common Holdens and Fords. These can also specialise in particular years, such as clubs for Ford XW-XY or Holden FX-FJ.

The larger regional clubs in Sydney are based at Thornleigh, Manly and Cronulla.

Most clubs offer members a variety of contests in which to compete. These range from observance rallies, which require each team to follow a set route, answering questions on the way, to full competition rallies, like the annual Southern Cross from Sydney to Port Macquarie and back.

For the energetic, many clubs hold regular car-khanas, the automotive devotee's equivalent of a gymkhana, with a variety of events on a one-day program.

But clubs also work to help members improve driving skills. Manoeuvrability runs which test handling capabilities are a regular feature of many club calendars.

In these events contestants win points for completing a course without bumping obstacles or running off the marked route, which is usually no more than 200 metres.

Stephen Harrington, an administration and promotions officer with CAMS, sees this role as one of the most important that clubs have to play.

"Car clubs are not just sporting organisations," he said.

"A lot of people buy a car without really



knowing how it works. By joining a club they can find out very quickly how their car performs and the best way to use and handle the power."

Clubs are encouraged to hold repair and maintenance classes and, in addition, may invite guest speakers to address members at the regular monthly meetings.

One of the largest of the Sydney clubs is the Datsun Car Club of Australia, which holds monthly meetings at Rooty Hill.

The secretary, Mrs Jody Sosimeake, says the reason for her club's large membership (more than 500 in NSW) is the popularity and versatility of the Datsun as both a rally and a commuter car.

The Volkswagen Club of NSW is based in Ryde and is considerably smaller, with around 60 members. Their secretary, Mrs Denise Brewer, says club members enjoy a variety of motorsport events, competing against other clubs in Sydney and interstate. You don't need a Volkswagen - the club is open to drivers of all makes.

Many clubs are listed in the pink pages under 'Clubs, Car.' A full list of affiliated clubs in NSW can be obtained by contacting the CAMS office on 745 3500.

Jim Buckell



# 1981 James Hardie 1000.

The 1981 James Hardie 1000 was the 22nd running of the Bathurst 1000 touring car race (including the three races held at Phillip Island 1960-62). It was held on 4 October 1981 at the Mount Panorama Circuit just outside Bathurst. As it had been since 1973, the race was open to cars eligible to the locally developed CAMS Group C touring car regulations.

After being known as the Hardie-Ferodo since 1968 (and the Armstrong and Gallaher before that), the race changed its name again and would now be known as the James Hardie 1000. This was in recognition of the role of the parent Company of the previous namesake - James Hardie Industries had now fully purchased the Ferodo brake pad company from Turner & Newell of the UK - but they were also the largest Australian supplier of asbestos building products, insulation, pipes and automotive components.

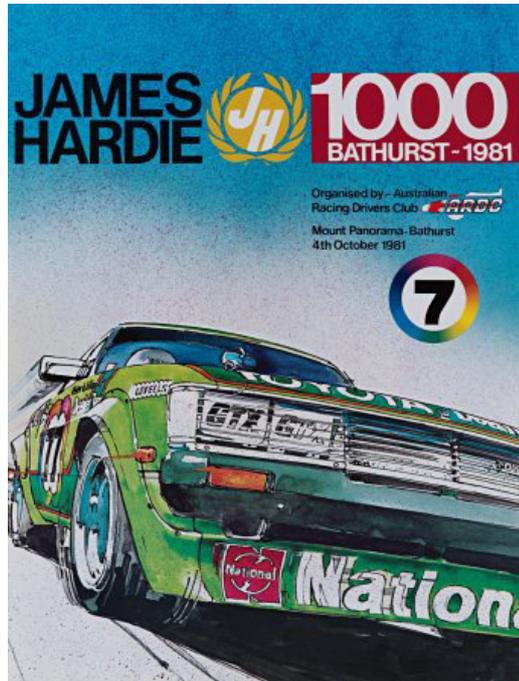
After many years of basing entry classes on engine size (or, much earlier, on purchase price), this was abandoned and a new three-class structure was introduced for 1981. The classes would now be based solely on 'engine cylinders.' The smallest class would be 'Four and Five Cylinders,' while the mid-class would be 'Six Cylinders and Rotary.' The top class would be 'Eight Cylinders and More.'

This immediately brought numerous problems, and like the Price Unit class system of 1972, was only destined to last one year. CAMS soon stepped in and insisted that for 1982 onwards, classes be included for the regular touring car capacities of 0-1600, 1601-2000, 2001-3000, and 3001-6000cc.

History was made at Bathurst in 1981. While former F1 world champions Jack Brabham and Denny Hulme, and 'shouldabeen champion' Stirling Moss had and would drive at Bathurst, 1981 saw the first - and so far, only - time in the race's history that a reigning Formula One World Drivers' Champion drove in the Bathurst 1000. This honour fell to Australia's own 1980 World Champion Alan Jones, who co-drove with Warren Cullen in Cullen's V8 Holden Commodore.

The 1980 season had showed definite signs that the Falcon XD and Commodore could turn out to be fairly evenly matched touring cars. Although there had not been an effective Falcon presence in the 1980 ATCC, Dick Johnson's form in the longer races that year had indicated that the XD, even without much help in the way of factory homologations, was not the poor successor to the XC which some people thought it would be.

In his new Falcon XD, sometimes referred to as 'the people's car' because of the public donations to Johnson after the incident with The Rock at Bathurst in 1980, he began 1981 in fine style by taking his first ATCC victory at Symmons Plains. Brock retaliated at Calder when Johnson



had tyre problems, but successive wins at Oran Park and Sandown left Johnson in a strong position. He then lost momentum for a couple of races, but with the last two races on his beloved Queensland tracks, he still looked good for the title.

So it proved. In a cliff-hanger finish at Lakeside, Johnson beat Brock to the race and title. Now nobody doubted the worth of the XD, or Johnson's preparation of it.

Not for the last time in his career, Johnson had a frustrating run in the Sandown enduro, finishing second after a couple of spins. Brock won that race yet again, but even so, the Ford fans had good reason to be confident as all the cracks gathered for the fray on the Mountain.

As well as the Johnson/French team, Ford was well represented by the 1976 winning combination of Morris/Fitzpatrick in a brand new, George Sheppard-prepared Falcon. The Army

Reserve team returned to the mountain with the talented pairing of Pete Geoghegan and Bob Muir, while Murray Carter/Graeme Lawrence were looking for another steady run. Johnson's rebuilt 1980 car was in the hands of John English/John Donnelly, while Gary Cooke/Bill O'Brien were another team with a good chance. In all, 10 Falcons faced the starter.

Foremost among the 12 Commodores, Peter Brock and Jim Richards were aiming to set a record by taking the fourth straight win in the race for one driver pairing. Their lead Marlboro Holden Dealer Team car was supported by John Harvey/Vern Schuppan. The other big drawcard in the Holden camp was the presence of F1 world champ Alan Jones, with Warren Cullen.



Further strong Commodore contenders included Garry Rogers/Clive Benson-Brown in the car which Brock had taken to victory the previous year; Peter Janson/Larry Perkins, who had finished second for the last two years; Garth Wigston/Steve Harrington in the Roadways car, and the Re-Car entry of Alan Browne/Tony Edmondson.

There were again three Chev Camaros entered. This

time, Kevin Bartlett loomed as a real threat for a race win, not just for a startling practice performance. This transformation had been brought about by the long-awaited approval of four-wheel disc brakes. Ron Dickson entered himself with Bob Stevens, and Graham Moore with Steve Dymand.

In retrospect, 1981 was to be the Camaros' one real chance of victory in the Great Race. Before that, they were hamstrung by their rear drum brakes; after that, time and the developments of other cars had simply passed them by.

Ranged against the Commodores, Falcons and Camaros was the lone Jaguar XJS for John Goss and Barry Seton. The car looked impressive on paper, and was certainly much improved since the 1980 race, but few people gave it much chance. Jaguar's day in the Great Race was still to come.

In the smaller classes, Allan Moffat had switched to a Peter Stuyvesant Mazda '12A' RX7 with Derek Bell as co-driver, while the black JPS BMW 635CSi coupe was making the first of its many starts in the race, for Allan Grice/David Hobbs. With major sponsorship, strong factory back-up, and well-credentialed international co-drivers, both teams looked capable of getting well within striking distance of the big V8s. Six other RX7s and five Capris made up the class.

There was also a significant debut in the smallest class: the Nissan Bluebirds took their first tentative steps on what would be a fairly steep learning curve over the next four years. One car was listed for Hasemi/Hoshino, both of whom had had F1 experience and the other for George Fury/Fred Gibson. Fury was as new to the race as the cars were, although he had years of experience throwing Datsuns and other such things around deserted country roads at night. Main opposition looked likely to come from the Williamson and Bailey Celicas, and possibly the Isuzu Geminis. In all, 21 cars of seven different marques were to face the starter's flag.

**Chris Heyer** was ready for another Bathurst campaign with the perennial Lennox Motors **Golf GTI**, hopeful of bringing it back for its sixth Great Race, even though with the change of classes he would again be racing against bigger and faster 2-litre cars in his class. He had raced at Oran Park in Sydney in August, but in a different Golf - it was a silver imported production-car racer without the GTI development of the 1976 race Golf. This Oran Park Golf still had the standard interior and the later model front bumpers that wrapped around to the wheel arches.



Chris Heyer's long-time sponsors and co-developers of the race GTI, Lennox Motors of Parramatta, were no longer a Volkswagen dealer (they now sold and serviced Datsuns), so

their sponsorship in 1981 was much reduced. Instead, Chris had gone into business with famous Baulkham Hills Holden dealer, Tony Packard, and together opened a new VW-Audi-Renault-Fiat- Alfa-Lancia dealership called the Tony Packard Import Centre, on the Great Western Highway at Kingswood near Penrith. These makes were all franchises of LNC Industries, owners of VW Australia.

After its pit-lane fire at Bathurst in 1980, Chris rebuilt the veteran Golf GTI that he had raced at Bathurst five times, for the Hang Ten 500 at Sandown in September 1981. It was initially resprayed yellow after several years of being bright red, and it again carried his much-loved Herbie number #53. The Golf finished fifth in class at Sandown behind a Mitsubishi Lancer, two twin-cam Geminis and an Escort in the 1.6-litre class. He was ready for a sixth attempt at Bathurst in the mighty Golf GTI, again with his long-time co-driver Peter Lander.



Unfortunately it wasn't to be. Now painted in white, yellow, orange and red to match the well-known German Group 2 'Kamei' racing Golf of Bernd Renneisen, the Heyer/Lander Golf began practice and qualification, but suffered a series of mechanical issues in the damp conditions. The best qualifying time they could achieve was 3 min 11.4 sec, which was too slow to qualify for the 60-car field. The car in position 60, the Spencer/White Gemini, had recorded 2 min 55.7 sec. For the first time since 1973, there would be no Volkswagen competing in the Great Race.

Subsequently Chris Heyer's Lennox Motors race team was disbanded, and the Golf was retired. There would be a new Heyer/Lander race team for 1982, in a new VW/Audi



race car, but for 1981 they would have to watch from the sidelines. The veteran race Golf was sold to club racer Anthony Healey - his stories with the Golf were published in Zeitschrift back in the 1980s and can be read on the Club website at [www.clubvw.org.au/oldart020](http://www.clubvw.org.au/oldart020) He later moved to Germany and the Golf was sold to Stephen Muller, who still owns it today. It has been re-engineered and repainted and no longer looks like it did when Chris Heyer raced it.

Official practice saw Johnson and Bartlett repeat their 1980 trick of recording exactly the same time as each other. They had improved 2.2 seconds in the 12 months. Moffat ended up 9th, and Dickson did well to get the Chev into the top 10 to contest Hardies Heroes.

But it wasn't Dickson's Camaro which attracted the attention in Hardies Heroes, held in pouring rain. In two of the most spectacular and memorable laps in the history of the race, Kevin Bartlett magnificently defended his pole position from the year before. In the first run, he was 2.922 sec ahead of the second fastest man; the second run saw the margin at 2.381 sec.

The next four drivers on the grid - Johnson, Brock, Morris and Moffat - were covered by just 0.63 sec, which, if anything, served to reinforce the extent of Bartlett's domination. Four great drivers trying as hard as they could, all reached pretty much the same lap time, which was still nowhere near Bartlett and the Camaro, in their finest hour.

Moffat, of course, was the fastest in the Six-Rotary class from the Grice/Hobbs BMW and the private Mazda of Barry Jones/Geoff Leeds, which had been a massive 5.6 sec slower than Moffat on Friday. The fastest Capri was that of Bond/Smith on 2:33.0, which was 2.8 sec slower than even Jones/Leeds, so practice did not augur well for yet another Capri triumph in class. The lead Nissan Bluebird took pole in the Four-Five cylinder class by over two seconds from the Williamson/Smith Celica. Graeme Bailey/Steve Land were third fastest in the class, ahead of the second Bluebird of the Australian crew Fred Gibson/George Fury, nearly five seconds slower than their team-mates.

Once the flag fell, the two cars on the front row of the grid fairly much repeated their performances from the very same positions 12 months before, as Johnson easily beat Bartlett off the line to lead up the hill for the first time from Bartlett, Brock, a fast-starting Harvey and Morris.

Bartlett was in front by the end of the first lap, but a fierce early battle developed between him, Johnson and Brock, with Morris watching from close quarters but not



getting involved to quite the same extent. The two blue cars seemed to have the legs on Brock, but in a surprise move, Brock put himself into the lead. It didn't last long. Going into the braking area for Griffins Bend, Bartlett and Brock leant on each other, sending the flares and fibreglass flying.

It did not look like a particularly heavy hit, but three-quarters of a lap later, Brock slowed with a broken rear axle just as they left Murrays, leaving him with a long crawl around the lap. The subsequent delay left him much worse off than his early delay in 1980; now he would have to do more than 'drive like the devil' (Marlboro's publicity slogan for the meeting) to pull off his fourth straight win.



Meanwhile, Bartlett and Johnson were continuing the battle at the head of the field, with Morris holding back in third. On lap five Johnson got alongside the Camaro and on lap 13 he actually got ahead for three laps before Bartlett again forced his way into the lead. The two cars looked and sounded tremendous. The Camaro stood out wherever it raced in Australia: the simple but dramatic paint scheme, the noise, the way Bartlett drove it. But Johnson, with a year's confidence under his belt since he sprinted away from the 1980 field, was trading blows with the 1974 victor in a most entertaining dice.

Muir's Army Falcon had pitted early with an oil leak and was to spend many laps in the pits having a sump gasket replaced. Rusty French and Warren Cullen were also into the pits early, while Charlie O'Brien retired one of the more fancied Commodores with a blown engine on lap 16.

Lap 23 saw the end of the great dice at the head of the field. Bartlett was lapping some of the quicker midfielders and, heading into The Cutting, could not avoid a collision with Ron Wanless' Commodore. By the time he had limped back to the pits on a flat tyre the brake line had been torn off, and Bartlett's chances had slipped away.

That completely changed the face of the race, with Johnson almost 20 seconds clear of Morris, and Harvey another 40 seconds back. Brock had re-joined but was soon back to have a new Panhard rod fitted.

From then on he and Richards simply drove as hard as they could for as long as they could. In doing so, they won the Wynn's Award, a rather strange institution based on lap speeds achieved over a secret ten-lap period.

John Harvey had the second HDT car handily placed in second outright as he approached his first pit stop. Brock had decided to join this car in an effort to peg back the flying Johnson Falcon. But Harvey never reached his pit. A wheel cracked as he left the Dipper on lap 38, deflating the tyre and depositing Harvey into the wall, taking Graeme Bailey's Celica out of the race at the same time. The incident was significant because it showed that, to beat Brock at Bathurst, any opponent had to rely on not one, but two HDT failures. The lesson would become more apparent in a few years.



Garth Wigston, who had been a touch embarrassed to spin at Murrays Corner on his first Hardies Heroes lap, but thoroughly mortified to repeat the dose on the second lap, now found himself in second place outright. He was well behind the Johnson Falcon, which made its first scheduled stop on lap 38 and resumed without losing the lead.

By lap 43, the Johnson and Morris Falcons were leading, with Rogers next ahead of Moffat and Grice, both moving through the field, then Wigston, Janson, and Cullen.

Cullen had suffered a troubled week, and by the time he came in to hand over to Jones it was obvious that the car was not going much further, with steam pouring out of it. The world champion did only a single lap before retiring. Two weeks later he won the Las Vegas Grand Prix in a dominant display, so there was no doubt he was in peak form at the time. Unfortunately, the Bathurst public did not get a chance to see that form, for which Warren Cullen was unfairly blamed.

Next to go was Wigston, suffering an engine lockup as he tried to negotiate his old friend Murrays Corner. The

normally reliable Janson/Perkins crew were also about to retire with engine problems. By lap 70 the Tru-Blu Falcon was secure in the lead, ahead of Rogers and Fitzpatrick, who had pitted for the second time, then Moffat.

Goss pitted again but on this occasion was in for a long time having clutch repairs. Garry Rogers took over the lead on lap 76 for 11 laps during the pit stop sequence. When Johnson stopped to hand the Falcon to John French, there was considerable debate in the pit when a crew member wanted to fix an oil leak. Johnson knew the car was not losing oil with the engine running, and members of the team still maintain the big blue car would have had no trouble going the full 1000 km. In any event, the delay put French back on the track well behind Fitzpatrick in the Bob Morris car.



The class soon lost two more of its midfielders. O'Brien/Cooke retired the Falcon from sixth place with a piston failure after 74 laps, while Wanless/Radburn parked their Commodore with engine problems after 79 laps.

Rogers made his inevitable stop after 86 laps to leave the two Fords in the lead, with French slowly gaining on Fitzpatrick, finally passing on lap 104. By 1981, Father French was not doing a lot of racing. But his practice times were still very respectable, and he had shown on numerous occasions during his career, such as in the 1972 Great Race, that he was an excellent long-distance driver. He had been a works driver for Ford and BMC but had never seemed to break through for a really major win. Now, he had succeeded in passing John Fitzpatrick in fairly equal cars, and the rewards for doing so at that stage of the race were soon to be realised.

As the leaders completed 100 laps, the order was French, Fitzpatrick, Bell - who by this time had lost part of the front spoiler but was still screaming reliably around - then Benson-Brown, and the Dickson/Stevens Camaro. This car had been delayed by a long stop on lap 34, but had rumbled around in fine style since then. Edmondson was down to sixth, ahead of the Gibson/Moore Falcon, with the Masterton/Stewart Capri appearing on the leader board in eighth. Its sister car was only two places further back, with Carter's Falcon between them; six Fords in the top ten. Bartlett was 17th, Brock 25th. All the leading crews still had to pit before the end.

Murray Carter clattered to a halt out of the Dipper after 109 laps with a stub axle gone. Some sources, such as the IBM Computer, still incorrectly classified him in the finishing order on the basis of the laps he had already completed. In

fact, the Supp Regs, as ever, required a car to take the flag if it was to be classified as a finisher; if a car does not take the flag, it should automatically be classified behind all those that do, even if they only complete fewer laps than the car that retired.

Dickson's run was delayed at this stage by the need for gearbox repairs. He slipped to a final classification of 16th outright, not even first Chevrolet home.

Bob Morris took his car back from John Fitzpatrick not long after the Englishman had been passed by French. Morris was determined to put some pressure on French. The stage was set.

As Morris completed lap 120, French was 45 seconds ahead. Garry Rogers was just 3.9 sec behind Morris on the road, with Tony Edmondson only a fraction behind the other Commodore, although they were two and three laps respectively down on Morris. And 5.7 seconds up the road from Morris was Christine Gibson.

She and Joe Moore had had a good run in the King George Tavern Falcon. From 25th on the grid, they were 15th by lap 36, 10th by lap 67, and 6th on lap 113. But Morris was absolutely flying, and Gibson's 5.7 second lead on the road had disappeared in the half lap from when they crossed the finish line to the time they thundered over the brow at McPhillamy Park.

Morris' car was on Gibson's left. The cars touched, and the two Falcons went spinning in the cramped confines of the area between the concrete wall and the fence; there was no



run-off area there in those days. This presented following drivers with no options at all, and Garry Rogers, David Seldon, Tony Edmondson and Kevin Bartlett added their cars to the wreckage with varying degrees of violence. John Goss performed an impressive high-speed handbrake turn to avoid doing so.

A subsequent CAMS inquiry found that neither Morris nor Gibson was to blame for the accident. Irrespective of its cause, its effect was that the track was completely blocked, and in accordance with the rules concerning the number of laps completed to that point, the ARDC's race director Ivan Stibbard confirmed there would be no restart; the race was declared complete at the end of the previous lap.



All sorts of projections were then made about the order in which the leading cars would have finished if the race had gone the full distance. There was much speculation on the health of some of the cars, but the fact remained that Johnson and French had won the race over the decided distance - 120 laps. It was impossible for them to do any better than that. The recurrent sniping at Johnson ever since for the circumstances of his win has always seemed rather spiteful and pointless.

Bob Morris/John Fitzpatrick were the official second-

place finishers, also with 120 laps but behind on the road. The Garry Rogers/Clive Benson-Brown Commodore was third in the eight-cylinder class and fourth overall with 118 laps, one behind the Moffat RX7, followed by the Alan Browne/Tony Edmondson Commodore another lap behind.

The six-cylinder and rotary class developed into a battle of the Bathurst newcomers, with Allan Moffat and Derek Bell seeing off a strong early challenge from Allan Grice/David Hobbs before the Mazda went on to take a convincing class win, and third outright.



Practice had showed that only these two cars had any effective chance, barring disasters. But contrary to the practice times, when the Mazda was 1.6 sec faster than the BMW, the black Bavarian clearly had the Japanese screamer's measure in the race. In the first quarter of the race, neither car was ever lower than 11th, and by lap 43 they were 4th and 5th. On that lap, Moffat led Grice over the line for the first time since lap one.

On the next lap, Grice's chances were gone. He tangled himself up under brakes into Murrays Corner, depositing the German car in the sand trap. He lost several laps in the process, and eventually finished six laps down on the Moffat/Bell RX7.

After their sole threat in class was removed, Moffat and Bell continued safely on to victory. They only gained one more outright place after Grice's effective departure, by passing the Rogers/ Benson-Brown car on lap 98. The little Mazda was one lap and about 20 seconds behind the leading Falcon when the race was called. It had been an impressive run, even if the car never really looked like an outright threat.

With the Grice/Hobbs BMW declared second in class behind the Moffat/Bell Mazda, third was the Colin Bond/Don Smith Capri, two laps further back, and then the Steve Masterton/Bruce Stewart Capri another lap back.

In the smallest class, the Peter Williamson/John Smith twin-cam Celica ran smoothly and quickly to a victory by four laps



over the Gary Leggatt/Phil McDonell Alfetta. Williamson was again performing as a mobile in-car television commentator. The Celica's main opposition, the new turbo Bluebirds, were very fast in practice but not without their problems, especially with rear axles and minor engine troubles and both retired before lap 65, although one of them led the class for long periods. Third place in the small class was the Jim Faneco/Allan Gough Isuzu Gemini, another four laps back but the best of the 1600cc cars, in front of the Rod Stevens/Craig Bradke Lancer.

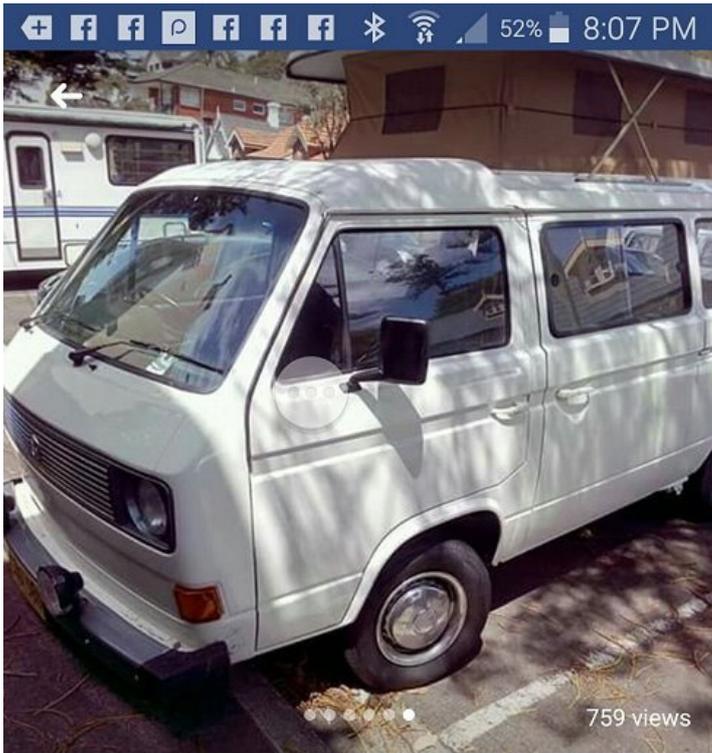
So Dick Johnson joined touring car greats Bob Jane, Allan Moffat and Peter Brock in winning the 'double' - the ATCC and the Great Race in the same year. After three lean years on the Mountain, Ford with the XD seemed to be back on top.

After 8 wins in the race dating back to Bob Jane and Harry Firth's win in a Ford Falcon XL at Phillip Island in 1962, this would prove to be the last Bathurst win for the Ford Falcon until 1994. It would also be the fifth and last Bathurst win for the 5.8 L 351 Cleveland V8 engine.

As the flat-bed trucks winched and carried the wrecked cars back to the pits and the stunned crowd drifted away from the race that had ended at three-quarter distance, nobody could have anticipated that Ford would now enter its worst ever period in the Great Race. They would lose the next six Battles of Bathurst - until the appearance of the turbo Sierra Cosworths at the end of the 1980s.



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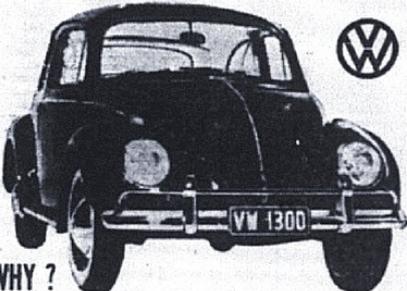
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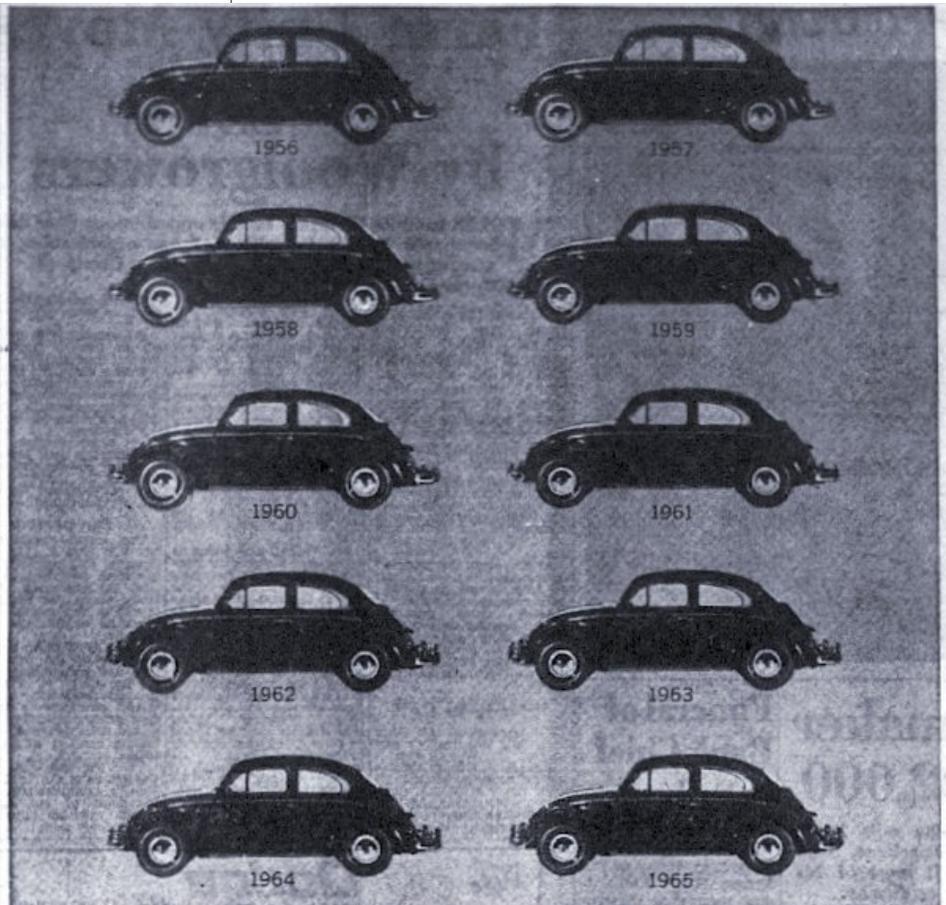
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First 10 years ago — first today

## Laughs in Lockdown.

I've always driven modern automatic Volkswagens. I wanted to learn how to drive a four-speed stick shift, but I couldn't find a manual.

There was a race between two silk worms. It ended in a tie.

When the pandemic is over, I'm going to visit Europe for my holidays. I've heard lots of good things about Switzerland. Their flag is a big plus.

I saw an ad in the newspaper for burial plots. That's the last thing I need.

My wife got fired from her job in the calendar factory. All she did was take a day off.

Napoleon might not have actually designed the long coat that he is famous for wearing. But he did have a hand in it.

Big Westfield shopping centres are all the same, aren't they? You've seen one, you've seen the mall.

To protect my house from intruders during these uncertain times, I built a high voltage electric fence around the property. But now my next-door neighbour is dead against it.

There was a blonde who bombed out of Who Wants To Be A Millionaire on the first question. Eddie asked her what was the capital of France? She said it was 'F.'

After years of faithful service, the main hydraulic press at the Mint in Canberra suddenly stopped working - and for no apparent reason. It doesn't make any cents.

I was walking into the shopping centre yesterday when a clown held the door open for me. It was such a nice jester.

A ship carrying red paint collided with another ship carrying purple paint. Both crews were marooned.

I read that the Channel 10 weather man, Tim Bailey, has just become a father. The baby was said to be fine, with possible showers and wind later in the day.

A police spokesman announced last night that they wish to interview a suspect wearing high heels and fishnet stockings.



However the Chief Inspector said they must wear their normal uniforms.

My father went missing after eating four cans of baked beans, and a lentil and onion stir fry with boiled egg and cabbage. Our family made an emotional appeal for him not to come home for at least a fortnight.

My daughter asked me why I was wearing fancy joggers with Velcro fasteners on them, instead of normal shoe laces. I said why knot?

The contortionist at the circus lost his job. Now he can't make ends meet.

My local Chinese restaurant was attacked by vandals, smashing the windows and burning the building. It was an act of wonton destruction.

I asked my mate whether it was the lion or the witch that was in the wardrobe? He said it was Narnia business.

There was a TV aerial repairman who married a pretty radio antenna installer. The ceremony was nothing special, but the reception was excellent.

The Dalai Lama was on tour when he got a bad toothache. He went to the dentist and was told he needed a filling. The dentist got his drill ready, but the Dalai Lama refused to have an anaesthetic needle. He wanted to transcendental medication.

My wife thinks I'm stealing her kitchen utensils. That's a whisk I'm willing to take.

I was struggling with the newspaper crossword and needed my wife to help me. I have to thank her for explaining the word 'multitudinous' to me - it means a lot.

King Arthur was always very proud of his Round Table. Do you know which of his noble knights designed it for him? Of course, it was Sir Cumference.

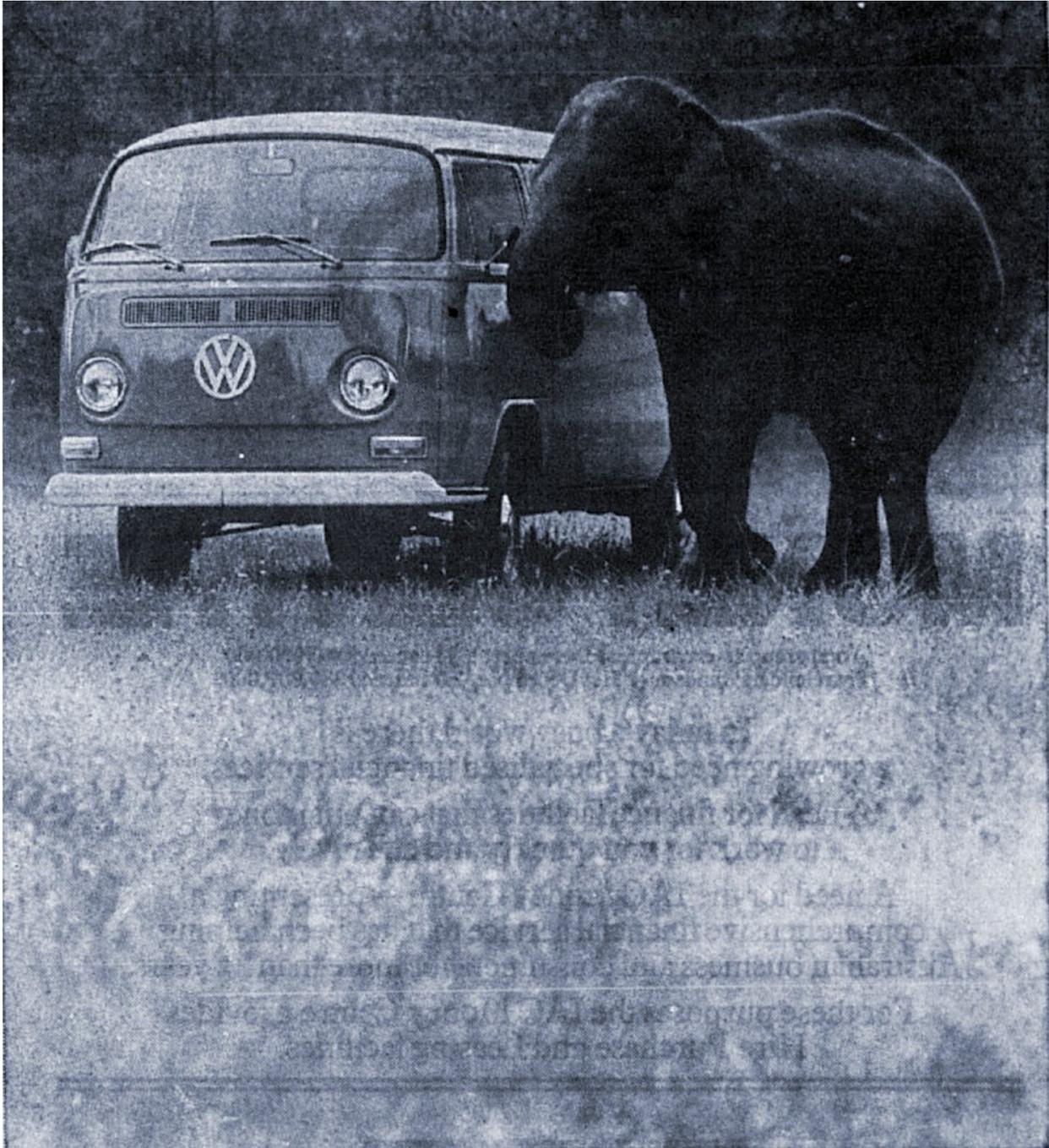
A friend of mine told me that he didn't understand how cloning works. That makes two of us.

I had to rush my toddler to the emergency ward when he accidentally swallowed some coins. They took him in and told me to go home. I rang them later to see how he was. They said there was no change.

I met a vegetarian girl yesterday. She insisted that she knew me from somewhere before, but that can't be right. I've never seen herbivore.

There was a news report that the whole world was going to be flooded in a disaster and we needed to save all the animals. It's OK, I Noah guy.

My wife thought I would never be able to make a working Volkswagen out of spaghetti. Hah! You should have seen her face when I drove pasta.



## 1 out of 2 one-tonners is a Volkswagen.

Vans are designed to carry things. Vans also have to carry at least one person. And if that person is the owner, he's practically certain to choose a VW.

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car, with heating and demisting. He can walk aft without walking in the rain. He can open the back door or side doors. He gets lower maintenance charges over 30,000 miles than any other owner.

And he's the only owner to get power disc brakes, and Volkswagen Diagnosis free for 24,000 miles.

Very few elephants go 24,000 miles without something going wrong.



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