

Zeitschrift



Little Andrew Edwards with Ash - the smiling assassin.

April 2021

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2021 VW Transporter
1984 Bathurst 1000
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Audi 5+5
Plus lots more...**



The Legend Never Dies

Club VeeDub Sydney.
www.clubvw.org.au

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



Club VeeDub Sydney Committee 2020-21.

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Vice President:	David Birchall vicepresident@clubvw.org.au	(02) 9534 4825
Secretary and: Membership:	Norm Elias secretary@clubvw.org.au	0421 303 544
Treasurer:	Martha Adams treasurer@clubvw.org.au	0404 226 920
Editor:	Phil Matthews editor@clubvw.org.au	0412 786 339
Webmaster:	Aaron Hawker webmaster@clubvw.org.au	0413 003 998
Social Media:	Lee Woods l.woods@hotmail.com.au	0414 952 509
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Merchandising:	Raymond Rosch sales@clubvw.org.au	(02) 9601 5657
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Raffle Officer:	Christine Eaton	(02) 9520 4914
Vintage Registr:	John Ladomatos vintage@clubvw.org.au	0449 236 076
VW Nationals Committee:	David Birchall Zelko Jurkovic, Eddie Fleita, Sandy Benic	(02) 9534 4825
Trophy Engineer:	Shirley Pleydon	
Motorsport Captain:	Rudi Frank motorsport@clubvw.org.au	0418 442 953

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Canberra Committee.

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

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

Club VeeDub membership.

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

Monthly meetings.

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

Correspondence.

Club VeeDub Sydney
PO Box 324
Mortdale NSW 2223

Facebook:

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www.facebook.com/clubveedubcanberra/



Our magazine.

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

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

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

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

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See the back page for all 2019 VW Nationals sponsors.

Berry Blast From The Past

The Shoalhaven Volkswagen Club will be holding their annual Blast from the Past on Sunday 18 April 2021 at the grounds of the Berry Bowling Club.

Car Entry is \$20, with a gold coin donation for the public to view the display. Gates open at 9 am with Car of the day award and the raffle to be drawn at 1pm

All proceeds from the show are donated to Can Assist – Cancer Assistance Network
For more information contact Dave Becker on 0402 003 965

Camping is available at the Berry Showgrounds

Please contact the showground caretaker direct on 0427 605 200

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33RD GREAT YEAR



Saturday 22nd May

Club Track Day

Luddenham Raceway & Motorsport Park

Numbers strictly limited - phone Steve Carter 0490 020338 for bookings

Sunday 23rd May

Show Day, Fairfield Showgrounds

Gates open 7:30am

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KELSO OVAL PANANIA

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SUNDAY JUNE 20

2021



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



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Von dem Herrn Präsident.

Hi all, well what a difference a year makes, the VW Nationals is back!

This time last year we had to reluctantly cancel the VW Nationals and the future looked pretty gloomy on all fronts; we had no meetings or events at all from March to November last year, and we were all locked down at home.

Now, Dave Birchall has been busy organising the 2021 VW Nationals, chasing up sponsors and vendors for the event and getting things organised.

Our social media person Lee Woods has organised a Covid 19 QR code and organised professional Covid Marshalls to attend our event. I expect that this will slow down entry at the spectator entry and car show entry points - you know what it's like having to sign in with QR codes at shops, restaurants, pubs and clubs - but it's all for the greater good in making our event safe.

The motorsport day at Luddenham Raceway is coming along nicely, and vacancies are filling up. If you would like to have a run around the track in your VW, don't forget to contact me.

The details for the Sunday Show n Shine have been posted on our website at www.clubvw.org.au/vwnationals2021 and also on the flyer in this issue. Hopefully it will be a huge day after we all missed out last year. We will certainly need people to help us out on the day, just doing simple jobs, so if you lend us a hand to make everything go smoothly, please let us know.

If you have any questions or suggestions, please contact us - or come along to our next meeting at the Arena Greyhound Club on Thursday 15th.

Our Historic Registrar, John Ladomatos, would like to remind all our Historic Plates owners that we would like to see your Historic Plate VW at the VW Nationals. It's our major show of the year, and really that is what your Historic Plates are for.

Some future events are starting to filter through so keep an eye out for coming events in the magazine and on the club website. The next event is the Berry Blast From the Past show at Berry Bowling Club on Sunday 18th April, and then the East Hills Charity Car Show at Kelso Oval Panania on Sunday 20th June.

I hope to see you all soon,

Steve Carter



down to Braidwood, NSW for a picnic and pies (and mandatory stop at the model car shop). We met up with a few members of South Coast Dubbers. I even got a chance to blow out some of the cobwebs from the Scirocco,

Monster hasn't been out for a decent run.

This has become a bit of an annual event for both clubs. Cruises with the South Coast club are always a great day out. Unfortunately, we had a large obstruction and weren't able to park as a group...



We'll be turning our attention to the May 2021 Nationals in Sydney (COVID pending) at the next club meeting. Discussing organising accommodation and convoys for those wishing to travel in a group.

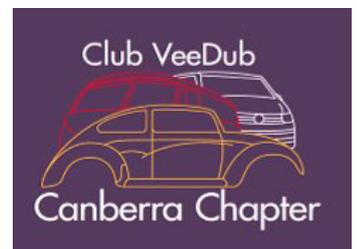
We shifted the April club meeting to cater for Easter, the meeting will be now on Monday, 12 April 2021 @ the usual location (Harmonie German Club).

As always, we'd love to see you at the meetings. We'd love to hear any ideas you may have on future events.

Look forward to seeing you at the next meet or at Nationals in Sydney - Fingers crossed!!!

Cheers

Dot



Kanberra Kapitel report.

Greeting from Canberra, Sunday just gone a number of club members cruised

Klub Kalender.

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

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

April.

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

Monday 12th:- Canberra General Meeting at the Harmonie German Club, 49 Jerrabomberra Avenue, Narrabundah, from 7:30pm.

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

Sunday 18th:- Berry Blast From the Past show at Berry Bowling Club grounds. Gates open at 9:00am. \$20 entry for show cars, Gold coin donation for non-showers for a look around. Car of the Day award and raffle draw at 1pm. Camping available at Berry Showgrounds. All funds to Cancer assistance Network. Hosted by the Shoalhaven Volkswagen Club. All inquiries contact Dave Becker on 0402 003965. Proudly supported by Rod Penrose Racing.

May.

Monday 3rd:- Canberra General Meeting at the Harmonie German Club, 49 Jerrabomberra Avenue, Narrabundah, from 7:30pm.

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

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

Thursday 20th:- CLUB VW MONTHLY MEETING - to be advised

Saturday 22nd:- VW Nationals Supersprint at Luddenham Raceway, Luddenham Rd. Numbers are strictly limited, Volkswagens/Audis preferred. Please contact Steve Carter on 0490 020338 for bookings.

Sunday 23rd:- VW NATIONALS 2021 at Fairfield Showgrounds, Smithfield Rd Prairiewood. Our biggest VW show of the year is back! 44 peer-judged categories, Concours category, plus perpetual trophies. VW trade

stands, new car display, swapmeet, kids rides, music and entertainment, great food and drink, VW fun all day. Gates open 7:30am.

June.

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

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

Sunday 20th:- East Hills Charity Car Show at Kelso Oval, 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. 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

July.

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

Monday 5th:- Canberra General Meeting at the Harmonie German Club, 49 Jerrabomberra Avenue, Narrabundah, from 7:30pm.

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

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

Saturday July 31st – Sunday August 1st:- VW Spectacular 2021 at Macksville. These are the main activity days but events are on the whole week before. Local VW sightseeing cruises and activities; movies, markets, go-kart racing. Saturday giant convoy and street parade at Nambucca Heads; Swap meet and markets; fund-raising charity dinner and

auction. Sunday car show at Macksville (NOTE NEW VENUE) with Top 10 Shootout, swap meet, traders. Fun VW activities all week! Pre-bookings and deposit are a must. Contact Donna Pell on 0427 695203, or email her at vwspectacular@gmail.com Visit the website www.volkswagenspectacular.com for more info and the essential booking form.

August.

Monday 2nd:- Canberra General Meeting at the Harmonie German Club, 49 Jerrabomberra Avenue, Narrabundah, from 7:30pm.

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.

Thursday 19th:- CLUB VW MONTHLY MEETING at the Greyhound Social Club, 140 Rookwood Rd. Yagoona (right next to Potts Park). Get the latest VW news and views, plus VW socialising, drinks, raffles, trivia and plenty of prizes. Lots of fun, all welcome. 8:00pm start.

Marktplatz.

Marktplatz ads in Zeitschrift are free. All ads should be emailed to editor@clubvw.org.au

All ads will be published here for two months. All published ads will also appear on our club website, www.clubvw.org.au.

Photos can be included if you provide a JPG. All ads will appear in Zeitschrift first so our members have first chance to see them. They will then be transferred to the club website on the third Thursday of the month.

New ads.

For Sale:- 2011 Golf GTI Edition 35. This has been my 'baby' for the last ten years. I loved and cherished this car because it is such a special and unique GTI - it is literally show room ready. If you're looking for a well-maintained, low kilometre, very special and exclusive GTI, this is for you...you need to be a buyer who really wants to take care of it and enjoy it for many years to come. Regular service (full service a few weeks ago) - No issues - All service done at the same high-end mechanic - Vaucluse Service Repair- All records available (recent new tyres!)I regularly had the car detailed and maintained with the best products. Feels like a sports car! (Came from the factory with the 'R' engine, slightly de-tuned, but with turbo, it is fast!) It was only a weekend ride and was driven mostly within my suburb.... barely driven, less than 5,000 km per year. It makes the perfect getaway car. Make phone calls safely and conveniently through the bluetooth enabled audio system. You'll love these features: This car has 18" alloy wheels, front & rear power windows, central locking, front cup holders and USB audio input. Storage compartment in centre console. 2 zone climate



control. Features: It has rain sensor wipers, leather steering wheel, remote central locking and multi-function control screen. Bluetooth capability that allows you to make hands free phone calls while driving. Strong ABS brakes. Safety Features: Side airbags, Knee airbag for driver, Driver airbag, Passenger airbag. Registration has been paid until Sep 2021. Only travelled 52000 km. Grab yourself a bargain now! **Reduced from \$27,995 to \$26,500 it is now priced to sell** Feel free to give me a call, no emails please - only phone calls so that I know you are for real. Best offer drives this beauty home. Asking Price \$26,500 (OBO). Contact me, Ari Galper on 0400 222 507.

Wanted:- My name is Damian and I'm working on a movie in Sydney at the moment and we're looking for some recent **VW (2004>) with left hand drive.** I wanted to reach out to you to see if you had an idea of where we could source left hand drive vehicles, whether from organisations, clubs or private individuals, who would be willing to let us hire them for a short period of time and be compensated for it. If you can help, please contact Damian Romanjek, Picture Vehicles Coordinator Asgard Productions IV Pty Ltd Alexandria, on 0425 297 656 or email dromanjek@mcstudios.com



2nd Month ads.



For Sale:- Amarok Side Steps. I purchased a 2020 Amarok Twin cab Hiline last year with black tubular side steps. I removed these steps shortly after purchase and replaced them with a wider step type because my wife has trouble with her feet. The steps are in as new condition with all brackets and bolts. I am asking for \$250 for the steps or nearest offer. Located in Bateau Bay. Please contact Ray Carlin on 0408 422762 or email raycarlin@bigpond.com

For Sale:- I've been tasked with selling my 90 year old Nanna's **VW beetle** which she purchased brand new in 1964, it was her everyday drive until 10 years ago when she stopped driving. It has been in the garage since but not driven. I don't know what is the best method for selling or what it is worth therefore I am looking for some advice. Please contact Mrs Rhodina Ellison on 0408 921953 or email rhodina@optusnet.com.au



For Sale:- 1969 Beetle Restoration or Rat Base. Car removed from paddock in country NSW in 2015, and has been unregistered for about 15 years. Car runs and drives (recently been driven on and off a car trailer) but will need work to be roadworthy. Car currently located in Blacktown area. Asking price: \$7,000. Please call Craig on 0414 637 205 or email craigsimpson@gmail.com



For Sale:- VW Beetle Bash Car. 1976 VW Beetle set up for Charity Rallies, raising money for the Flying Doctor (see Zeitschrift Dec 2017 and Sept 2018). 1916cc Pobjoy motor, rebuilt transmission, raised suspension, adjustable shocks front and rear. Half Roll Cage, front and rear alloy skid pans (stone guards). Full Harness. Extra 45l Fuel tank. Dust lights, CB Radio, too many extras to list. Good solid reliable car and great fun to drive. \$10,000. Contact Barry Parks on 0425 275 097 or email bpparks1@bigpond.com

For Sale:- I have a **69 auto beetle** for sale. Has reconditioned motor, electronic ignition. My still be club registered. Garage stored for last 9 years. Body unmarked, no rust, no dents any inspection. Want to sell. Sensible offers considered. Contact John Lowe on 0412 452388 or email shopfit1@bigpond.net.au



For Sale:- The 1965 Volkswagen 'Orange Smoothie' is still up for sale. New 1600 engine, Freeway Flyer gearbox, genuine Porsche Fuchs 15in polished mags, no chrome. \$25,000 or ONO. For a full description and further details contact David Birchall on 0415 957030 or email dbirchall54@gmail.com



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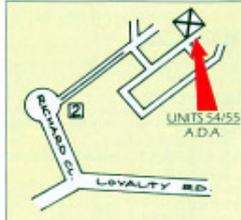
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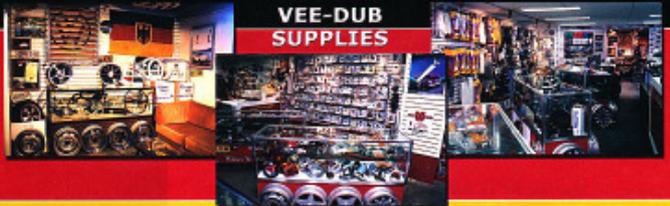
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Which of the following activities are you interested in? Please number in order:

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

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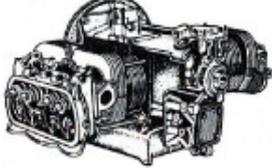
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Lorenze

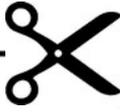
VW Genuine Parts from 1960-1974 model Beetles and Kombis. Engine overhaul parts, main bearings (STD and oversize), conrod bearings, cylinder heads, clutch parts, gearbox mountings, tail pipe and damper kits, blinker switches, starter motors, generators, alternators, and many more hard-to-get original NOS VW parts.



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Please tell us about your Volkswagen(s):

Year	Model	Engine Size	Rego No.	Colour

Please enclose a cheque or money order for \$45.00, payable to Club Veedub Sydney, and post it with this form to:

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You will receive 12 issues.



Volkswagen and Audi to merge in Australia.

Audi Australia's national operations are to be merged with Volkswagen Group Australia's Volkswagen and Skoda brands. The move will save corporate duplications and outgoings, but mean some job losses for staff.

While most Volkswagen Group brands - which include Audi, Bugatti, Bentley, Lamborghini, and Porsche - are traditionally run as separate entities, this latest move means local decisions about the company's most popular passenger vehicles will now be centralised.

The merger, subject to final approval by the parent companies in Germany and by the Australian Foreign Investment Review Board, unites Volkswagen, Audi, Volkswagen Commercial Vehicles and Skoda in a single Australian entity - for the first time in 24 years.

Audi was first introduced to Australia in 1967 by the then Melbourne-based local manufacturer, Volkswagen Australasia Ltd. When they were dissolved in 1968 and Sydney's LNC Industries took on the national Volkswagen franchise, they inherited Audi as well and sold them through Volkswagen dealerships. Audis were considered Volkswagen models initially, not a separate marque. LNC also sold the NSU Ro80 here from 1969 to 1974, as VW Germany had bought NSU and merged them with Audi. LNC introduced the first 'mass market' Audi model, the Audi Fox, in 1974 as a

plusher 'sister' model to the VW Passat. LNC also introduced the first five-cylinder Audi to Australia, the 5E, in 1978 and the 5+5 in 1982. After all Volkswagen passenger car imports ended in 1980 (and only the T3 Transporter sold from 1982), the Audi 80 and 100 were the core of LNC's VW/Audi business until they lost the franchise in 1987.

VW/Audi were sold together by new importers Ateco from 1987, and then by TKM/Inchcape Automotive from 1990. However in 1997 TKM sold their Audi business to Astre German Automotive Pty Ltd, the importers of Hyundai and Chrysler/Jeep. This separated the VW and Audi businesses for the first time, as TKM retained the Volkswagen business (and also flirted with SEAT imports for four years). TKM's VW

office was in their Subaru headquarters at Wetherill Park, while Astre's Audi head office was at Homebush Bay. In 1998 Singapore's Cycle and Carriage Ltd took majority ownership of Astre Automotive.

In 2001 Volkswagen AG created today's Volkswagen Group Australia and took control of VW imports, sales and service from third-party importers. Likewise, Audi AG took a 50% interest in Astre/SCC, later buying them out in 2003. Initially, both VW and Audi's head offices were briefly located at the Lakes Business Park at Botany, but in 2010 Audi Australia moved to its new 'lighthouse' head office on South Dowling St at Zetland - which, for just 7 weeks, was the largest Audi dealership in the world (until a still larger one was opened in West London). Volkswagen moved to its new head office in Chullora in 2012.

Volkswagen and Audi have continued to operate as separate businesses, though they do share functions including IT and procurement. However last year the two companies sited their training facilities alongside Porsche, building a multi-million-dollar complex in Melbourne's Essendon Fields automotive hub that will train Volkswagen, Audi and Skoda staff, managers, technicians and apprentices. It also serves as the Victorian state regional office for Volkswagen and Audi and is the state base for Volkswagen Financial Services Australia.

VGA managing director Michael Bartsch said that the recent full merger between Volkswagen and Audi, "fortifies the position of these group brands.

"In a market where all auto brands are importers, no national sales company will have the breadth of offering nor the sheer product strength of VGA," he said.

Audi Australia managing director Paul Sansom said the merger would have clear benefits for both businesses.

"Audi Australia has enjoyed enormous success over the last 15 years and the consolidation of its place in the Volkswagen Group here begins the next exciting chapter," he said in a statement.

"As a prestige brand, Audi has its own distinct identity in VGA and remains the group's technological spearhead ... and taking a leading role in future mobility."





Mr Bartsch said that Audi will be the brand that leads VGA's push into electric vehicles, with the Audi e-Tron already introduced to Australia in 2019. Volkswagen electric vehicles such as the ID.4 are due for release in 2022.

"As such, VGA will be positioned most advantageously to dominate what will in time become a common form of personal mobility," Mr Bartsch said.

"Eventually each group brand will have separate EV ranges that reflect the diversity and price positioning of their conventional showrooms. Yet, crucially, the brands retain their entirely distinct identities and customer sets."

The Volkswagen-Audi merger makes good business sense, as most Volkswagen and Audi models share the same platform and almost identical drivetrains, meaning there is a high level of commonality with parts. VW's transverse MQB platform, for example, is used by the Polo, Golf, Passat, Arteon, T-Cross, T-Roc and Tiguan/Tiguan Allspace in Australia, as well as the Audi A1, A3, Q3 and TT, and Skoda Scala, Octavia, Superb, Kamiq, Karoq and Kodiaq. VW's longitudinal MLB platform is used on the VW Touareg, as well as the Audi A4, A5, A6, A7, A8, Q5, Q7 and Q8, as well as the Porsche Cayenne and some Bentley and Lamborghini models. Future electric models across the group will likewise share the VW MEB platform.

There will be no changes to the VW and Audi dealer networks, or to the executive leadership of the brands.

Mr Bartsch remains managing director of VGA and will head the expanded business, while Mr Sansom will continue as Audi Australia's managing director.

Volkswagen Commercial Vehicles is headed by director Ryan Davies and Skoda by Michael Irmer.

The merged business will move later this year to Audi's South Dowling Street premises in Zetland, Sydney, where a Volkswagen centre will be established. The current Volkswagen head office at Chullora, which opened in 2012, will be sold.

The merger is in line with changes to the global structure of the Volkswagen Group.

Changes include Audi in Europe announcing it had employed a German company to handle all its global public relations and internal communication and that Audi had become 100 per cent owned by Volkswagen and would become the group's technical lead.

Volkswagen AG chairman of the board of

management and chairman of the supervisory board of Audi, Dr Herbert Diess, late last year said "we are pooling our strengths in the Volkswagen Group and positioning ourselves competitively for the future.

"Going forward, the Audi brand will take over the lead for research and development in the Volkswagen Group and thus swiftly assume technical leadership."

Volkswagen bought the Auto Union/DKW concern from Mercedes-Benz in 1965 and launched a new range of vehicles under the pre-war 'Audi' nameplate, one of the original four makes represented by rings on the Auto Union badge (the others were DKW, Horch and Wanderer). VW bought NSU in 1969 and merged them with Audi to create Audi NSU Auto Union AG. By 1985, with the NSU and Auto Union names no longer used, the name was shortened to Audi AG.

The last remaining 0.36 per cent of Audi shares not owned by Volkswagen were bought from private shareholders for 1551.53 Euro (\$A2441.84) each in August 2020, representing a buy-out of 230 million Euro (\$A362m) for Volkswagen to finally make Audi a 100% owned subsidiary of Volkswagen.

Subsequently, Audi chairman of the board of management Markus Duesmann said "Volkswagen Group is now consolidating all its strength.

"We (Audi) are positioning ourselves competitively throughout the Volkswagen Group and lifting group synergies and economies of scale to a new level."

Amarok Ultimate is now Aventura.

The Volkswagen Amarok TDV6 Ultimate has adopted the name used on European flagship models - Aventura - and gained some extra equipment while receiving a modest price cut.

The 2021 VW Amarok TDV6 Aventura will start from \$72,490 plus on-road costs - pending any special drive-away offers - which is a price cut of \$300 compared to the previous Ultimate edition which came out of Germany.

Extra equipment now includes a moulded styling bar or "sail plane" between the rear window and the ute tub.

Standard fare continues to include a Nappa leather



interior, 14-way adjustable heated front seats, embedded navigation, Apple Car Play and Android Auto, paddle shifters on the steering wheel, premium trim on the dash, 20-inch machined alloy wheels, bi-Xenon headlights and LED daytime running lights, front and rear sensors, a rear-view camera, illuminated side steps, and a tub liner.

As of the most recent shipments to Australia, all examples of the Volkswagen Amarok will now be sourced solely from Pacheco, Argentina, regardless of the model or engine spec.

Previously, the 580Nm TDV6 versions of the Amarok were sourced from VW's Commercial Vehicle plant in Hanover, Germany while four-cylinder and 550Nm TDV6 models came from South America.

Volkswagen dealers have had limited supply of the Amarok in recent months following an unexpected surge in demand during the coronavirus crisis.

However, stock is starting to flow through, with the bulk of deliveries arriving from early February and into March.

Meanwhile, as reported earlier, the first 42 examples of the VW Amarok TDV6 W580 flagship sold out within five minutes of going on sale online. The model has since reverted to dealer orders only.

The first examples of the VW Amarok W580 are due in local showrooms in April 2021 after the Walkinshaw Automotive Group completes final validation work and local testing of the jointly-developed model.

Prices for the 2021 VW Amarok TDV6 range (all prices exclude on-road costs):

- 3.0 TDI500 Core (manual) \$49,590**
- 3.0 TDI550 Core (automatic) \$52,590**
- 3.0 TDI550 Sportline (automatic) \$56,590**
- 3.0 TDI580 Highline (automatic) \$61,990**
- 3.0 TDI580 Aventura (automatic) \$72,490**
- 3.0 TDI580 W580 (automatic) \$71,990**
- 3.0 TDI580 W580S (automatic) \$79,990**

Golf 8 GTI.

The new-generation 2021 Volkswagen Golf GTI will be not be offered with a manual transmission option when it arrives in Australia this year.

Volkswagen Australia has confirmed the eighth generation of Volkswagen's front-drive, cult-favourite hot hatch will land in local showrooms in early-to-mid-May 2021, around one or two weeks after the core 110 kW Golf range touches down on Australian shores.

When it arrives in local dealers, the new-generation Golf GTI will be offered solely with a seven-speed 'DSG' dual-clutch automatic transmission, with the six-speed manual option offered in Europe and the US being off-limits for our market.

The seven-speed, wet-clutch 'DQ381' unit - shared with the full-fat Golf R - will be mated to the same 2.0-litre turbocharged four-cylinder 'EA888' petrol engine that powered the previous-generation 'Mk7.5' GTI Performance, developing 180 kW of power and 370 Nm of torque.

It's worth noting that while European-market Mk8



Golf GTI models boast identical outputs to their Australian counterparts, locally-delivered cars won't feature the petrol particulate filter (PPF) fitted to European models, as they have been largely deemed incompatible with low-octane forms of Australia's high-sulphur petrol.

However, PPFs have been introduced in an assortment of lower-volume Volkswagen Group models in Australia in recent months - including the Audi RS3 and Skoda Superb Scout - on the basis that owners fill their cars with 95RON or 98RON premium unleaded, or otherwise risk costly damage to the filter.

In Europe, the new-generation Volkswagen Golf GTI can complete the 0-100 km/h sprint in 6.3 seconds, and onwards to an electronically-limited top speed of 250 km/h.

Volkswagen Australia's decision to go automatic-only for the new GTI is shared with its 'Mk7.5' predecessor, which offered manual and dual-clutch automatic transmission choices until the three-pedal option was cut from the local range in October 2018, when the 180 kW/370 Nm 'Performance' engine tune became standard-fit.

Volkswagen's local office cited slow sales for the decision, telling media at the time manual variants contributed to less than 10 per cent of GTI sales.

Given Golf GTI and R performance models account for around 25 per cent of total Golf sales, and the R outsells the GTI two-to-one in Australia, reintroducing the three-pedal option would, by current sales figures, see monthly manual GTI sales fall into single-digit territory.

Likewise, the new-generation Skoda Octavia RS due in showrooms in the first quarter of 2021 - which shares its 2.0-litre engine and MQB platform with the GTI - will also continue to offer a seven-speed dual-clutch automatic as the sole transmission option, after having discontinued its manual option in September 2018.

While full pricing and specifications will be officially confirmed to the new GTI's arrival, it's likely the full gamut of technology, safety and performance features available in Europe will be offered in Australia, either as standard or as an option.

It's understood large 26-cm instrument cluster and infotainment displays, 18-inch wheels, LED headlights and X-shaped LED fog lights will be standard, the latter trio's standard fitment indicated by a government database detailing all vehicles certified for sale in Australia.

A set of 19-inch wheels, leather upholstery and a sunroof could be offered as optional equipment.

Stay tuned for further details on the local launch of the Golf 8.



New Caddy details.

Volkswagen Australia has released further details of the new-generation Caddy line-up, ahead of its scheduled local launch early in the second half of 2021.

As outlined previously (see Dec 2020 Zeitschrift), three body variants will be offered locally: Caddy Cargo, Caddy Crewvan and Caddy People Mover.

In standard-wheelbase Caddy Cargo guise, the rear doors open 51 mm wider than before, with long-wheelbase Caddy Maxi models offering sliding doors capable of opening 135 mm wider than those fitted to the outgoing model.

The 58 mm- and 82 mm-wider load compartments on standard Caddy Cargo and Caddy Cargo Maxi models respectively allow the models to house two full-size European pallets.

Volkswagen claims cargo volumes of 3.1 cubic metres for the standard Caddy van, expanding to 3.7 cubic metres in the Caddy Cargo Maxi.

A range of Euro 6-compliant turbo-diesel engines will be offered at launch, with a series of petrol variants to follow later in 2021.

While specific engine details for Australia have yet to be announced, it's likely Volkswagen Australia will offer only the most powerful of the powertrain options offered in Europe, namely a 90 kW 2.0-litre turbo diesel and a 84 kW 1.5-litre turbo petrol.

European customers are offered a choice of six-speed manual and seven-speed dual-clutch automatic transmissions, depending on variant. All-wheel drive is available on some models, replacing standard-fit front-wheel drive, but no AWD Caddys have been confirmed for Australia.

Sharing its modular MQB platform with the latest Volkswagen Golf, the new-generation Caddy will touch down



in Australia with up to 17 active safety technologies on offer, including rear cross-traffic alert, Emergency Assist and Volkswagen's Level Two semi-autonomous 'Travel Assist' system, including adaptive cruise control and lane-keep assist.

A reversing camera will be standard across the Australian range, with European models also featuring blind-spot monitoring, autonomous emergency braking and a range of other systems.

The cabin has seen a complete overhaul for the van's fifth generation, with Australian-delivered Caddy models offering a choice of 21- or 25-cm infotainment touchscreens with Apple CarPlay and Android Auto, and the availability of a large digital instrument cluster.

The 2021 Volkswagen Caddy will go on sale in Australia early in the second half of 2021.

T7 Transporter testing.

The seventh-generation Volkswagen Transporter, known as the T7 and due for release in 2022, has been caught testing in Germany.

Spies from YouTube channel CarSpyMedia filmed the all-new van going through its paces recently at the famous Nurburgring circuit in Germany. Several examples had camouflage decals, but one vehicle was spotted undisguised.



Volkswagen has been driving the new-generation Transporter before an expected unveiling later this year. It will use an all-new platform, featuring both hybrid and fully-electric powertrain options.

The seventh generation Transporter will be an all-new design. The recently updated Transporter T6.1 is a refinement of the 2012 T6, which was in turn merely a heavily-updated iteration of the T5, which first debuted in 2003 and facelifted in 2009.

Some official VW renderings have also been leaked online, which hints at the next-gen Transporter following a similar design path to that of its smaller sibling, the recently-released Caddy. Shots suggest the T7 will have a more rounded body and a much longer 'nose' than the T5-T6, looking more like its rivals from Ford, Renault and Mercedes.

The model is apparently based on the newest iteration of VW's MQB platform, meaning that it will share a lot of technology and engines with cars like the Golf 8 and Passat.

FWD and all-wheel-drive versions will be available, all powered by an assortment of transverse diesel and petrol



engines shared with the popular compact hatchback, most of them using 48V mild-hybrid technology.

A plug-in hybrid version is also coming for the first time, combining a 1.4-litre four-cylinder with an electric motor and a decently sized lithium-ion battery.

Launched for the first time as the 'Type 2' in March 1950, Volkswagen's series of commercial vans is the most successful of its kind in history, with over 13 million units sold in six generations since 1950. All six generations are classed as VW Transporters, with the designation 'T1', 'T2' etc identifying the generation. Only the first three - the rear-engined Transporters - are 'Type 2s.' Modern Transporters have different model codes, such as 70 (T4), 7H (T5) and 7J (T6), identified on their VIN codes.

The all-new Transporter is expected to be unveiled in late 2021 before launching in Europe in 2022, though it's likely the new model won't land on Australian shores until late 2022 or early 2023.

Polo Harlequin revived.

The Volkswagen Polo Harlekin ('Harlequin') has been revived in the Netherlands as a one-off, in celebration of the eccentric and quirky car's 25th birthday.

The limited-edition Volkswagen Polo Harlequin model was launched in Europe in 1995 as a promotional stunt, and featured multi-coloured body panels in Flash Red, Ginster Yellow, Pistachio Green and Chagall Blue.

Powered by the optional 1.6-litre petrol engine, it also came with bespoke 'joker' seats, alongside a colourful gear stick and steering wheel.

Originally limited to a run of 1000 units, approximately 3800 Harlequins were ultimately built due to



unexpectedly high demand in Europe. However it was not exported outside Europe and was never sold in Australia.

A spokesperson for Volkswagen Australia has said that there are currently no plans to offer a contemporary Harlequin within the local Polo range.

The base-model Polo is currently priced from \$19,290 plus on-road costs in Australia, with a mid-life facelift is slated for later this year.

No Nazis.

Reuters: In the latest example of 'cancel culture,' German carmaker Volkswagen said it had severed ties with a distributor in Mexico City after a Twitter user posted photographs taken at the business showing a wall decorated with an image of a Nazi celebration of the Beetle car.

In a statement, Volkswagen's Mexican unit condemned the images from the salesroom in the southern neighbourhood of Coyoacan and stressed its commitment to upholding human dignity.

"We strongly disapprove of (the distributor) showing those images at its facilities, which showed a regime that emphasized hatred and discrimination at a point in history that has fortunately been left behind," Volkswagen said.

The dealership could not immediately be reached for comment.

Initially founded in the 1930s on orders by Nazi dictator Adolf Hitler to build the "people's car," the factory's foundation stone was laid in May 1938 by Hitler himself. The factory used slave labourers for the German military effort in World War II, although today's Volkswagen company was not established until the post-war years under British Army caretaker guidance.

The Wolfsburg-based firm's decision on the Mexican distributor came after photos of the wall decoration depicting the Nazi event, which prominently featured swastika symbols alongside an early Beetle, circulated on social media.

Soon after, a prominent Jewish human rights organization urged Volkswagen to end its relationship with the business.

"The most appropriate (thing) would be to drop the concession completely, in order to pass a clear message to your customers that you have learned from your history," the Simon Wiesenthal Centre said in a letter to Volkswagen Mexico.

"German cars in Mexico are unacceptable if they come with the swastika," the group said.

How many pre-1945 Volkswagens would actually exist in Mexico today? And how many well-off Jewish people nowadays drive modern Volkswagens, Audis, BMWs and Mercedes?

Yes, sure the VW began with the Nazis, but the connection ended in 1945. Das Ende.





Flat Four Lighthouse Cruise.

Flat Four VW Club recently held their annual Lighthouse to Lighthouse Cruise on a sun-showery Saturday 13th March 2021.

This event is quickly growing in popularity with increasing numbers, and it was really the first post-Covid VW run for 202 so lots of VWs came along. This year saw a total of almost 50 Volkswagens, old and new: Beetles, Kombis, Type 3s, Ghias, Transporters, Golfs and Passats.

The weather was nice and sunny in the morning but



showers were forecast for later in the day. Most VWs met down on the Wollongong boat harbour front, just below the old Lighthouse, from 3pm onwards. There was a Club VW convoy from Uncle Leo's at 2pm, and twice as many VWs took part this year (there were TWO VWs - thank you Bob and Roberta, and Phil)

The VW owners stood and chatted, and after about 35mins, it was time to get moving. A short speech to the awaiting eager owners and we were away.

The rules were simple - stay in line and stay together, traffic lights permitting. Have your headlights on. Maintain a safe distance. Watch for the Club cars, flying fluoro flags. Obey the speed limits. And most of all, enjoy the drive!





occasional gloom as a big storm cloud passed over - but the rain stayed away.

After a while people started to leave as it was time for dinner or people had things to do at home. For some of us, it was on to the Kiama Leagues Club to finish the day off with a beautiful meal and a quiet beer. I heard a couple of others wanted to try the new Taco Bell at Albion Park.

All in all, everyone I spoke to on the day was extremely happy and enjoyed themselves. If I missed speaking to you, I apologize but thank you for taking the time to come cruise with us.

All that's left to say about The Lighthouse to Lighthouse Cruise, is it's an AWESOME event. If you haven't been yet, you are missing out on one of the best cruises around.

Once again, I would like to thank everyone who joined us on the day, and we hope to see you at our 2021 cruise.

Kevin Critcher
Flat Four VW Club Sydney

It's a slow cruise out of Wollongong town. But it's worth it, to look in the rear view or side mirrors and see a convoy of Volkswagens following you. Once on the freeway, it was a little easier. People passing the convoy, waving, beeping and grins from ear to ear could be seen pressed against windows of the passing cars. What a sight it must have been to be able to pass all those Volkswagens.

We headed south along the freeway, turned right at the round-about and headed for Albion Park and onto Jamberoo. Through the countryside of rolling hills and passed the paddocks filled with cows, we eventually made it into Kiama and up to the finishing point of Kiama Lighthouse. There were a few short showers on the way, which made the countryside even greener and the roads a bit slippery.

Owners then wandered and mingled between cars, chatting all things Volkswagen in the afternoon sun and





Smiling assassin.

Let's get things straight from the start. If you really wanted to make money, you would invest your money into a house or a property, and not into cars.

You have probably invested most of your money into houses and properties, and good for you.

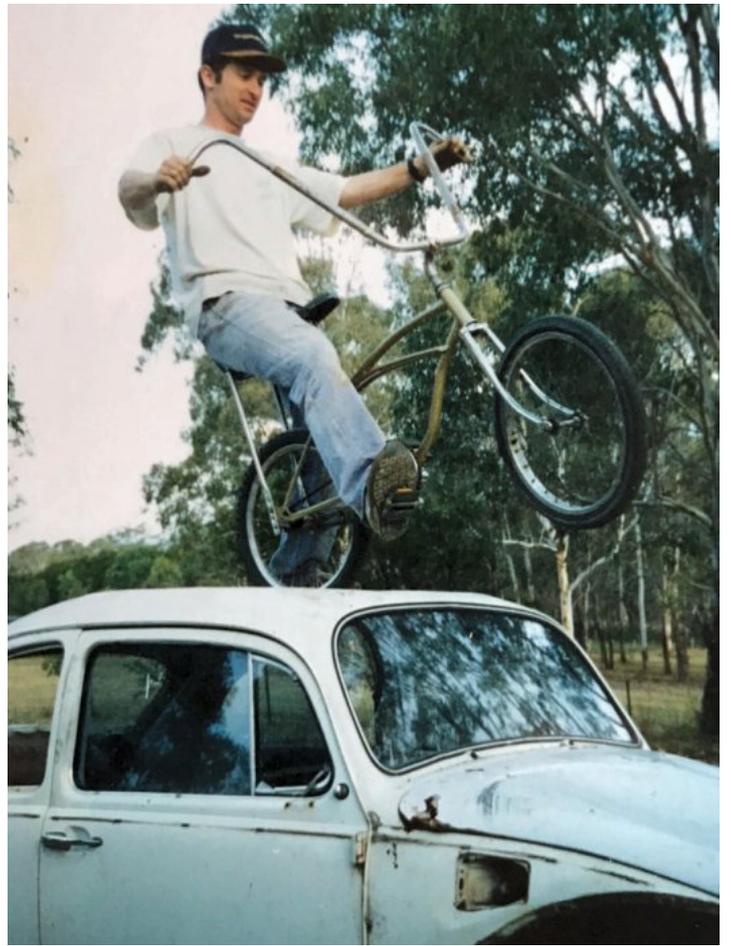
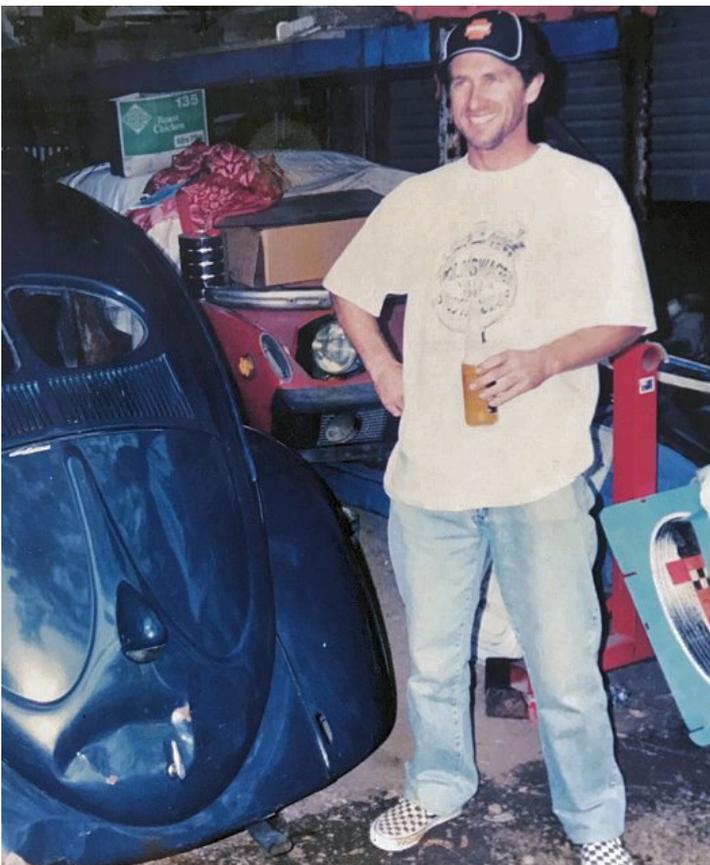
So don't get upset if you missed out on Volkswagen and Porsche bargains over the years.

Unfortunately it's hard to have both.

This is why you are going to pay big dollars, these days, for a classic Volkswagen or Porsche.

Other people invested their hard earned money into classics instead, and they deserve to be compensated these days.

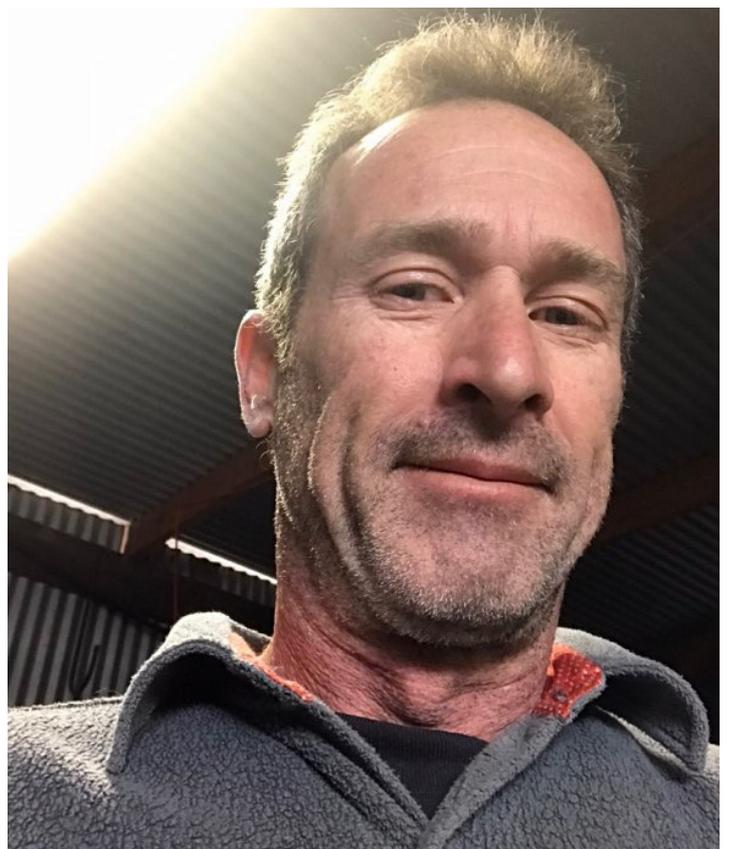
I never had to worry about houses or stuff like that, so it left me free to play with cars.



Over the years, I've pretty much done everything you can do with Volkswagens and Porsches.

With over thirty years of experience and hundreds of cars behind me, I'm getting pretty good at it.

It's quite possible that I am at least twenty years ahead of you - like someone from the future.



A lot of people have no idea of what I am doing and don't understand, because I am many years in front of them.
Basically, these days, I'm looking for people who make mistakes or don't know what they are doing.
If for some reason, I am at your house buying something, you have probably made a mistake somewhere.
Most people are okay with it, but some people can get a little upset, or, not take it like a man.
Most people underestimate me and I can fly under the radar sometimes.
So now, you have been warned!

Ashley Day.

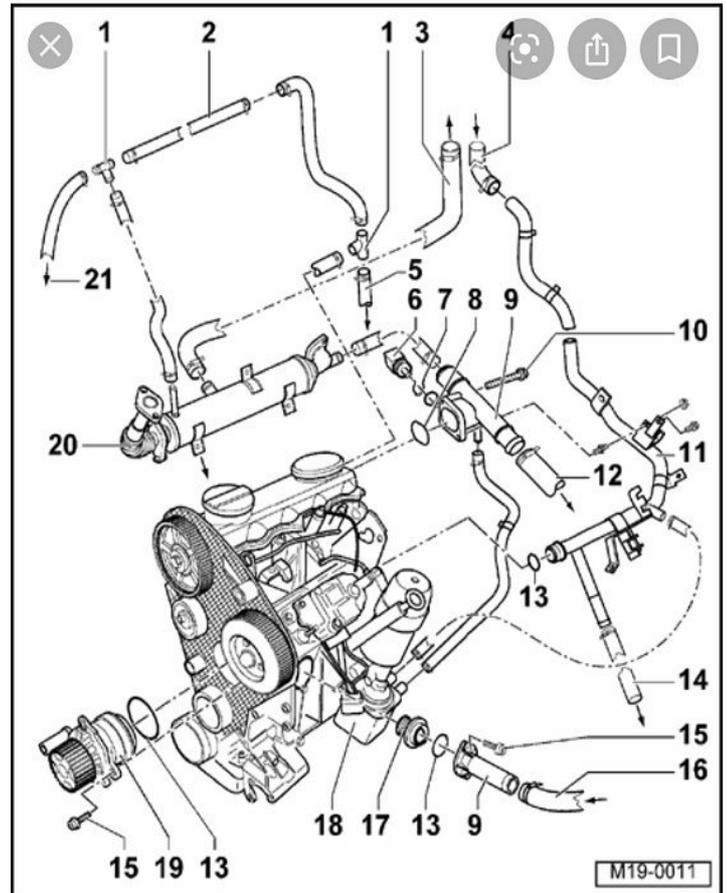
Taking on a job you're definitely not qualified to do.

A lot - and I mean a lot - of 15 to 20 year old Volkswagens and Porsches won't make it past 170,000 kilometres.
At around 160,000 kilometres, a lot of these cars will start to have some sort of engine cooling problem.
Cars today are throw away items, so at 15-20 years these vehicles have really done the job that they were designed for.

Most people move on to a newer car and don't repair the cooling system on the old car because they think it's all a bit too hard and expensive.
But should these Volkswagens and Porsches be taken to the wrecker?

Mathematically it's probably a good idea, but with a little work to the cooling system, you could end up with a good little car that can take you well into the future.
Volkswagen and Porsche don't want your car clogging up their service departments forever, so they make their cars easy to fix.

They don't make hundreds of millions of cars and make them difficult or impossible to fix.
But Volkswagen and Porsche don't want you to know that.
If you know what you are doing, a lot of these jobs are



easy. Sometimes easier than working on the older cars; it's all just a matter of experience.
Just YouTube or Google it and have a go at it yourself.
Take your time, there's no rush.
When you master and repair your cooling system, there is a certain amount of satisfaction you will get from understanding how it all works.



Go out and save one of these cars, or just keep your one going a bit longer.
If you do the work yourself, mathematically, your car could be back in the rat race and not on its way to a wrecker.

Ashley Day.



2021 Volkswagen Transporter.

Last year marked the iconic Volkswagen Transporter's 70th birthday, and 2021 sees the arrival of a heavily refreshed range dubbed 'T6.1'. You get the sense these things will keep evolving for as long as there is life on earth as we know it.

There are more than 30 different variants and configurations in what is a truly head-spinning range of body types and dimensions. The 2021 updates bring new engines, and more contemporary technology and safety systems.

Firstly there's the Transporter window-less cargo van in short- (SWB) and long-wheelbase (LWB) specifications, along with the Transporter cab chassis in single- or dual-cab bodies. Australia still won't get the 'Kombi' window van with removable seats, but we do get the Transporter Crewvan (part people-carrier with one rear row of seats, and cargo space behind that).

Moving up the range into people-mover territory there's the Multivan, and for those applications that need even more space, the Caravelle.

Finally, for surfers or campers or those that simply like to save a packet on holiday accommodation and sleep under the stars, there's the range-topping California Beach SWB (it's not a full camper like a Trakka conversion).

How much does the Volkswagen Transporter 6.1 cost?

There's a vast assortment of variants totalling 36 across the new Volkswagen T6.1 range, made all the more confusing with six different body styles in either short- or long-wheelbase, two- or all-wheel drive, and in some cases, three diesel engines with either manual or automatic transmissions and three trim levels to choose from.

Transporter Van SWB TDI250 5MT: \$38,990
 Transporter Van SWB TDI340 6MT: \$41,990
 Transporter Van SWB TDI340 7DSG: \$44,990
 Transporter Van SWB TDI340 7DSG 4Motion: \$47,990
 Transporter Van SWB TDI450 7DSG: \$50,990
 Transporter Van SWB TDI450 7DSG 4Motion: \$53,990

Transporter Van LWB TDI340 6MT: \$44,990
 Transporter Van LWB TDI340 7DSG: \$47,990
 Transporter Van LWB TDI340 7DSG 4Motion: \$50,990
 Transporter Van LWB TDI450 7DSG: \$53,990
 Transporter Van LWB TDI450 7DSG 4Motion: \$56,990

Transporter Crewvan SWB TDI340 7DSG: \$51,490
 Transporter Crewvan SWB TDI340 7DSG 4Motion: \$54,490
 Transporter Crewvan LWB TDI340 7DSG: \$54,490
 Transporter Crewvan LWB TDI340 7DSG 4Motion: \$57,490

Transporter Single Cab with tray LWB TDI450 7DSG: \$55,490
 Transporter Single Cab with tray LWB TDI450 7DSG 4Motion: \$58,490
 Transporter Dual Cab with tray LWB TDI450 7DSG: \$57,490
 Transporter Dual Cab with tray LWB TDI450 7-DSG 4Motion: \$60,490

Caravelle TDI430 LWB 7DSG: \$58,990

Multivan Comfortline Premium TDI340 7DSG: \$61,990
 Multivan Comfortline Premium TDI340 7DSG 4Motion: \$64,990
 Multivan Comfortline Premium TDI340 7DSG: \$64,990
 Multivan Comfortline Premium TDI340 7DSG 4Motion: \$67,990
 Multivan Highline TDI450 7DSG: \$84,990
 Multivan Highline TDI450 7DSG 4Motion: \$87,990
 Multivan Comfortline Exec LWB TDI450 7DSG: \$87,900
 Multivan Cruise Edition TDI340 7DSG: \$73,990

California Beach TDI340 7DSG: \$82,990
 California Beach TDI340 7DSG 4Motion: \$86,990
 California Beach TDI450 7DSG 4Motion: \$92,990

What do you get?

It largely depends on which model you choose as to what level of standard equipment is offered, but let's start with the various dimensions.

Short-wheelbase models measure 4904 mm long, 1904 mm wide and 1978 mm tall, with a 3000 mm wheelbase.

Inside, the short-wheelbase versions provide a maximum load length of 2572 mm, maximum load height of 1410 mm and maximum load width of 1700 mm, but with 1244 mm between the wheel arches.

Long-wheelbase variants are 5304 mm long, the same 1904 mm wide, and 1990 mm tall with a 3400 mm wheelbase.

Within the long-wheelbase model, there's a maximum load length of 2975 mm, max load width of 1700 mm and a distance of 1244 mm between the arches.

While payloads vary depending on the multitude of variations on offer, the sample of the models we drove at the launch included the Transporter SWB Van TDI250 FWD manual, which carries a maximum payload of 951 kg with a braked towing capacity and towbar downball weight of 2500 kg and 100 kg respectively.

The Transporter SWB Crewvan TDI340 FWD DSG is rated for a maximum payload of 1076 kg, while our



Transporter Dual Cab
Chassis LWB TDI450
4Motion tester carries a
maximum payload of 942 kg.

Moving into the
people movers, the Multivan
Comfortline Premium SWB
TDI340 FWD DSG people
mover gets a maximum load
capacity of 814 kg, as distinct
from the range-topping
Volkswagen California Beach
that offers a payload from 608
kg through to 649 kg
depending on the choice of
drivetrain.



Despite the various body styles and vast array of body modifications, roof heights, interior features, mechanical upgrades, load-space extras, seat conversions and technology options, even the entry-level Volkswagen Transporter van gets a reasonable inventory of standard kit.

Common to the new Transporter 6.1 range are automatic 'H7' halogen headlights with daytime-running lights, rain-sensing wipers, 16-inch steel wheels with full-size spare, a height-adjustable driver's seat with lumbar support, a leather-wrapped steering wheel with height and reach adjustment, LED lighting throughout the vehicle (including load area), rubber flooring in the driver's compartment, 'Double Grid' cloth upholstery in titanium black, power windows and electric folding/heated side mirrors.

Additionally, there's a 16.5-cm 'Composition Colour' audio system with Apple CarPlay and Android Auto, two USB-C ports up front, cruise control with speed limiter, manual air conditioning and six lashing eyes (eight for the long wheelbase).

Driver assistance technology has also been heavily boosted in the new Transporter 6.1 with the new range boasting autonomous emergency braking, blind-spot monitoring and rear traffic alert, driver fatigue detection, multi-collision brake, rear parking sensors with a reversing camera (not Cab Chassis due to the tray), hill-start assist, as well as driver and front passenger side/head airbags.

It's also definitely worth noting the addition of electromechanical steering which has ostensibly allowed for the upgrade of many of the active safety systems new to the range as well as better feel behind the wheel.

There's an exhaustive list of options available for those that want the ultimate in customisation, regardless of which body style you choose, covering areas such as body, roof interior and load area.

For example, buyers of the base Transporter Van can get metallic or pearl effect paint (\$1300), electric sliding doors (\$3600), a power latching tailgate (\$410), high roof with high rear-wing doors (removes rear camera, blind spot/rear cross-traffic, \$1790), front bench seat (\$610), an upgraded infotainment unit with navigation (\$1600), and the new Digital Cockpit (\$900).

And for the load area, there's rear air-conditioning (with 2nd evaporator and 2nd heating unit - forced with full side trim in cargo area - \$1200), a rubber floor in load area including step illumination (\$570 SWB, \$610 LWB), and interior load edge protection on rear bumper (\$280).

Buyers of the Crewvan can choose from an equally large list of options including LED headlights (\$1990), adaptive cruise control (\$690), a second battery with cut-off relay and battery monitoring (\$690), an anti-theft alarm with interior monitoring (\$610), upgraded suspension and shock absorption for regular rough road use (\$910) and swivel seats (\$360).

The Multivan offers optional features such as metallic/pearl effect paint (\$1720), an electric tailgate (\$890), a multifunction table (Comfortline, \$990), heated front seats (\$720), 'Art Velour' seat trim (\$2390) and the Good Night Package (blinds, bed covering, torch, \$910), represent just a taste of what's available.



While the Caravelle mirrors much of the above, the California Beach has a few unique options like the electric pop-up roof (\$2990) as well as two-tone paint (a must have if you didn't get the Limited Edition, \$3990).

There's also three options packages to choose from; Off-road Package (\$1600), which includes a mechanical rear differential lock (for 4Motion), as well as hill-decent control.

On the comfort side there's the Appearance Package (\$5760), which bundles Art Velour seat upholstery (not the door cards), front seat heaters, Digital Cockpit, LED headlights with LED daytime running lights and LED tail lights, and high-beam assist. You can also have the Driver Assistance Package (\$2290), with adaptive chassis control and park assist.

And, what should be well and truly standard kit on the \$92,990 California Beach is the electric door upgrade (electric sliding doors left and right, \$2590). All in all, quite a sting.



Is the Volkswagen Transporter 6.1 safe?

Neither ANCAP or Euro NCAP have crash tested the current-generation Transporter (remember, the new 6.1 range is only a facelift), though a recent safety assist test of a range of commercial vehicles saw the Transporter score a 'Silver' rating.

Safety is a key area which has been updated with the entire range receiving autonomous emergency braking (AEB), crosswind assist, blind-spot monitoring, rear cross-traffic alert, driver fatigue detection, hill-start assist, multi-collision brake, reverse parking sensors with rear-view camera, along with front, side and head-protecting airbags.

The Caravelle and Multivan add front parking sensors, an electronic differential lock, and an electric childproof lock to their safety suite.

What are they like on the inside?

Few would argue with the notion there's always been a 'cool' factor to the styling of Volkswagen vans and people movers, and it's been that way ever since the very first Type 2 rolled off the factory floor in 1950 and first appeared in Australia in 1954.

But, equally, that same attraction applies to the inside, and never more enticing than with the new T6.1 range, because this is a cabin that doesn't look or feel anything like a daily workhorse.

And, I'm even talking about the entry-level Transporter with manual transmission here. With its standard 16.5-cm touchscreen, traditional binnacle instrument display and rubber floor, it still feels refreshingly car-like.

The leather-wrapped, three-spoke steering wheel with metallic-look accents and gloss-black inserts looks and feels



like a quality item, as does the various knurled dials (rubberised as they are).

The plastics are hard but they don't look cheap - far from it and if you're familiar with any of Volkswagen's passenger cars, you're going to feel right at home in a VW van, because everything is in the same place and works the same way.

Ergonomics are very good across the range, with excellent seating position in relation to most of the switchgear including the AC dials. The seats are comfortable, too, with decent bolsters and supportive cushioning even on the lower grades.

The dual-cab is much the same, highlighting the plentiful storage areas throughout the cabin with super-size door bins, large grab handles and wide step platforms for safe and easy ingress and egress for second-row passengers. It's functional, if not a tad sterile, but it's also robust at the same time, although, the glovebox is stupidly small. Plenty of storage above though, for phones, wallets and gloves.

The factory tray on the Dual Cab Chassis is massively wide at 1940 mm and 2169 mm long, against 2939 mm for the single-cab version, even if rear legroom is only adequate. That said, it's a cleverly-designed tray with perfect fitment and locking mechanisms, while the alloy itself looks and feels top notch and a cut or two above the norm.

Swapping into the short-wheelbase Crewvan and cabin space is larger and more effective, especially for rear-seat passengers still with generous load space behind.



Things are more comfortable in the Multivan Comfortline Premium with fresh new 'Circuit' cloth upholstery in Titanium Black and the Bay Leaf Green metallic paint job of our tester. The larger 20.3-cm touchscreen is immediately noticeable for its high resolution, clarity and extra size.

There's also carpet floors and swivelling captain's chairs for the second row, while third-row passengers sit on a bench. The swivel mechanism is dead easy, quick and requires very little muscle.

All of the seats are on a moveable rail system for fore and aft movement, and can be easily removed in a few minutes allowing for multiple configurations. In the normal position, there isn't a lot of luggage space behind the bench, but again, it can slide forwards or be removed completely and there are storage bins hidden underneath.

Electric sliding doors with an (optional) electric tailgate in the Multivan make for easy access all round - all of which can be activated via the chunky key fob. Disappointingly, there's no keyless entry and start - not that smart given the size of the doors and the fact it makes things difficult if you've got a parcel or two in your hands. That's even the case with the Cruise Edition we drove.

While there was no Caravelle at the launch event, we did get to look over the iconic California Beach, complete with a host of clever features like front swivel seats for camping trips, a reclining three-seat second row, an awning, picnic set of table and chairs, and the party-trick electro-hydraulic elevating roof. Also standard on this model is two-tone paint with Candy White as the mandatory colour - and a choice of Copper Bronze, Ascot Grey or Bay Leaf Green as the secondary colour.

Despite the California's top billing in the range, it misses out on the larger 23.4-cm screen in the Cruise, instead fitted with the 20.3-cm navigation unit, as well as park assist which it loses to just front and rear parking sensors with reversing camera. Might be an issue for some, though park assist can be optioned.

What's under the bonnet?

The common displacement across the entire Transporter 6.1 range is a 2.0-litre four-cylinder inline turbo-diesel in three states of tune.

First is the TDI250 with 81 kW at 3500rpm and 250 Nm at 1250-3100rpm; then the TDI340 making 110 kW at 3250-3750rpm and 340 Nm at 1500-3000rpm; and finally the TDI450 producing 146 kW at 4000rpm and 450 Nm at 1400-2400rpm.

The TDI250 is paired with a five-speed manual gearbox driving the front wheels exclusively, while the TDI340 is mated to either a six-speed manual transmission driving the front wheels or a seven-speed dual-clutch driving either the front wheels or 4Motion all-wheel drive.

The most powerful TDI450 is mated to a seven-speed dual-clutch exclusively - with either front-wheel drive or 4Motion all-wheel drive.

How does the Volkswagen Transporter 6.1 drive?

While too little time was afforded in all but the Multivan Cruise Edition, the overwhelming characteristic common to all five variants we drove was the car-like nature of the drive experience.

It doesn't seem to matter even if you're driving the base Transporter in TDI250 manual guise, it's so easy to peddle I'm utterly convinced my 86-year-old mother could deliver her signature knitted bed socks in one of these.

Not only is the 2.0-litre turbo-diesel smooth running, it's usually quiet - or the sound insulation is superb even when accelerating flat stick up a steep incline.

Inherently a front-wheel drive architecture from the ground up, it doesn't seem to matter whether you're carting a load or not, it feels balanced and easy to steer in any situation.

However, driving the Multivan Cruise Edition in the wet can trip up the front-wheel drive and cause a momentary loss of grip - easily remedied by easing off the throttle, or choosing the 4Motion option if available. Certainly, that



would be my pick on the Multivan and California variants.

With coil springs all round, ride comfort is better than I expected from an empty van, with speed bumps barely felt, though, expansion joints caused a slight racket.

Thanks in part to the new electro-mechanical steering, gone is any floaty feel that might have been the case previously, and instead the range typically drives with plenty of straight-line stability and accuracy in the corners.

Both the TDI340 and TDI450, especially, have plenty of effortless go when accelerating.

That's partly thanks to the latest DSG transmission that appears smoother than ever and none of the low-speed jitters that once plagued this gearbox.

How much does it cost to run?

The Volkswagen T6.1 range is covered by a five-year, unlimited-kilometre warranty and 12 months of 24-hour roadside assistance which gets renewed every time you service your vehicle at a participating Volkswagen dealer.

Servicing intervals are every 15,000km or 12 months - whichever occurs first.

Volkswagen Care Plans cover you for your first three or five scheduled services. The three-year plan is priced at \$1450, while the five-year option costs \$2300 including a free first service.

Summary

Just like the iconic Golf over its eight generations, Volkswagen has been honing its vans and people movers for more than 70 years, and it shows more than ever with the latest Transporter 6.1 range of vehicles.

It's the complete package with oodles of versatility, clever packaging and first-class engineering. The trademark car-like driveability of the Transporter even in base form is impressive, as are the latest technology and safety updates.

Refinement is up too, but some might find the endless variations and specifications confusing and some of the options prices too high. That said, the new range will likely be more desirable than ever despite these minor complaints.

Anthony Crawford
www.carexpert.com.au

Klub Korrespondenz.

To: Club VW Sydney
Date: 8/3/21 20:40:04

Dear Club Veedub,

I was sent to a training course today and saw this restored little curiosity.

The location is at Transport NSW rail training centre at Petersham, which is unfortunately not open to the public.

This heavy duty section car was designed and built in 1964 at the NSW Goulburn workshops.

It consists of a 1200cc Volkswagen industrial engine from Germany, a heavy duty gearbox from England,



magneto from Switzerland, and axles and wheels from the USA. This combination resulted in perhaps the best section car ever built in NSW. Only 40 of these vehicles were ever produced.

The vehicles were used by the Signal and Telegraph





branches to transport workers to and from various locations in the rail corridors. Trailers were attached to transport tools and materials relevant to these branches.

This is thought to be the vehicle that was discovered in 1989 at Dubbo and saved from the scrap bin by Gary Armstrong, a Heritage Offer who organised for the vehicle to be transported back to Sydney.

I've included a close-up of the engine block number & what I assume is the engine build plate from VW on the fan housing.

There's a few co workers who know a bit about their history. How much information does the VW club have on these?

Regards
Ian Farrell

Hi Ian, thanks for your email. Sorry, I don't have any info on these at all! But it will make a great story for our next magazine. I wonder whether the NSW Rail Museum at Thirlmere (formerly called Trainworks) has any info on them? I have been meaning to visit there for a while, so next time I go I will make inquiries. I know the Cooma Monaro Railway society have a VW track vehicle under restoration to running condition. At Goulburn, where this unit was built, they have a rail museum located in the Roundhouse. Finally, there is an enthusiast group called ASSCO – the Australian Society of Section Car Operators – that collect and run these vehicles. They are based in QLD (but not in NSW) – their website is www.assco.com.au/

To: Club VW Sydney
Date: 9/2/21 17:28:25

Hello, My copy of Bug Me Video Vol. 3 Engine Rebuild DVD is wearing out in places (freezing, glitching) Is there a retailer in Aus. with this product for sale.

With Thanks, Peter

Hi Peter, thanks for your message. Sorry but no, I am not aware of any local retailers in Australia that stock this series. A few of us have some of these (some even have the old VHS tapes!), and we have the complete set in our Club library, but all of us have bought them direct from the supplier, Bug Me Video in Florida, USA:

www.bugmevideo.com/



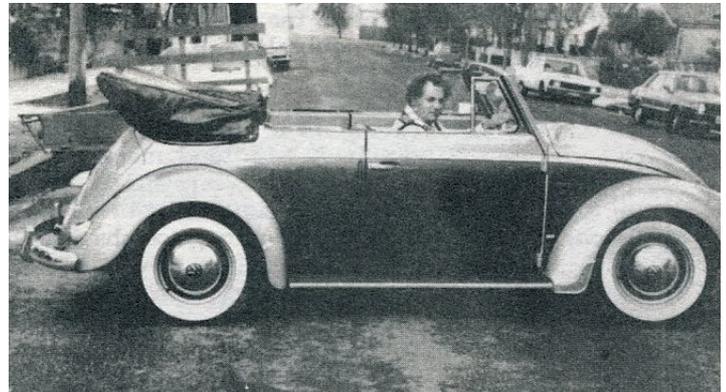
You can just order the one you need, or complete your collection. There are 12 different DVDs to choose from.

You could try Ebay as well but being copyrighted, I'm not sure if anyone can on-sell them.

To: Club VW Sydney
Date: 12/1/21 13:50:10

Hello I am living in Nepal, don't bother calling! I am hoping to contact Fahmi Tubaileh, who had a 1954 Cabrio at one stage. I am trying to restore one in WA and need lots of help. If possible, could you pass on my email address to Fahmi and ask him to contact me?

Many thanks
Michael Bottrell



Hi Michael, thanks for your message. Fahmi is a name I haven't heard in many years. He was a Club member back in the late '80s and early '90s, and there is a small mention of his cabrios under the Media/Old Articles/Cabriolets section on our webpage. That came from the October 1991 issue of our magazine - nearly 30 years ago!

Our digital member database goes back about 15 years and he is not listed there, not as a current or expired member. Sorry, I don't have any contact details for him. He would be in his 80s or 90s now, even if he was still around.

We are in Sydney so it's a bit difficult to help you at such a distance. You could try contacting local experts such as Andrew Dodd or Boris Orazem - both these guys are very experienced factory-trained VW men with their own VW workshops, and have restored Cabrios before.

Otherwise there may be someone in the VW Club of Western Australia, which is a bit closer to you. Good luck!



finished second at Rally Codasur (Argentina) and the RAC Rally, and third at the Rally New Zealand and Rally San Remo. Their points score was nonetheless good enough to finish second in the Championship again, behind the dominant winner Walter Rohrl and his Fiat 131 Arbarth and just a point in front of third-placed Björn Waldegård (now in a Fiat 131 Arbarth).

However, it was during his time with Audi that Mikkola will be remembered by most rally fans. He was recruited by the new Audi factory team for the 1981 season, to drive the revolutionary four wheel drive 300 bhp Audi Quattro 'A1.' This car, the brainchild of Audi boss Ferdinand Piech, merged the body of the Audi 100 Coupe with a worked engine from the 200 Turbo and the four-wheel-drive system from the Audi-designed VW Iltis 4WD (which won

the Dakar Rally in 1980). Once the legal difficulties of a 4WD system were overcome with the FIA and WRC control bodies, the partnership was successful from the outset.

Mikkola led the 1981 Monte Carlo Rally, the Audi's first event, until an accident put him out of the event. Then he convincingly won the next WRC event, the Swedish Rally, but the Quattro had problems with reliability, and despite another win on the RAC Rally and a third in the 1000 Lakes Rally, Mikkola only managed third in the driver's championship behind Guy Fréquelin and the champion, Ari Vatanen (both Talbot Sunbeam Lotus). Hannu Mikkola was also joined on the Audi team by the talented and beautiful Frenchwoman Michele Mouton and her Italian navigator Fabrizia Pons. They won the Rally SanRemo in their Quattro, the first ever WRC win for an all-woman team. Audi finished fifth in the Manufacturers Championship in their first year.

For 1982 Audi posted a very strong team, with Hannu Mikkola/Arne Hertz and Michele Mouton/Fabrizia Pons joined by Stig Blomqvist (Sweden), Franz Wittmann (Austria), Malcolm Wilson (UK) and John Buffum (USA). Hannu Mikkola won 1,000 Lakes Rally and the RAC Rally, and was second in the Monte Carlo and Rally San Remo, while Michele Mouton won the Rally Portugal, Acropolis and Rally do Brazil, and Stig Blomqvist won the Swedish and San Remo rallies. That gave Audi seven wins for year, and the World Manufacturers Championship. Opel took second in a year of dominance by the German makers. Opel's driver, German Walter Röhrl, seized the driver's title with two wins

Hannu Mikkola. 1942-2021.

Flying Finn Hannu Mikkola, the man who tamed the original Audi Quattro and drove it to win the 1983 World Rally Championship, has passed away after a battle with cancer. He was 78.

Mikkola was born in Joensuu, Finland, in May 1942. He started his career on home country rallies in a series of Volvo cars. He scored his first win at the Pohjala Ralli in 1966 and took his first 1000 Lakes success two years later in an Escort Twin Cam.

Mikkola's international rallying career spanned over 20 years after he made his name by winning the 1970 London to Mexico marathon rally driving a Ford Escort. He became the first overseas driver to win the East African Safari Rally in 1972, partnered by Gunnar Palm in a Ford Escort. He would win his first official WRC round in 1974 on home territory, taking the honours at Rally Finland with John Davenport in a Ford Escort RS1600.

He won the Swedish Rally again in 1975, this time in a Toyota Corolla with Atso Aho, and also in 1975 the Rally of Morocco (Rallye du Maroc) with Jean Todt in a Peugeot 504.

In 1978 he made his first serious challenge in the World Rally Championship, teaming up with Swedish navigator Arne Hertz who would accompany him for the next thirteen years. Driving a Ford Escort RS1800, Mikkola and Hertz finished second in the Swedish Rally and the Rallye de Portugal, and won the Scottish Rally and the RAC Rally. He finished third in the Drivers Championship, behind Porsche 911 driver Jean-Pierre Nicholas and the winner, Lancia Stratos driver Markku Alen.

The 1979 WRC season was exciting and close. Hannu Mikkola and Arne Hertz won the Rallye de Portugal, Rally New Zealand, RAC Rally and Rallye Cote d'Ivoire in their Escort RS1800, and were second in the Kenya Safari Rally. Mikkola was a very close runner up in the Driver's Championship, just one point behind the champion and fellow Ford driver Björn Waldegård.

Mikkola and Hertz moved to a Mercedes 500 SLC for the 1980 WRC, but did not win any events that year. They



and consistent podium places. Audi pilots Michèle Mouton, Hannu Mikkola and Stig Blomqvist took second, third and fourth. Mouton's finish is the best WRC result by a female driver to this day.

With the Audi Quattro now upgraded to the more powerful 350 bhp 'A2,' 1983 was to be Mikkola's year, having mastered the 4WD Audi. Four wins (Sweden, Portugal, Argentina, Finland) and three second places (Kenya, Ivory Coast, RAC) saw him and co-driver Arne Hertz finally take the World Championship title, with 125 points. And at the age of 41, he also won the title of the oldest World Rally Champion, a record that still stands to this day and unlikely to ever be beaten. His Audi teammates Stig Blomqvist and Michele Mouton finished fourth and fifth, behind Lancia Rally 037 drivers Walter Rohrl and Markku Alen, meaning that Audi was pipped by Lancia for the Manufacturer's title.

For 1984 Hannu Mikkola, Michele Mouton and Stig Blomqvist were joined by Walter Rohrl, signed from the Martini Lancia team. The Audi Quattro A2 was dominant. Audi established an early lead, winning six of the first eight events, including sweeping the podium at the first two rallies. Walter Rohrl won Monte Carlo in his first Audi drive. Mikkola won the Rally Portugal (his last WRC win), finished second at the Acropolis, Argentina, Ivory Coast and RAC rallies and was third at Monte Carlo, Kenya and New Zealand. However, with fellow Audi pilot Stig Blomqvist taking five wins, Mikkola had to settle for second overall despite his consistently strong season and eight podium finishes. Audi dominated the Manufacturer's Championship, winning seven of the 10 points rounds and well ahead of Lancia in second.



Hannu Mikkola and Michele Mouton took part-time contracts for Audi in 1985, as the WRC moved to the much faster Group B category and Audi upgraded to the short-wheelbase kevlar-bodied 450 bhp 'Sport' Quattro S1 to counteract the new Lancia Delta S4 Integrale, and the mid-engined Mini Metro and Peugeot 205 16. Walter Rohrl and Stig Blomqvist took the lead in the Audi team, but with just one win to Rohrl at San Remo and five seconds and two thirds, Audi was surpassed by the smaller and lighter custom-built Peugeots. Ari Vatanen started with two wins but had an accident in Argentina and Timo Salonen went on to win the Championship title for Peugeot. Hannu Mikkola only started four rallies, finishing with three retirements and a fourth.

1986 was the last year for the awesome Group B rally cars, more powerful than the F1 cars of the time. Audi upgraded to the ultimate Quattro, the 550 bhp Sport Quattro S1 E2. But it was up against smaller and faster Peugeot 205 16 E2, Lancia Delta S4 and Rally 037 Evo, Ford RS200 and Mini Metro 6R4. Hannu Mikkola finished third at Monte



Carlo, but after some serious accidents, including a Ford running into the crowd and killing three spectators at Portugal, many of the major drivers withdrew. Then at Rally Corsica, the Lancia of Henri Toivonen and Sergio Cresto ran off the road at high speed, crashed down a gully and exploded, killing them both. Both Audi and Ford then withdrew from the WRC, forfeiting the rest of the season.

1987 saw the WRC return to production-based Group A cars, with the 'too fast to race' Group B supercars banned. Audi returned with the 200 Quattro sedan. Hannu Mikkola took his last victory at the Kenya Safari rally, with Walter Rohrl second in a similar Audi. Mikkola's last podium finish was third at the Acropolis, and Rohrl was third at the Monte Carlo, but Audi was a distant second behind Lancia and its Group A Delta Integrale in the Championship.

Hannu Mikkola's rally career at Audi then came to an end. His record was ten victories, including double wins in the RAC, 1000 Lakes and Swedish Rallies, all with co-driver Arne Hertz beside him.

With Audi's retirement from rallying, Mikkola switched to Mazda as a test and development consultant. He drove for them until entering semi-retirement in 1991, although he continued to make sporadic appearances on international rallies; he drove a Toyota Celica GT4 to seventh place at Rally Finland in 1993, aged 51, after which he retired from motorsport.

Mikkola has made brief appearances since then, including re-uniting with his co-driver Gunnar Palm for the 25th anniversary run of the 1970 London to Mexico World Cup Rally (Mikkola won the original 1970 event and the 1995 re-run) and competing in the London-Sydney Marathon 2000 Rally, re-united with his 1968 1000 Lakes Rally winning Ford Escort RS1600 and co-driven by his oldest son, Juha Mikkola, founder of Canada Cup (floorball).

In September 2008, Mikkola took part in the Colin McRae Forest Stages Rally, a round of the Scottish Rally Championship. He was one of a number of former world champions to take part in the event in memory of McRae, who died in a helicopter crash in 2007. He continued to drive whenever he was invited and was a regular at Goodwood where he even designed the forest rally stage.

He won Finland's WRC counter, the 1000 Lakes Rally, on seven occasions and remains tied at the top of the event's honours list with fellow countryman Marcus Grönholm.

In 2011, Mikkola was inducted into the Rally Hall of Fame along with Walter Röhrl.

Hannu will always be remembered as the man who first tamed the Audi Quattro and won the first event and first title for Audi and for an AWD car in FIA World Rally history. He will be greatly missed by rally fans. across the globe.



The rear seats are quite spacious and comfortable but access through the small doors can be a little tricky. Rear ashtrays are mounted low in the front of the rear doors, demanding great accuracy of smokers in the back seat.

The seats are firm, with good lumbar support. With a velour finish, they hold you firmly in place. The seat-belt buckle is cleverly attached to the seat so the belt sits right every time, and the back-rests have infinitely-variable rake.

A small cubbyhole on the driver's side of the dash takes the service book and a few odds and ends, but it's disappointing to find that what looks like a large lockable glove

box actually has half its space taken up by the fuse box.

The bonnet slopes away out of sight and the back is quite invisible. Parking extremities are hard to judge at first. There's enough head-room for a higher seat - perhaps it should be height-adjustable.

The dash is straight out of the Fox. The 220 km/h speedo (with resettable trip meter), tacho (redlined at 6500) and a battery of warning lights are housed in an enclosed, reflection-free binnacle. This is flanked by six large rocker switches, three each for head-lights, hazard lights, rear window demister and instrument light rheostat. All are within easy reach.

A stalk to the left of the slightly offset, soft-grip steering wheel takes care of the blinkers and high and low beam, while another on the right takes care of all windscreen wiper functions.

Both brake and accelerator are the same height of the floor, but this leaves the loud pedal uncomfortably high for those with small feet. Another tester had no problems with his size 10s.

The brakes are nicely progressive, but have an initially alarming degree of travel. A simulated panic stop had the pedal almost down to the floor, but the car stopped straight and true with just a hint of lock-up at the back at the last moments.

Understeer is mild and at speed the rear will still edge

5+5 = Audi.

Modern Motor magazine, November 1981

It still surprises us that people are actually willing to import foreign cars for sale in Australia. The ADR regulations would fill three Melbourne-size phone books; the manufacturers must change their production line to incorporate unique features demanded by our regulations, and the final result is certified in Australia at a cost that can easily exceed a quarter of a million dollars.

Yet people still do it. Occasionally people even do it with vehicles which have not even been introduced on their home markets, which is how we came to be driving an Audi 5+5 around Sydney even before the car's European introduction.

The car was produced by Audi just before the factory closed down for the European summer holidays and sent here for ADR verification and testing.

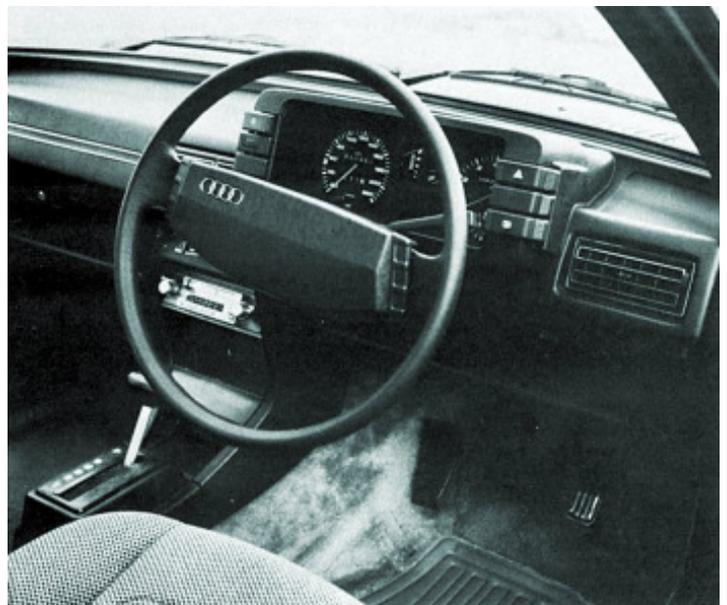
It is slightly longer, wider and definitely quicker than the old Audi 80 (or Audi Fox, as it was called here), but with anonymous, middle-class styling. This explains why not one person noticed that it was the only one of its kind in the country when we drove it. And people - especially kids - usually spot one-offs.

The history of the 5+5 goes back to August 1978, when LNC Industries imported a 1.6-litre carburetted four-cylinder Fox (80) for evaluation with a view to selling it on the Australian market through their Volkswagen Australia subsidiary. Several months and 7,000 km later, LNC said: "No thanks, but we'd be interested if you gave it the 2.2-litre engine, a five-speed box and uprated the suspension."

As it happened, this matched Audi's thinking so the car was tooled together in late '79. There were delays in getting a RHD version together, then further delays while ADR certification was sought.

In the meantime, the very similar Audi 4000S went on sale in Canada in coupe form but with the normal Audi 80 four-cylinder 1.9-litre donk. Canada got the 2.2 five in October. The new 5+5 is bigger than the old 80/Fox but smaller than the top-of-the-line Audi 100, but still incorporates many of the latter's features.

Its 2144 cc fuel-injected engine is canted over to the left with the radiator on the right and all major service items easily accessible.



Simple but effective controls help make the Audi a pleasure to drive

AUDI 5 + 5

ENGINE

Cylinders.....	Five
Bore x Stroke.....	79.5 x 86.4 mm
Capacity.....	2144 cc
Aspiration.....	Bosch K-Jetronic fuel injection
Compression Ratio.....	8.2 to 1
Claimed Power.....	85 kW at 5300 rpm
Claimed Torque.....	168 Nm at 4000

TRANSMISSION

Type.....	Three-speed automatic
Gearbox Ratios	
First.....	2.55
Second.....	1.45
Third.....	1.50
Final-Drive Ratio.....	3.9

SUSPENSION

Front.....	Independent by MacPherson struts
Rear.....	Torsion crank axle, trailing arms, Panhard rod
Wheels.....	5.5J x 13
Tyres.....	175/70HR x 13
Steering.....	Rack and pinion

BRAKES

Front.....	discs
Rear.....	drums

DIMENSIONS AND WEIGHT

Wheelbase.....	254L mm
Front Track.....	1400 mm
Rear Track.....	1420 mm
Overall Length.....	4383 mm
Overall Width.....	1682 mm
Overall Height.....	1365 mm
Kerb Weight.....	1025 kg (approx)

CALCULATED DATA

Weight to Power.....	12.1 kg/kW
Specific Power Output.....	25.2 kW/litre

out when entering a corner on a trailing throttle, but this can easily be rectified by powering through the corner. Similarly, lifting-off in a corner tightens the line quite nicely.

The power-assisted rack and pinion steering is commendably unobtrusive, being light, precise and direct. There is absolutely no FWD fight when powering through corners and the steering passes on information from the front wheels.

The test car was fitted with the three-speed automatic and it works well. It can be held down in second for extra urge if needed, but we found there was little point in doing so. At full acceleration the box changes at 5500, just past the power peak.

The 85 kW engine revs freely and with only 1025 kg to propel - an exceptionally low weight for a car this size - the acceleration is brisk. It would be brisker still except that Audi has apparently gone for taller gearing in the interests of relaxed high speed cruising. First gear, for example, is a high 2.55 to 1. The result is effortless 140 km/h cruising and we saw an indicated 180 km/h during one brief burst.

The suspension - independent by MacPherson struts at the front with a torsion crank rear axle, Panhard rod and

spring-mounted shock absorbers - is more French than German. It soaks up the largest bumps brilliantly but the shock absorbers can be caught out by regularly spaced undulations.

The interior is very quiet, the only wind noise at speed coming from the interior adjustable side mirror. Bump-thump over cat's eyes is almost non-existent and the only intrusive noise comes from the air conditioning fan on its fastest setting.

Hard driving got us 13.8 litres/100 km, but we would expect at least 11.5 litres/100 km from normal day-to-day use - with a further improvement in the manual car. We suspect the 900 rpm slop in the auto box may also have contributed to the high figure.

The Audi 5+5 goes on sale in Australia next year and will put the cat among the pigeons in the 2.0-litre class with its brisk performance, quiet interior and refined ride.

Three models will be available, with the base manual believed to be priced around \$13,000. The manual with option pack (central locking, air conditioning and Pioneer AM/FM cassette sound system) is likely to sell for about \$15,500, with the automatic at around \$16,000.

All in all it shapes up as a top value econo-class car. We look forward to trying the manual version.

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1984 James Hardie 1000.

The good news amidst all the negotiations and power-broking that characterised the 1983 season was that the regulations would not be touched for 1984, prior to the new European Group A regulations coming in to force for 1985. The 1983 James Hardie 1000 had fallen apart in the early laps when Brock changed vehicles, but practice times had indicated that the legislators may have struck a good balance between the competing marques. For 1984, it looked as though drivers and spectators could concentrate on enjoying the last year of the spectacular Group C cars, without having to worry too much about the politics.

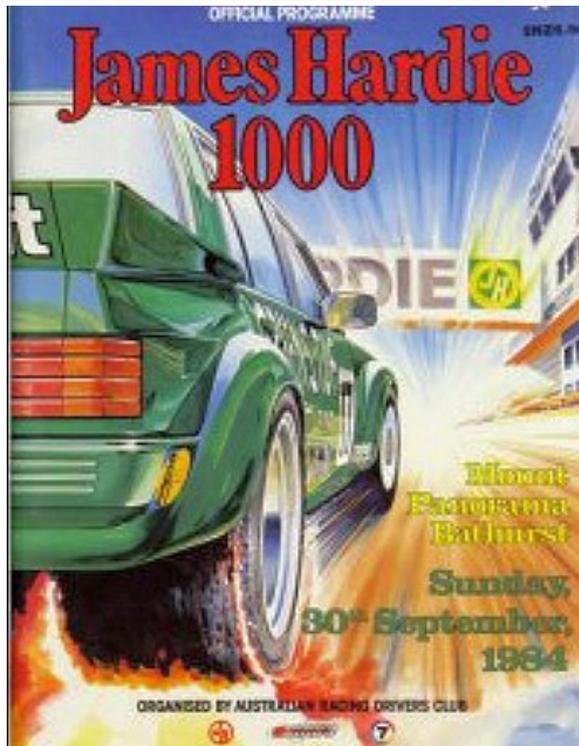
The 1984 ATCC was strongly contested. ATCC regulars Brock, Johnson, Moffat and Fury were joined by Jim Richards, the BMW team having their first serious crack at the ATCC; Warren Cullen, who had landed substantial Kmart backing; and 1983 Endurance Champion Peter McLeod. Allan Grice would also be contesting some rounds.

Peter Brock, on the other hand, would be missing some rounds, as he and Larry Perkins tried their hand at taming a Porsche 956 at Silverstone and Le Mans. Brock's absence would be crucial, as he showed in the early rounds of the Championship that the Holden was maintaining the slight edge it had shown over Johnson's Falcon (and everything else) in practice at Bathurst in 1983. Brock won the Sandown and Symmons Plains rounds comfortably, before Moffat took the Mazda to an equally convincing win at Wanneroo.

At Surfers Paradise, it all changed. Moffat was eliminated from the race and title when, after a tangle with Garry Willmington, he had a long, long slide across the wet grass leading to a sudden stop against a tree stump, destroying the car and breaking his collarbone. Allan Moffat, for whom the Championship had so long been a burning obsession, would not drive in another ATCC race until April 1988.

Johnson's win in the Surfers Paradise rain left him in a strong position. Bob Morris popped up from nowhere to win at Oran Park in an RX7, while the Lakeside race saw the first pole for Richards and BMW, and the first win for Fury and Nissan. But Johnson's second place at Lakeside secured his third ATCC, so at Adelaide he could safely sit back and watch a Commodore battle between Grice and Brock just in front of him. Six different drivers had won the seven ATCC rounds, while McLeod, Cullen and Richards - third, fourth and fifth in the title - often threatened to break through to join the winners.

Attention turned to Bathurst with anticipation at the closeness of the battle, and a tinge of regret at the end of Group C, the Australian race formula which had been the basis of the race cars since 1973. The two moods were typified by the official race poster, which used the dramatic



slogan 'Down Thunder Road,' and the MHD's pre-race publicity posters, which emphasised the passing of an era. Even today, the 1984 race is remembered as 'the last of the big bangers.'

The class structure was changed yet again. This time, it was simply Group C and Group A, with no concession to cylinders, turbos or engine size at all.

The Group C category was the biggest class ever seen in the race: a massive 48 cars of seven different marques faced the first start on race day. Nineteen of them were Holdens, of which six were VKs. Brock and Perkins headed the line-up in the new 'day-glo' 05 Marlboro HDT car, with David Parsons brought into the second car with Harvey. Parsons, 25, had put in two good runs with Peter Janson in the Great Race, and had also worked wonders in an

unsponsored Commodore in the 1983 ATCC.

Allan Grice/Steve Harrington had two Commodores in the race, while Warren Cullen, who had run a particularly good ATCC campaign without a DNF, looked more likely to be able to give Alan Jones a competitive car this time. Peter Janson/Garry Rogers also seemed a good each-way bet. On paper, few of the other Commodores were thought to be much of a chance, although some of them turned out to be surprise packets.

The Falcon contingent was exactly the same as in 1983: five XEs and five XDs. John French had returned to the Johnson fold after his flirtation with Nissan, and they looked easily the strongest Ford crew. Steve Masterton again had Bruce Stewart with him in an XE, but the car's reliability was rather suspect. Perennial Ford men Brian Callaghan, Garry Willmington and Bill O'Brien were likely to offer the best support to the Johnson Greens-Tuf car.

The 13 RX7s were hoping for the best, although there was no good reason why they could expect to be much closer to the front than they had been in 1983. Moffat/Hansford had two cars, while Bob Morris/Barry Jones, future Great Race winners Peter McLeod/Graeme Bailey, and Graham Moore/Peter McKay promised to provide the speed, with several other crews looking for good reliable runs.

Camaro numbers doubled from 1983, just when everyone thought they had finally died. The old ex-Bartlett car was listed for Tesoriero/Tindal, while Bryan Thomson (famous for his Chev V8-powered VW Fastback sports sedan) was making one of his infrequent Great Race appearances in an ex-Burgmann car. Thomson has driven some strange cars in his time, both at Bathurst and elsewhere, but even he must have found the Camaro just a tiny bit different from the NSU Prinz he had driven in the Great Race 20 years before....

Nissan was back to one Bluebird entry (Fury/ Scott), plus the Exa. The logic of this approach was hard to fathom. The acceptance of the Exa's entry by the ARDC caused a good degree of bad feeling, along the lines of alleged favouritism to works teams, especially when the car clearly

had no chance of victory.

BMW stuck with just one 635 in Group C, this time with Tony Longhurst on the strength with Jim Richards. And there was a Jaguar. After missing 1983, John Goss was back, armed with the man who probably knew more about the big cats than anyone, Tom Walkinshaw. During the year, the Scot had already won the Spa 24 hours and the European Touring Car Championship in Group A Jaguars. The appearance of Goss' car had continued to evolve from the days of its debut in 1980, when it looked fairly standard, and by now it was a bewinged and flared monster. Walkinshaw was to find that it was a bit of a beast in other ways as well.

By the end of unofficial practice on Thursday, Johnson, Brock and Grice were all in the 2:15 bracket, with Moffat, Hansford, Harvey and Masterton all in 17s. Official practice confirmed this promise, and suggested it could be a very close race. Brock got down to 2:14.31, about a second better than his 1983 time. Grice was only 0.43 seconds behind him, and amazingly the top ten were blanketed by only 2.07 seconds.

This was the closest top ten grouping yet in the history of the race. The other impressive part of the 1984 top ten was that it involved five different marques. One of them was the Jaguar, which was eighth fastest despite an occasional engine miss.

By this time, the argument which had been brewing for days about Moffat/Hansford and Grice/Harrington running two cars, was coming to a head. The two teams each only had two drivers for their two cars, but planned to start both cars, abandoning one during the race. The ARDC took exception to this practice, and tried to stop it. But an appeal to the race stewards was successful, and all four cars started the race.

The organisers called on their discretion for Hardies Heroes in a way that did not cause anything like the aggravation that their promotion of Moffat in 1979 had done. The second Grice/Harrington car was dropped to make way for the BMW, so six marques could contest the Saturday morning shoot-out.



George Fury pulled a prodigious lap out of the hat to complete the task that Masahiro Hasemi had so nearly achieved in 1982: place a Bluebird on pole. Fury's time of 2:13.850 was stunning in the very cold conditions, although Brock ended up less than a fifth of a second behind him. Johnson and Grice maintained their form from earlier in the week to take the second row. Moffat was next, with his second car not far away. The Jaguar could not complete its second

run, and would line up tenth on the grid.

Outside the select ten, the second HDT car and Cullen's Kmart car were handily-placed in 12th and 13th, the Janson/Rogers Commodore was further back than expected in 16th, and Christine Gibson parked the Exa on 26th spot, only just over half way down the class.

The debut of Group A as the 'other' class on the Mountain was watched with a great deal of interest. There was no doubt that there was a considerable measure of consumer resistance to the cars, which were much closer to 'production' cars and thus expected to be comparatively slow and unspectacular compared with the Group C 'big bangers.' But at least the entry list had plenty of variety.

Heading it were two TVR Rover 3500s in Mobil colours. The cars were listed for Jeff Allam/Armin Hahne, the latter of whom had won two of the previous three Spa 24-hour races, and Steve Soper/Ron Dickson.

The main rival to the Rovers was sure to be the BMW team's 635CSI. This model was virtually the mainstay of European Group A racing, having won the 1983 European Touring Car Championship, and generally having shown itself to be a fast and dependable performer. Frank Gardner again turned to Denny Hulme to drive for the team. The Bear was paired with Bavarian prince, Leopold von Bayern, who made a nice celebrity interviewee for TV viewers on his car's racecam.

Two Mustangs faced the start for the first time, for Barry Seton/Don Smith, and Lawrie Nelson/Peter Jones. The former pair were teaming up for the last time in their illustrious Bathurst careers. The Alfa GTV6 entries were likely to be outgunned, although the turbo Starions, especially the Bartlett/Fitzgerald entry, were regarded as an outside chance.

Chris Heyer was back with the **Audi 5+5** for its third year, which to qualify for Group A had to be detuned slightly from its two previous starts under Group C regulations. It was also now an 'obsolete' model, as VW/Audi importers LNC Industries had already discontinued the 5+5 on the local market. The only Audi model sold in Australia in 1984 was the new 'aero' Audi 100, a larger more luxurious car with a slightly more powerful version of the 2.2-litre five - 100 kW/180 Nm in the 100 compared with 85 kW/168 Nm in the 5+5 - but with stratospherically tall 'autobahn' gearing - totally unsuited to racing on a circuit such as Bathurst. The 125 kW turbocharged 'C2' 200T would have been a possibility, given enough money and development, but that model had also been discontinued in Australia and its 'C3' 'aero' replacement wouldn't be locally released until October 1986. Bringing the 1982 race 5+5 back for another go was the



only option. Again, Chris was unable to enter with his favourite Herbie #53, so once more the Audi used #63.

Don Bretland had been the Audi's co-driver in 1983, but he had since moved to the Better Brakes AMSCAR race series and was no longer available. Instead, Chris took on Gerard Murphy, who had co-driven the Ray Gulson Alfa GTV6 to second in class at Bathurst in 1983, as his co-driver in 1984.

After practice, the entire class apart from the Rovers were regarded as only outside chances. Official practice ended with the Rovers only 0.28 seconds apart, and about five seconds faster than anything else. The drivers of the third fastest car were not even hoping to start the race. After the disaster in practice for the 1983 race, Dick Johnson came armed with both a Group C Falcon and a Group A Mustang, in the latter of which he recorded a time 0.29 seconds faster than Hulme's BMW. Fortunately, Johnson kept the Falcon on the island, so scratched the Mustang.

The BMW was comprehensively damaged by its German driver on Wednesday, leaving the JPS team about two days behind for the rest of the week. Next on the grid were Williamson/O'Brien in the Supra, then the Bond/Costanzo Alfa GTV6, the latter of whom was replacing Riccardo Patrese, who had been rather whimsically listed in the initial entry.

Chris Heyer qualified the Audi 5+5 with 2:49.78, in 64th position and last place on the grid. This time was some 5.6 seconds slower than 1983 and 8.5 seconds slower than 1982, thanks to the detuning changes required for Group A. It was 3.2 seconds slower than the Toyota Sprinter in 63rd position, and no less than 26 seconds slower than the class-leading Rover.



Due to Dick Johnson withdrawing his Mustang the flag dropped on 63 cars, which equalled the record set in 1969 and 1978. As with 1969, the first lap of the 1984 race did not prove to be completely uneventful.

Much to everyone's amazement, Fury won the start, edging Brock out as they turned into Hell Corner with Grice and Johnson right behind them. Not far behind Johnson on the inside of the circuit, Masterton veered left, launching Moffat against the pit wall. But the real drama was further back. Walkinshaw was uncertain about how the start would go in the big Jaguar, and had warned those behind him of his concern. Sure enough, the centre tore out of the clutch, and, like Jack Brabham eight years before, Walkinshaw sat immobile on grid position ten, waiting for the crunch.



Most of the field scrambled past him, but John Tesoriero, in the Camaro which already had a somewhat unlucky history in the Great Race, tagged the Jaguar, and slewed sideways into the path of Peter Williamson's Supra. The track was blocked, and the race was stopped.



Williamson cut his tongue, cracked his sternum, and broke off two of his teeth. The other drivers were unhurt, but the mechanical carnage was compounded later in the lap as Murray Carter became tangled in the confusion on Conrod Straight as some cars slowed for the black flags and some did not, and Carter's RX7 ended up in an orchard.

The second start, about 35 minutes later, went more like the first one was expected to. Fury couldn't do it again, and was only fourth at Hell Corner as Brock and Johnson



tried to bolt. Brock put in his traditionally brilliant opening lap, and already opened a significant gap from Johnson as the first lap was completed at last. Johnson soon realised he had harder tyres than was ideal, and started to drift back from Brock.

Moffat and Masterton followed, then a scrap between Harvey, Grice and Fury, which was interrupted on lap 11 by Fury pulling a real red-mist desperate into Hell Corner: a subtle little move which involved out-braking Grice, hoping there'd be some road space for the Bluebird in the corner, finding there wasn't quite enough, so giving Harvey a good shove to give Fury room to move.

The next few laps saw two tall poppies fall. Moffat's lead car, the 43 machine which had already taken a heavy knock in the first start, seized its rotary after 15 laps. Then Steve Masterton, who had been seventh on the grid and was running strongly, broke a balljoint heading into the Elbow. The car lurched into the wall, was nearly collected by Allan Grice, and was out of the race.



The leading five positions remained unchanged until Johnson stopped at the end of lap 34, when 14 seconds down on Brock but 40 seconds ahead of Grice. Staying in the car, he emerged in fourth place. Two laps later, the HDT gave Brock a pitstop which was eight seconds quicker than Johnson's, and the car was still in front as Perkins took it back onto the track. Another major competitor went down after 39 laps when the black 635CSi broke its engine, while Grice's chances were ended when his co-driver Harrington was turned into the wall on the inside of Hell Corner after a nudge from Hansford. Contrary to Harrington's belief, the Commodore was not quite finished for the day, but it was obviously no longer a threat. The race seemed to be falling into a familiar pattern.

Except that Johnson was closing on Perkins. Slowly but surely, the green Ford homed in on the lead, and finally reached it on lap 48. A Ford had not led the race since 1981, and the crowd on top of the hill waved and cheered their support as Johnson started to build the buffer he knew he would need. He failed to stretch the lead to more than about five seconds, so the Holden still looked extremely well placed.

On lap 50, Johnson led from Perkins, then Parsons in the second HDT car, Fury, Hansford doing a good job for Moffat, Harris/Harrop in Cullen's second car, Janson/Rogers fighting a down-on-power engine, Alan Jones, Lawrence/Browne starting to pick their way through, and Geissler/Radburn.

The first sign of trouble for the HDT came on lap 52, when Parsons lost a lap as the crew tried to fix the gear lever. Ron Harrop in another one of the better Holdens trickled in with a broken gearbox to end his run, while Terry Finnigan surrendered eighth place with a blown engine.

The Fords were also starting to fall. John English declined to go in for this dainty balancing-on-the-concrete-wall trick as demonstrated by the Capri above the Dipper in 1983; he simply punched a hole right out of the wall in the same place. Three laps later, Willmington retired his Falcon after overheating and engine problems. In 1980, he had pioneered the XD Falcon while Ford turned its back, and other drivers preferred to wait and see. In doing so, he let himself in for five years hard labour. It was already known that he had a Jag for 1985, so it could never be said that he was not ambitious.

At the end of lap 66, Johnson, still only eight seconds ahead of Perkins, pitted to give French a run. The stop was delayed by a jammed wheel, so French was well behind the 05 car, although still in second place, as he went out. Shortly after, the handover from Perkins to Brock was 18 seconds quicker than Johnson's stop, and Brock thundered back into the race with a 21 second lead, proceeding in his usual way to put most pressure on his opponents at times of their weakness: he immediately opened the gap considerably over French. Barring disaster for the HDT car, it was difficult to see how Johnson and French could win the race from here.

By half distance, Fury/Scott were in third, ahead of Cullen/Jones starting to have brake problems, then the Peter Stuyvesant Mazda, the recovering Harvey/Parsons Commodore, Lawrence/Browne running strongly, then Gillard/Gibbs in the first of the private Mazdas, Callaghan/Graham in the XE, and Geissler/Radburn in the Commodore.

As expected, the Bluebird in race trim had been nowhere near as fast as in practice; the car only set sixth fastest race lap. Even so, the team's best result on the Mountain looked in the offing until they encountered differential bother just past halfway. The oil pump also had to be replaced, and about half an hour was lost. The car resumed its strong run, completing 146 laps for 16th outright. The four-year Bluebird campaign had never quite realised the Bathurst results for which Howard Marsden and others had striven so hard. Meanwhile, the Exa had packed it in after 76 laps with what was officially described as a half-shaft failure.

The fate of the Nissans may not have been completely unexpected, but further back in the field, some usually reliable runners were also not finding the last year of Group C to their liking. Bob Morris had put his Mazda RX7 into seventh place on the Friday, less than a second behind Moffat and Hansford, but co-driver Barry Jones had stopped for a new gearbox after only two laps of the race. Peter Janson, with one of the best Great Race records for a privateer, had a difficult time with a drastically underpowered Commodore, which then developed fuel delivery problems for good measure. And Peter McLeod, who had won the 1983 Endurance Championship by excellent preparation and consistent driving, was involved in a scuffle on the first lap, taped the car up, met mysterious fuel problems very early in the race, and finally retired with overheating.

Back at the head of the field, Brock was striding away from French at around two or three seconds a lap. Johnson

returned to the fray at about 2:30pm, but on lap 102 the big green car stopped just out of the Cutting. The fuel system was failing to deliver the contents of the nearly full tank. The XE was ignominiously brought back to the pits on a truck, although its day was not quite over yet. The crew started to change every possible component of the fuel system, and succeeded in getting the car back into the race.

So now Brock was two laps in front of Cullen/Jones, with Moffat/Hansford third. This Mazda was definitely not the car that Moffat's own car 43 had been, but even so, it had been very well driven with Gregg Hansford taking a greater share of the load than had been anticipated. The team were also responsible for excellent pit stops that were well up to the HDT yardstick, and the little problems of previous years stayed away. At least this year the door opened to let the drivers in and out.

Johnson resumed in 18th place, but in only a few laps, while merrily chatting on Racecam to a politician about nothing in particular, an axle broke. The car was finally out of the race.

There had been no doubt that in both 1983 and 1984, the Falcon XE was a winning proposition. The bigger wheels and tyres, especially, had transformed the car out of sight from the miserable picture it presented in the 1982 Great Race. But for a variety of reasons, Johnson found himself pretty well alone

in the Ford camp in those two years. Masterton was fast, but not very reliable, and the other crews were not capable of running at the front. The Holden attack had much greater depth to it.

On lap 125, Cullen came in for his last scheduled stop, and gave the Kmart car to Alan Jones. The wrong compound rear brakes had only slightly slowed Cullen's lap times, and revenge on his critics of three years before seemed nigh. Shortly later, Ralph Radburn - who it was easy to forget had finished third outright in 1979 - handed the ninth placed Commodore back to Fred Geissler. They had been hovering around tenth most of the day, and had been as high as sixth.

During Cullen's stop, Harvey sneaked into second place, for the first time in the race, but his own stop the next lap dropped him back to fourth. Parsons was strapped into the car, under instructions to drive it as hard as he liked in an effort to haul it back into a major place. That night in the pits, a young fan was heard to ask Parsons which was the better car out of the HDT car and Janson's Commodore that he had raced previously. Parsons answered with a nice touch of defiance that he thought his own car was the best Commodore he had driven! But he wasn't an unsponsored privateer now, as he set off in the mega-buck works Commodore to track down a factory Mazda and a World Champion.

Gregg Hansford obliged by making his final pit stop; one place gained for the second HDT car. In the first 25 laps of Parsons' spell, the flying Tasmanian carved 41 seconds off Jones' lead. The next six laps saw him slash the gap by a further 18 seconds. Like 1982, it looked like it was going to be touch and go for second place. But with only a few laps to go, Jones staggered into the pits for fuel; the engine was not keen to restart, 75 seconds were lost, and the Cullen crew had

to be content with fourth place.

With just a couple of laps to go, Brock was again doing it easily and almost three laps ahead of Harvey in the other HDT car. Brock slowed right down, hoping to get Harvey to catch up half a lap and get right up behind him for a 1-2 photo finish. By the last time down Conrod he had almost slowed to walking pace, but finally there was Harvey coming up behind, two laps down. Brock sped up, put out his arm to signal Harvey, and the two HDT cars turned at Murrays and crossed the finish together, in an echo of the Ford result in 1977. After 17 years of trying, the Holden Dealer Team had finished first and second at Bathurst.



The Hansford/Moffat Mazda finished a credible third for the RX7's last outing, and the Cullen/Jones Commodore in fourth, both on the same lap as John Harvey - two behind Brock.

Into fifth place came the Lawrence/Browne Commodore. The car featured a tremendously strong engine, and the driving wasn't too dusty either, their fastest lap being exactly equal to Dick Johnson's. They were in the top ten as early as lap 20, and were in their fifth place by lap 102.

The speedway boys Callaghan and Graham were next, also on 154 laps. For the third year in a row, the first Ford home could only manage seventh place, which was a sobering thought. Mike Burgmann, after an extremely adventurous Great Race debut in the Camaro in 1983, had acquired an RX7 with a top ten finish in mind. With reliable Bob Stevens as a partner, he didn't break into the top ten until lap 102, but ran on steadily to be eighth at the end, ahead of the Gillard/Gibbs combination, which also mixed a new chum with an old hand in an RX7. On the same lap as the two Mazdas (ten behind Brock/Perkins), Alf Grant and Craig Harris completed the top ten.

And how did the Audi go in the Group A category?

Fourteen Group A cars faced the second start, after losing the Supra in the first attempt. The Rovers leapt to an early lead and started to clear out as their competition already began to falter. Nelson brought the Mustang in after only one lap with the power steering shot, while Smith soon pitted his Toyota with electrical problems. Laurie Hazelton then had an incident above the Dipper, being clipped by one of the Mazdas, and spinning his Capri across the track in front of the Heyer Audi, just a few metres behind. Chris could not go anywhere and he crunched into the Capri, denting the Audi's



perfectly legal to hop into another car from your own team. Or was it? The race officials prevented Richards getting into the A-car, claiming that car-swapping had to be confined to team cars in one's own class. So Richards stayed in the pits, helping at subsequent pit-stops, and Hulme and von Bayern flew the flag on the track.

It is very unlikely that even Jim Richards could have saved this race for BMW. The Rovers were consistently lapping two or three seconds faster than the BMW. By half distance, Hahne was up to 15th outright, leading the BMW (20th), the amazing Smith/Brook Toyota, recovering well and now 27th outright, Gulson/O'Donnell, Craft/Grose, finding the Group A Capri nothing like as competitive as they had been used to in Group C, and Seton/Smith.



Late in the race, Soper stopped just out of the Cutting, but it was only a matter of resplicing the wire to the coil, and the Rover continued on its interrupted way. The leading sister car of Allam/Hahne finished 152 laps for 12th outright to cap a most professional attack on the race. The BMW was four laps down, with eight laps in hand over the surviving Seton/Smith Mustang.

Then came the Craft/Grose Capri one more lap behind, and the Gulson/O'Donnell Alfa another four laps further back. The Holden/Surplice Toyota Sprinter was another six laps in arrears, and then a further 8 laps back was the Chris Heyer/Gerard Murphy Audi 5+5. With 117 laps they finished **seventh in class and 28th overall**. This was some 15 laps less than last year and 22 laps less than 1982 - a reflection on the Audi's detuned Class A state, and the delay caused by repairs after the Audi's accident in the Dipper. The Audi was the second-last finisher - only the damaged Soper/Dickson Rover, one lap behind the Audi, completed the list of finishers. At least the Audi's result was still six laps more than the old Golf GTI ever achieved, and it made a perfect three finishes from three starts. And Chris Heyer and the Audi would be back again, for one last attempt, in 1985.

So, it was time to balance the books for Group C. Nine of the 12 Great Races since 1973 had been won by Brock or Moffat. Holden had won eight of the races, Ford had won four. The new outright contenders in recent years such as Nissan, BMW and Mazda had on occasion looked like breaking through on the Mountain, but had never actually done so.

In retrospect, perhaps the Group C rules were always going to ensure that Australian touring car racing in general, and Bathurst in particular, would be kept as the preserve of Australian touring cars: under our formula, our cars would usually win. When we changed to a world formula, it would be a different matter.

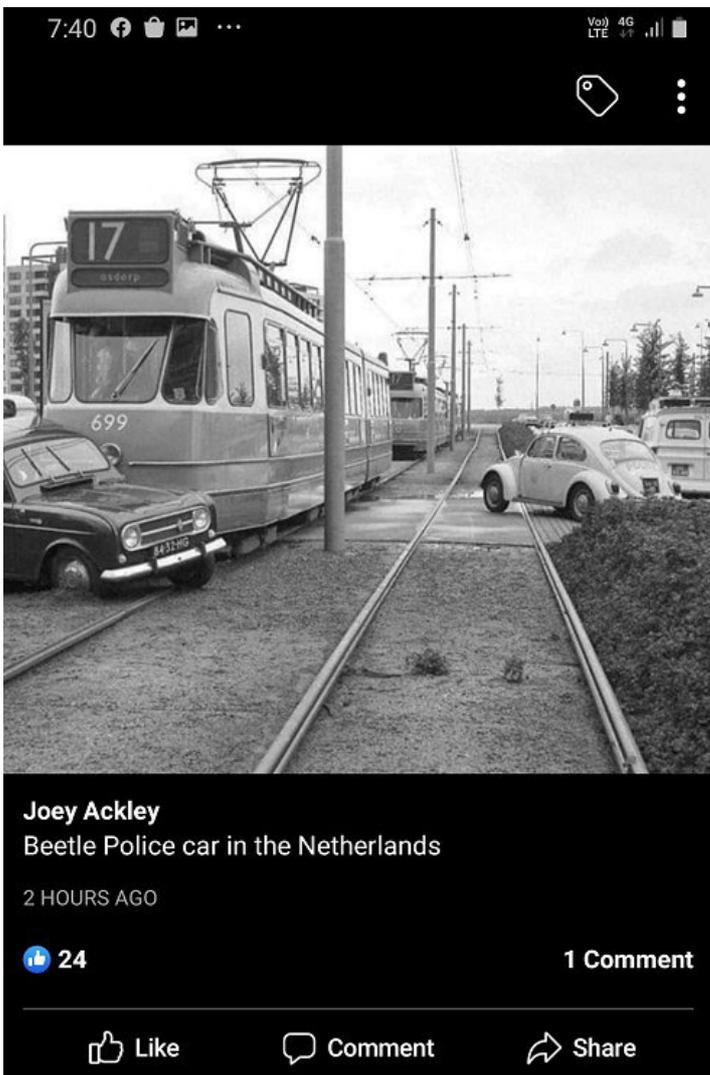
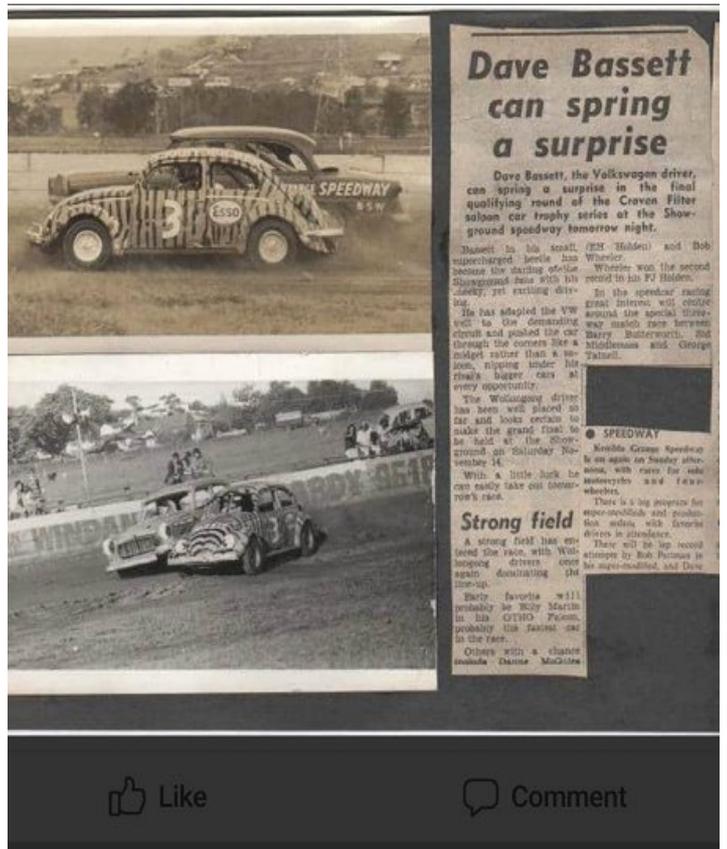
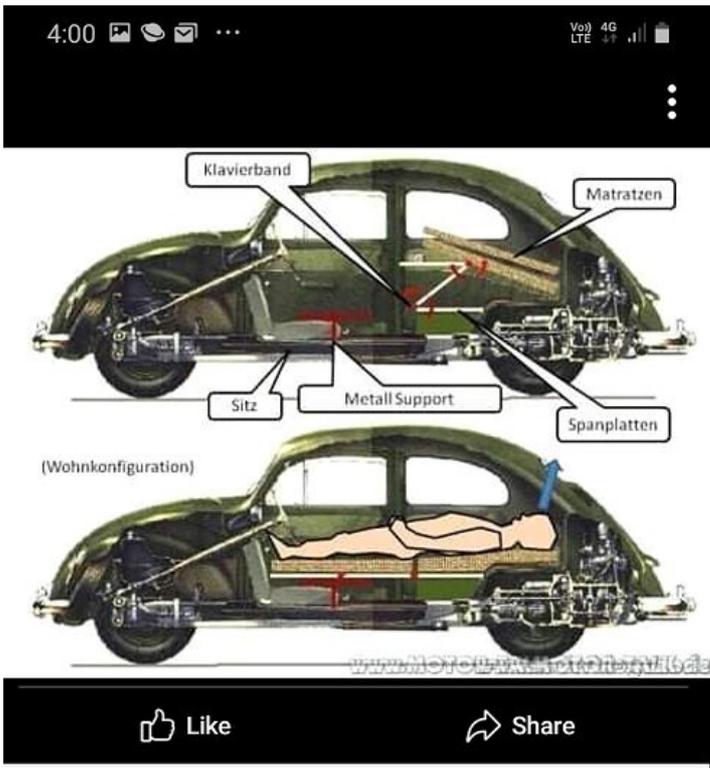
front end and bonnet. After limping back to the pits for repairs, both cars were able to continue.

The class order settled down with Allam/Hahne ahead of Soper/Dickson more often than not, then the BMW, the Seton/Smith Mustang, and Bond in the Alfa GTV6, which was soon to encounter tyre and handling difficulties. The Mobil machines were most impressive in the lead, as indeed they had been all week, both in the workshop and on the track. But on lap 27, Ron Dickson had his Rover's differential fail as he came into the Elbow, causing him to nose straight ahead into the tyre wall. Dickson was relieved to find the incident was not caused by driver error, but the car was still greatly delayed as the crew set about changing the rear axle assembly. Fitzgerald also parked the Starion after 27 laps with differential failure, after a thoroughly miserable and unsatisfactory week.

Jeff Allam steadily eased himself up the lap chart as the Group C brigade started to hit trouble. The situation was like many of Bo Seton's drives on the Mountain: everyone knew he would win the class, and there was much speculation on just how high he would get on the outright list. By the time he pitted at the end of lap 42, Allam was in 23rd outright. As Hahne went on his way, Allam commented that the tyres and heat were making conditions slippery, but if that was the extent of his troubles, things looked grim for the opposition.

An interesting situation had developed in the BMW pit. Their Group C car had pegged out after 39 laps, and it was clear that Jim Richards would be more gainfully employed in the Group A 635CSi than he would be on the pit counter. He had driven the car during the week, and it was

Jeff's Facebook finds.





One of the most attractive small cars available here—the Volkswagen Karmann Ghia displayed at leading VW distributor Peter Warren Motors' Showrooms.



John Hislop Jr. writes: "In 1959, this load of new Volkswagens was en route to the VW dealer in Louisville, Ky., when the driver of the truck encountered a low bridge in Covington, Ky. Upon realizing his fate, he decided to speed up so as not to get 'stuck' and ended up making convertibles out of two sedans and a bus. That's my father (standing on top), John Hislop, the dealer, taking 'delivery' of the VWs. None of the Volkswagens on the lower level of the hauler sustained as much as a scratch!" (John Hislop Jr. photo)

Laughs in Lockdown.

I heard on the news that a truck load of tortoises headed for the zoo collided with a train load of leatherbacks, loggerheads and terrapins. It was a turtle disaster.

Tom went to see his psychiatrist. "I have two personalities," he said, being frank.

It's funny, isn't it. You stand in the middle of a library and go 'aaaaagghhhh!!' and everyone just stares at you. But you do the same thing on an aircraft, and everyone joins in.

Now, most dentists' chairs go up and down, don't they? The one I was in went back and forwards. I thought, "This is unusual." And the dentist said to me, "get out of the filing cabinet."

Our ice cream man was found lying on the floor of his van covered with hundreds and thousands. Police say that he topped himself.

My great-grandad fought in the trenches in WW1. He survived being hit by mustard gas and pepper spray. He was a seasoned veteran.

How does the priest make the holy water? He boils the hell out of it.

I renamed my Ipod device 'The Titanic.' Now when I turn it on, it says: 'The Titanic is syncing.'

A man walks into doctor's office. "What seems to be the problem?" asks the doc. "Well ... I have five penises," replies the man. "Good heavens!" says the doctor. "How do your trousers fit?" "Like a glove."

My local undertaker has started making coffins out of glass. Will that be a success? Remains to be seen.

My friend drowned in a bowl of muesli. He was pulled in by a strong currant.

To get my Kombi fixed, I rang a place in Nimbin the other day. I got an answering machine message: "...If you want to buy marijuana, press the hash key...."

Last week I went to new hippie restaurant called Karma. There was no menu - you get what you deserve.

The last time I flew Tiger Air, my luggage went missing. I tried to sue the airline - but I lost my case.

Listen to your chemist. He knows that alcohol is always a solution.

I once went shopping at Ikea. Ever since then they keep trying to phone me to come back. But all I wanted was one night stand.

In late news, it was reported that someone stole all the toilets from the local police station. Police have nothing to go on.

We have a Japanese guy at our office. He's a real practical joker. Yesterday he suddenly jumped out of the stationery cupboard, yelling 'SUPPLIES!'

Let me tell you about my grandfather. He was an athlete, a good man, a brave man. He had the legs of a cheetah and the heart of a lion. And a lifetime ban from the zoo.

Actually, Covid-19 is not the problem. Is it ignorance or apathy that's destroying the world today? I don't know, and I don't really care.

I just found out that I'm colour blind. The news came completely out of the green.

How does a politician sleep? First he lies on one side, then he lies on the other.

My great-uncle's funeral was scheduled for 9 am. That's a shame - I'm not a mourning person.

Yesterday I tried telling a chemistry joke, but I got no reaction. It seems all the good ones argon.

How does Moses make coffee for the Israelites? Hebrews it.

I quit my job at the donut factory. I was fed up with the hole business.

There was a report that palaeontologists have discovered a new species of dinosaur. They found it had the biggest brain cavity of any dinosaur, which means it was smart. They have named it the Thesaurus.

I was worried about being in a long-distance relationship. But so far so good.

Coffee has a rough time in our house. It gets mugged every single morning

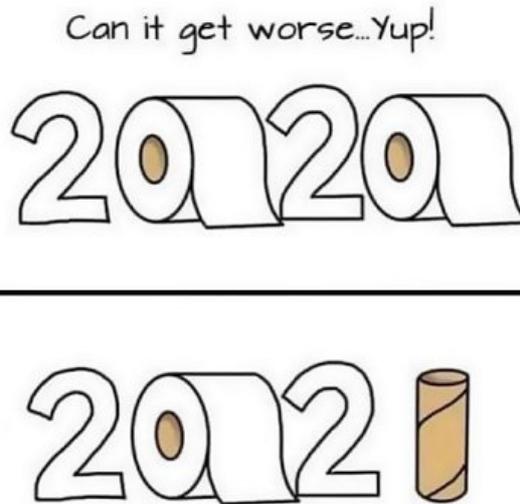
I once met a criminal with a bounty on his head. That was a weird place to keep a chocolate bar.

Hope you like all these jokes with puns. Actually, I once did a theatrical performance about puns. It was a play on words.

The St George fan discovered that this year's Charity Shield had a real tendency to dragon.

Here's a good trick - you should wear glasses when you learn arithmetic. They improve di-vision.

I've always had trouble explaining puns to kleptomaniacs. They always take things literally.



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