

NETS CARTS HRT F

March 2004



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(Guest-edited by Phil Matthews)



A CLUB VEEDUB SYDNEY PUBLICA-
www.clubvw.org.au

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**Please have respect for the committee
members and their families and only call
during reasonable hours.**

2004 VW Nationals Easter - April: Saturday 10th & Easter Sunday 11th Sydney Australia

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E-mail

President: david@clubvw.org.au

Vice President: leigh@clubvw.org.au

Editor: info@clubvw.org.au

Vintage Regis- c l u b -

Secretary: hicko@idx.com.au

Treasurer: hicko@idx.com.au

Merchandising: rwhr@lycos.de

VW Nationals david@clubvw.org.au

Monthly Club meetings are held at Greyhound Social Club Ltd., 140 Rookwood Rd, Yagoona, on the third Thursday each month at 7:30 PM. All members and visitors are most welcome.

All mail should be addressed via the Secretary, c\ - 14 Willoughby Cct Grassmere NSW 2570

Zeitschrift is produced monthly by Club VeeDub Sydney. Classified ads are free to members. Send your add to the above address or send an email to the editor. We welcome all letters and contributions, which will be published if

name and address is supplied. Views expressed in Zeitschrift are those of the writers and do not necessarily represent those of Club VeeDub Sydney. Articles may be reproduced with an acknowledgment to Zeitschrift. Club VeeDub Sydney, its members and any contributors to Zeitschrift cannot be held liable for consequences arising from information printed in the magazine.

Back issues are available from the Secretary.

Club VeeDub - The Legend Never Dies

VW Nationals 2004

Easter Saturday 10th April

Drag Racing at Western Sydney International Dragway 10 am — 9 pm
(Finals from 6pm — 9pm)

1/4 mile
Grudge Racing
Bracket Racing
King of the Hill

Western Sydney International Dragway (WSID) will be open for all makes and model cars, both street and racing.

Gene Berg Trophy for the fastest street registered VW will be awarded.

Racing from 10am. Bracket racing is a test of endurance and skill, not how powerful your car is.

Easter Sunday 11th April

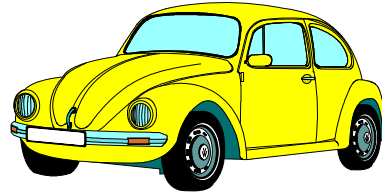
Show Day at Fairfield City Showgrounds

9am-3pm Car Show assembly
9am-3pm Volkswap
9am-11am Car Show judging
2.30pm Engine Blow
3pm Trophy presentation
4pm Raffle draw

VW Nationals 2004 Show & Shine is at Fairfield City Showgrounds,
Smithfield Road, Prairiewood.

Huge undercover area for Show & Shine and Dealer Displays with space for up to 200 show cars undercover. On site catering available with plenty of everything.

Shoalhaven VW - Blast from the Past



Shoalhaven VW Club is again hosting
the **Blast from the Past**.

The venue will be **The Great Southern Hotel**
at Berry in southern NSW.

It will be held on **Sunday 2nd May 2004**.

Entry will be by **GOLD COIN**. These donations
will be forwarded to the Cancer Council of
NSW.

Only people showing cars will be allowed to
park within the grounds of the Hotel. There will
be a peoples choice award and various raffles.

The event will start at 10am. Entrants' cars
should arrive between 8.30 - 9.30am, as late
cars will not be permitted after this time.

Berry Country Fair will be on so why not come
down for a fantastic day.

Der Bericht Vizepräsidenten

Our last club meeting was one of the biggest I've seen. It's great to meet more & more of the members who make this club what it's all about.

Last month Club VW Illawarra hosted it's annual show, Volksday. This year's show seemed a bit smaller than past years. A number of our club members attended this event and I'm sure they enjoyed the day despite the hot weather. It's important for our club to participate in these events as a lot of time and effort goes into organising these days and we should show our support.

We are slowly building up towards our premier event at Easter so things are getting busier. Thanks to those who have already volunteered their time for Easter Sunday. If you'd like to help us out and aren't an active member, give Dave Birchall a call on 9534 4895 and introduce yourself and volunteer just an hour of your time. It would be very much appreciated. Drag racing on Easter Saturday has been given a green light so our Nationals will be bigger than ever with ¼ mile racing action at WSID (Western Sydney International Dragway). This means we've got plenty to do. Look forward to seeing you there and giving those V8s a run for their money.

See you on the street!

Leigh



Klub Kalender

March:

Thursday 18th:- CLUB VW MONTHLY MEETING at the Greyhound Social Club, 140 Rookwood Rd., Yagoona (right next to

Potts Park). Get the latest VW news and views, plus VW socialising, drinks, films, trivia, and plenty of prizes. **Lots of fun, all welcome. 8:00 p.m.**

April:

Thursday 8th:- Committee Meeting at the Greyhound Social Club, 140 Rookwood Rd., Yagoona (right next to Potts Park). This is the permanent venue for all future meetings.

Easter Saturday 10th & Easter Sunday 11th: VW NATIONALS 2004. See page 3 for more details.

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, films, trivia, and plenty of prizes. **Lots of fun, all welcome. 8:00**

May:

Sunday 2nd:- Blast From The Past at Great Southern Hotel, Berri, hosted by Shoalhaven VW Club. \$10 per show car entry, or gold coin for visitors. 8:30am for show cars, gates open 10am to the public. Great raffle prizes. Berry County Fair also on there. For more info ring Sue on (02) 4448 7415 or 0401 663911, or Paul on (02) 4423 0658.

Thursday 6th:- Cut-off date for articles, letters, for sales etc to go in the next issue of Zeitschrift.

Thursday 13th:- Committee Meeting at the Greyhound Social Club, 140 Rookwood Rd., Yagoona (right next to Potts Park). This is the permanent venue for all future meetings.

Sunday 16th:- NSW Hillclimb Championship, Round 4, at Huntley Hillclimb, Huntley Rd, West Dapto. Come & see the VWs fly! Starts 9.00 am. For further info call Wayne Penrose on (02) 42725644.

Sunday 16th:- Charity Car Show at Camden Showgrounds. A great family day with rides for the kids, food stalls and lots of trophies and cash prizes for the car categories. Gates open 7am to 11.30am for entrants. Entry fee for judging is \$5-00 per car and entry to the grounds is \$5-00 for adults and \$2-00 for children. For more info, email me at knielsen@lifesaver.org.au

Thursday 20th:- CLUB VW MONTHLY MEETING at the Greyhound Social Club, 140 Rookwood Rd., Yagoona (right next to Potts Park). Get the latest VW news and views, plus VW socialising, drinks, films, trivia, and plenty of prizes. **Lots of fun, all welcome. 8:00pm.**

Sunday 30th:- Day trip to Blackheath. We meet at the Prospect Hotel on the Great Western Highway, Prospect (almost opposite Blacktown Rd and adjacent to Klunies Ross Drive) at 8.00am leave 8.30am.

The first stop is at Evans lookout, about 1 ½ hours drive and approx 87km, Then we drive to Govett's Leap (named after William Govett in the 1830's) where we can admire the spectacular views of the Grose Valley below and the streams which make their way into inaccessible gullies.

We stop for lunch at the Gardeners Inn, Blackheath at 1.00 pm. Governor Macquarie passing the area wrote: This place having a black wild appearance, I have this day named it Black-heath.

If we have time after lunch we will visit the Farm House at Megalong Valley about 20 minutes on the other side of Blackheath. Please note lunch at the Inn and visit to the Farm by appointment only so we will need to know number of people interested.

June:

Thursday 3rd:- Cut-off date for articles, letters, for sales etc to go in the next issue of Zeitschrift.

Thursday 10th:- Committee Meeting at the Greyhound Social Club, 140 Rookwood Rd., Yagoona (right next to Potts Park). This is the permanent venue for all future meetings.

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, films, trivia, and plenty of prizes. **Lots of fun, all welcome. 8:00pm.**

July:

Thursday 8th:- Committee Meeting at the Greyhound Social Club, 140 Rookwood Rd., Yagoona (right next to Potts Park). This is the permanent venue for all future meetings.

Sunday 11th:- Huntley Hillclimb, Huntley Rd West Dapto. Come & see the VWs fly! Starts 9.00 am. For further info call Wayne Penrose (02) 4272 5644

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, films, trivia, and plenty of prizes. **Lots of fun, all welcome. 8:00pm.**

September:

Saturday-Sunday 25th-26th:- 3rd annual Canberra Weekend. Saturday is cruise and picnic from 12pm, Sunday is show n shine from 8:30am. Come on down for a fantastic weekend away with other Dub enthusiasts. Enquiries to Steve Crispin, 0419 429 453 or stevecrispin@hotmail.com

Marktplatz

Classifieds are free to Club VeeDub Sydney members, and \$10.00 each for non-club members. Ads will appear for two months, or longer if requested.

All ads will also be published on our club website, www.clubvw.org.au Photos can be included on the website but not in Zeitschrift. Photos for ads can be posted to or emailed to us at webmaster@clubvw.org.au

PLEASE NOTE: *All classifieds will first appear in our club magazine to give our club members first chance to see them. They will then be transferred to the club website on the 3rd Thursday of the month. Non members can post a cheque or money order for \$10.00 to: Club VeeDub Sydney Inc. c\ - 14 Willoughby Cct Grassmere NSW 2570.*

For Sale:- 1966 Bahama Blue Beetle, runs well, body in reasonable condition, 12 volt system otherwise unmodified, a collectors item VW660 \$3500 contact Brian 0412-015-076 (02) 9600-6417.

brian_catherine2003@yahoo.com.au

Wanted:- Old Gregory's Sydney Street Directories. I'm looking for editions from 2002, the early and late 1990s, early and late 1980s and the late 1970s. I already have some from the early 1970s and late 1960s, so if you have any others I would be interested. Especially if you have one from the 1950s you want to part with! Check your garage, your old bookcases, your glovebox and under your VW seats and let me know what you have. Ring Phil on 0412 786 339.

For Sale:- Window parts. 2 second-hand quarter windows with rubbers; 1 new quarter window with no rubber; 1 flat sheet of window glass where quarter window is used. All to suit rear side window of 1977 VW Microbus. Contact Albert Renshaw (02) 9816 1846

For Sale:- VW Kombi 1979/80 Campmobile, 2 litre, as new versatile factory fit out, including inside/outside stove unit, table, fridge and dual batteries. As new free standing annex, body carefully maintained, mechanically maintained by expert VW enthusiasts, log books, travelled 224,000 Km, New heads (unleaded) and rings. Immaculate condition- looks great and runs beautifully, rare vehicle, registered until Oct 04, Asking \$9900.00 Contact Paul on (02) 4396 5606

For Sale:- VW Kombi 1967 model \$16,000 o.n.o . I've owned this Kombi for 6 years it has been all over Australia and never missed a beat eg; I travelled to the Hay plain on the 2nd of Jan this year. We did 5000 km in temps from 35 to 48 degrees C, averaging 100 km/h, in 3 days loaded with camping, photographic gear

and 4 people. This car is totally reliable and ensures you always arrive in style! The bus has been serviced 4 times a year by VW pros. I have also done the majority of the modification work, having been doing so to Beetles and Kombis for 15 years. The car consists of the following features: Green and cream paint work in good condition. No rust. Rego Sept 2004. Good Tyres, 195/65R15. Koni shocks front/KYB Rear. 1969 beam with adjusters, supplied by Indian Auto. 100 watt bulbs and spottys. Tacho/temp gauges. Alternator/twin batteries. 6 CD stacker 5 speakers. Honda Prelude drivers seat/Toyota bench. Removable bed. Original front and rear seats for 9 in excellent condition. Timber paneling, green carpet/curtains. 1600 twin port with Kadrons, extracters, 009 dizzy and Type 4 oil cooler. This motor is bullet proof and will sit on 120km/h all day. I've overtaken 2-litre Kombis up Bulli pass! Full length roof rack. Heaps of spare parts. I will be selling the car with new paint, wheel bearings and brake shoes apart from a little play in the steering box this car is rock solid so no tyre kickers please! I need the bucks! My details are John Stuart de Meur, (02) 9410 0515. Only serious people please!

For Sale:- VW Beetle, 1976 ball-joint \$7000.00 ono New white bare metal respray New carpet/headliner BMW seats, front Tacho, temp and oil pressure gauges 1500 single port motor 2 years old Good tyres wide steel wheels Lowered cut/shut, 8mm caster shims and German ball joints Serviced 4 times a year KYBs all round New rubbers No rust My details are John Stuart de Meur on (02) 9410 0515. Great car, only serious people please!

For Sale:- 1969 Beetle, Red, Manual, Genuine Factory wind back Sunroof model, Cal one piece front windows, rear opening windows, 1835 with twin Kadrons, Performance Mags with near new tyres, Grey / Black Custom Interior, Scat shifter, CD Player, Immaculate condition Rego March 2004. Asking \$9500.00 ONO. Call Tammie 0438 292 443

For Sale:- 1968 VW Beetle, restorer's dream, unfinished project, been completely stripped, resprayed in new VW green, motor rebuilt by Stan Pobjoy, heaps of spares, spent \$9,000, sell \$3,500 ono. Phone 0427 699 660 or 02 6962 2314.

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For Sale:- Number plates "DUBBIE", asking \$3990 ono for them. Call 0421910469

For Sale:- 1978 VW Beetle Cabriolet. I bought the car in 2000 from California and spent 18 months restoring it. It's a Sunday driver and not every Sunday in fact it would be lucky to do 800k a year. It was a body-off restoration carried out at my good friend John Harris's shop at Laguna on the Central Coast. Body off resto, new convertible floors, conversion to RHD using local parts including RHD wiper sweep. Outside the car is painted in a factory Ghia yellow and has new body moulding, running boards, rubbers and chrome. Inside it has new carpet, door panels, cranks, door-handles, wood-rim steering wheel, stereo, Hyundai buckets from a 2yr old wreck as well as a completely new top (inner and outer) with rubbers, foam and webbing. The motor and gearbox are strong but we put in a new clutch and engine mounts. Car has extractors with a sports muffler under the rear drivers mudguard. The car runs on Rivas with new tyres but if the buyers prefers, I have the original factory star wheels. The car is a glamour and is an appreciating classic. To buy, import and do all this work on a similar car would cost heaps. Someone else needs to enjoy my hard work. This car is a great cruiser and get loads of attention around the beach side areas, you to can be a star. I'm asking \$18,000 and can be contacted on 4325 2683 / 0418 248 288 anytime OR dglover@iprimus.com.au

For Sale:- VW Beetle Cabriolet. 1975 Genuine factory convertible. Restored condition. JT-2001. Phone (02) 4321 0559 or 0419 185527. Cheers, Daniel Tritton.

For Sale:- Beetle parts, suit 61-67 model beetles, rechromed front and rear bumper overriders, drivers side door handle and lock, pair of tail lights complete with chrome rings and lenses, Hub caps, clutch cable suit 1200cc beetle and service manual printed in german.

Contact Paul on (02) 4392 2711.

For Sale:- Type 3 parts. Help! I had just finished a partial resto on a 1964 Type 3 sedan, was ready to sell it, and then SMASH! So now I have some parts for sale.

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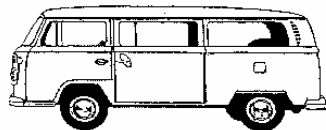
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New location, 19 Hobart Street Riverstone NSW 2765

Wanted

Your add in this space.

The cost for 11 months is \$100,
this does not include the annual

VW Nationals program.

Contact Steve on (02) 9153 6782

German/Euro style wheel setup (will fit type 3 or beetle) \$1,500 the lot -includes: 16 x 7 inch aftermarket "Supertourismo" style alloy wheels, Half worn (215x45) Bridgestone Potenza's. New front discs drilled for above wheel p.c.d. New rear hubs drilled for above wheel p.c.d. Good rear drums.

Brake setup \$400 - includes: new front callipers, new rear drum cylinders & new master cylinder

Type 3 floor pan \$1,500: RUST FREE Like new, with fresh factory grey paint

Custom Type 3 IRS rear frame with horns \$800 includes: IRS pockets welded into swing axle frame, IRS arms, Type 3 station wagon torsion springs, New Urethane spring plate bushes, New Urethane IRS arm bushes, Drum backing plates. Every part freshly powder coated in satin black!

Custom type 3 dash pod \$50

Custom seat mounts and back tilt "import" seats \$400: Seats are from Jap import very comfortable, suit 2 door cars. Frames are very sturdy and freshly powder coated in satin black.

Sparco "Chrono" steering wheel and adapter boss \$350.

Good window and body seals:

Door seals - \$50 ea.

Bonnet and Boot seals - \$20 ea.

Windscreen seal - \$30

Contact Stuart 0419 986 988.

For Sale: Brand-new 2004 Last-Edition Mexican VW Beetle. My name is Juan Sahagun. I live in Guadalajara, Mexico. I am contacting you after finding your Club Veedub webpage on the net. I want to know is anyone in Australia is interested in purchasing a brand-new 2004 Last Edition Beetle. The car is Harvest Moon yellow with black interior, white sidewall tyres and all the last edition accessories. The car is instorage since new, away from the sun and rain. It has not even got registered in the Mexican DMV. Car has complete clean papers. Can you please let me know if somebody is interested in the car over there, and have contacts to ship the car to Australia with all the law requirements. I have posted the car at www.thesamba.com/vw/classifieds/index.mv?alert+200402081237527787

This is where you can see it.

Regards, juan_sahagun3@hotmail.com

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For Sale:- 1967 Karmann Ghia, \$22,000 ono must sell, 1600cc engine, original right hand drive, first of disc brake ball joint front suspension, 12 volt factory standard reconditioned engine 15,000 km old, re spray 18 months old, ruby red with white interior, 6 months rego email pics available on request contact Heidi 0404 864200

For Sale:- 1972 Superbug, one owner, original receipts and documentation, 15 millionth series, travelled 252,000 miles. Original white paint in excellent condition, original engine block, and I/D numbers, serviced every 3,000 miles, registered to 9/04 Vehicle has lived in Canberra all its life, workshop manual supplied, Genuine reason for sale, Photos available. Asking \$4500.00 ONO, Please contact 02 6288 8037 for further details.

For Sale:- VW Kombi Twin Cab Ute, white, one owner for the past 15 years. Excellent condition. 2 litre engine, new heads, 138,000km on this engine. New ball joints. Full respray (approx. 3 years old) 2 pack VW kombi white. New upholstery on front seats, tinted windows, tarp, radio tape player. Price \$8900. manual, 3 doors. Please email ruthclarke@dodo.com.au or phone Wayne Clarke on 0244713468.

For Sale:- Yellow 1976 Kombi Campervan, 2.0 Litre fuel injected. Refit includes new fridge, microwave, cupboards, sink, carpeted interior, slimline venetians on windows, Campmobile annex included ad pack rack, new Velo racing seats, Mangels 356 chrome show wheels and Sunraysia wheels, 240V and 12V lighting ad towbar, South Australian Rego till July 04 genuine reason for sale\$ 7500.00. Contact Kim on 0417 851 754

For Sale:- Silver 1974 Beetle, lowered, Koni shocks, 4 wheel discs, Simmonds mags, 195x50x15 and 205x50x15, Berg shifter, wood rimmed steering wheel, 1916 Pobjoy Steroids motor including oil cooler and manual electric fan, South Australian Rego till July 04 genuine reason for sale \$5,500.00. Contact Kim on 0417 851 754

For Sale:- 1973 L model (1303) 1600 Superbug, original white in colour, engine

Trade and services directory



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reconditioned 5 years ago, 11 months registration BUG73M, in very good condition, all service and repair history available for the past 4 years. Car is located in Maitland area, asking \$3000.00 ONO contact Ray on 02 49 33 3377 or email rayrae@idl.com.au

For Sale:- 1966 1300 Deluxe Beetle In good, beautifully presented, more-or-less original condition. This classic car has been well maintained and driven daily in my six-year ownership. Basically original but 12 volt power, seat belts and wide rims and tyres are the only modifications. It's great fun to drive, runs well and never fails to attract admiration and affection. The KDF 066 number plate is a great conversation-starter. Colour is Panama Beige with tan interior. The odometer says 95,000 miles, and it's registered until January 2005. \$4,800. Phone: 02 4759 2096 or email: rigvee@hermes.net.au

Wrecking:- 1976 Volkswagen Beetle - most parts available including mag wheels. Contact Graham Ingram on ph: 02 44411166 or email: ingram@shoal.net.au

Wanted:- Twin Kadron Carbies to suit 1600 twin port motor - must be complete and in good condition. Also **Front and Rear after market Sway Bars to suit 1973 model 'L' Bug** Contact Graham Ingram on ph: 02 44411166 or email: ingram@shoal.net.au

For Sale:- Aug 1976 VW Beetle, Flipper Blue in colour. Good original condition, straight body some rust in the usual beetle places.

Original owners manual and fan belt. 5 Michelin tyres and 4 KYB gas shocks. Original VW carpet, door panels replaced with black and grey velour panels (easily changed back). 10,000km ago a new clutch kit and cable were installed. 18 months ago new front disc callipers and pads were installed. The paint is cracking in places, a great car for a restoration as it is complete and road worthy. Rego till 18th May 2004. I have owned it for the last 10 years, serviced by VW specialists. Have to sell it reluctantly as I now have to park it on the street. Serious buyers asking \$2900 neg ,its been a great daily driver. Contact Hans, Ph 02 9586 4407 or email:

hansrfengelhardt@yahoo.com.au

For Sale:- VW TS 1600 fastback (approx 1967) Black. Rego expired 2003. Needs work. \$800 or best offer in current condition. Newcastle. 49 561883

For Sale:- 12 Volt Electric wheel chair hoist WYMO brand, all stainless construction, sits on roof rack (included) fits any vehicle includes wiring harness asking \$1200.00 or best offer. Please call Tony on 02 97573743, mobile 0402 560 054 or email tonyshelly@hotmail.com.

For Sale:- 1973 VW Kombi, red postie van, original condition with tare weight markings and 1600 motor. New rear wheel cylinders, new clutch kit, machined flywheel and main seal. Recently unregistered easy reregister any offer considered. Please call Tony on 02 97573743, mobile 0402 560 054 or email tonyshelly@hotmail.com.

For Sale:- 1975 Suberbug L 1600cc, excellent condition. \$5500 ono, JFW 730, Marion. Phone 99041190. My address is 98 Wycombe Road, Neutral Bay NSW 2089

For reluctant sale:- 1982 Kombi. 8 seats. Last of the 2-litre fuel injected air cooled and an absolutely bullet proof cruise machine, excellent condition. No rust. Nothing to spend. I am only the 4th owner, the last one being the little old ladies who owned it for 8 years. I love this thing but unfortunately something has got to go. \$7,000 or pretty close to it. We are keeping the beetle though! Call Jim on 02 64944119 or email me at:

bournda@asitis.net.au

Neues Aus Deutschland

VW Golf 30 Years Old

Wolfsburg. In 2004 the Golf turns 30 years old. That gives Volkswagen an opportunity to add all the most in-demand extras into the Golf in a series of special offers until 30th September this year. For example, an air conditioning system acts with semiautomatic regulation around the Climatic. Also the surcharge for the Climatronic is clearly more favorable now, priced 300 euro less than normal. With both systems the customer is in the advantage with a total saving of 1225 euro.

New Audi A6:

A prestige model with a fresh look



Ingolstadt. AUDI shows its new face. At the Geneva automobile show (2 until 14 March) Audi introduced the completely revised A6. With new "Single frame" grille design, new engines like the V6 FSI and new chassis design, the A6 moves still closer to its large brother A8. The motor range begins with the 2.0 TDI with 140 HP up to the 335 HP strong V8 in the 4.2 quattro. With 33000 euro the V6 entry model costs the same as its predecessor, in spite of the new technical highlights like dynamic curve lights (adaptive lights) and MultiMedia interface. With higher spec models Audi is even speaking of an equipment-set price reduction of 2.5 percent.

New Prices for Volkswagens

Wolfsburg. To 29.12.2003 VOLKSWAGEN

increased the prices for all models, except for the new 5th-generation Golf.

On average the price increase across the range was 1.6 per cent, but Wolfsburg excluded



the new Golf V from the price changes.

Here the new prices for the basis models of the respective model rows (old prices in parentheses): Lupo 1,0 - 10150 euro (9995 euro), Polo 1,2 - 11175 euro (11000 euro), gulf Variant 1,4 - 17275 euro (16995 euro), Bora 1,4 - 17825 euro (17545 euro), Bora Variant 1,6 - 20400 euro (20050 euro), Touran 1,6 - 20075 euro (19950 euro), new Beetle 1,4 - 15925 euro (15675 euro), new Beetle Cabrio 2,0 - 20075 euro (19750 euro), Passat 1,6 - 21650 euro (21300 euro), Passat Variant 1,6 - 22750 euro (22375 euro), Sharan 2,0 - 26250 euro (25850 euro), Touareg R5 - 39100 Euro (38400 euro), Phaeton V6 - 58250 euro (57300 euro). All quotations without guarantee.

Note—To convert euro to Australian dollars, multiply the euro figure by 1.6

Premiere—The New Golf V

Wolfsburg. The fifth generation of the Golf, the most successful German automobile of all time, debuted in autumn 2003. Design and technology present themselves more obviously and more dynamically than ever before. The new one is unmistakable at first sight as the original model Golf once was, but the new design, with its characteristic C-column, the strong tail, which stresses a sporty front portion to the rear rising silhouette shows new dynamics. Since its debut almost three decades ago the Golf is as unmistakable as a finger print. One of the secrets of its world-wide success (so far more than 22 million examples have been sold) that Volkswagen engineered the Gold to be a distinctive and direct successor

to the Beetle, with the same popularity and with its many fans. Now for the first time the fifth Golf shown also ties to this uniqueness, no matter how more visually or technically



different it may be.

For the market debut, Volkswagen presented three levels of equipment and fitting levels, already known as Trendline, Comfortline and SportLine. All feature a comprehensive comfort and safety equipment list including six airbags, five head restraints (active in front) and three point static belts, a re-developed safety steering column and pedal assembly to improve crash protection.

The Golf V body is more broad (+ 24 mm), higher (+ 39 mm) and longer (+ 57 mm), and offers clearly more space, particularly in the rear and the boot (347 litres). In terms of static rigidity the body was improved by 80 per cent. Just as sportily as comfortably Volkswagen coordinated the new dynamic safety chassis. A strongly optimized shock absorbing axle provides perfect guidance in front; in the back a newly-developed multi-steering wheel axle is used. The handling and comfort characteristics are perfected by a likewise completely new electro-mechanical power steering system. The Golf has the newest generation of ESP and braking assistant. The basis for very good stopping is a newly conceived brake assembly with optimized cooling.

The new leader in things of economy and and thriftiness is the 2,0 TDI with an output of 140 HP. The four-valve four-cylinder is switched via new six-course transmission or direct transmission (DSG). Also in this case the six-speed transmission is available in series; optionally the driver leaves the switching work of a six-course mechanism. Altogether the Golf is introduced onto the market with four engines – two petrol engines (75 HP and 1,6 FSI with

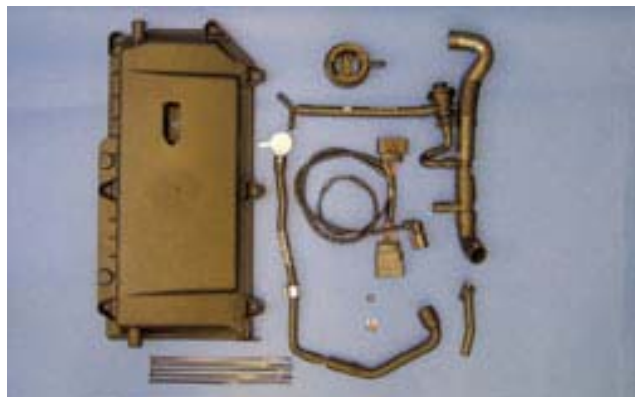
115 HP) as well as two TDI (105 HP and 140 HP) – offered. Four further motors will follow briefly afterwards, among them two FSI engines and a SDI.

Fair trading regulation for ice damage to Volkswagen engines

Ice can provide enormous mischief in the oil circulation of engines. This has been shown in past European winters, when drivers of some Lupo, Polo and Golf models were reporting severe engine damage in extreme cases. What had happened there?

After a long investigation it turned out that for model year 1997 VW manufactured engines of 1.0-litre capacity in which condensation in the oiling system could freeze. Larger engine blocks of 1.3 and 1.4-litres could also see the phenomenon in longer frost periods with much short-distance driving. At temperatures below minus eight degrees C, an ice block could form, which then settles in the oil pan just before the suction screen of the oil pump. In consequence the oil pressure is suspended, which can lead to the damage to the engine. Usually, however, this only happened if the driver ignores a lighting up of the oil pressure control light and the acoustic warning signal, which warn of too small or completely failed oil pressure.

Similarly, as in days of carburetors and the icing of the intake manifold, the problem does not show itself very simply, as the ice mass will thaw away in a warm workshop before the problem is actually observed. The engine oil



pressure is immediately again present thereafter.

The fact that the problem is more serious in the modern aluminum engines essentially is because of the used material. Aluminum cools down much faster than usual grey cast iron and

stretches around nearly the double when heating up. In the cooler engine therefore there will be more condensation forming, which partly arrives because of the necessarily larger play of piston to down into the oil pan. It was probably not conscious to the technical designers at first that one needs to combat the problem only with a more effective crank case aeration. Volkswagen must leave itself open to reproach now that the problem has become known, and customers informed. One now accepted that and VW granted all customer a 100 percent fair trading should damage until a vehicle age of 10 years, without a kilometre delimitation! The engines with aluminum engine mount of model years are concerned 1997 to 2002.

A condition is however that the inspections and oil change intervals planned in the service schedule were expertly implemented. Also those customers are to profit from to who so far after an ice damage the full fair trading regulation was granted only partly or not at all, even if for example the oil change were accomplished as can be prove times outside of the treaty system place. In addition everyone may be able the new electrically heated crank case exhaust to be inserted in the next months free of charge.

The best in the end:
With a "Load Edition" VW sends the T4 Multivan to retirement

Hanover: The year is 1992: Volkswagen Commercial Vehicles put the Limited Load Edition for the final of the T3 up for sale. Within the shortest time the 2500 produced were all sold, although the T4 at that time had already been two years on the market. 2003: With the new Multivan special model "Last Edition" now the T4 puts down its final model on the market. Visually the special final model is spotted by its distinctive paint colours, such as Inky blue Perl effect, Urbangrey Metallic, Black Magic Perl effect or reflex silver Metallic, all of which show the outgoing final T4 from his best side. Sporty accents include a set a 16-inch light alloy wheels and 225/60- tyres. The sporty-noble impression is continued in the interior with leather For an additional surcharge a full leather interior is available. Numerous well-being feeling extras as height and inclination-adjustable head restraints, seat heating and

swivel mounted seats for drivers and front seat passengers, an additional adjustable seat bolster in the second row and sleep pad in the baggage compartment make the "Last Edition" the ultimate long-distance Van. Climatronic, radio gamma, multi-function display in the instrument panel and Tempomat round the



special model off.

For the T4 Multivan "Last Edition" there is strong TDI for 36185 euro as 100 HP and as 150 HP Diesels at the price of 38560 euro. The Top version with 204 HP strong 2,8-Liter-V6-Benziner costs 43325 euro.

Touareg: How do you say it?

Volkswagen's 'first ever 4x4' (according to ignorant advertising writers), the Touareg, was released for Australian sale in 2003. Co-designed with Porsche (their similar model is called the Cayenne), it is available with a choice of V6, V8 or turbo diesel V10 and is priced from \$A68,000 to well over \$100,000 for the top model. The Touareg recently won Overlander Magazine's 4WD Of The Year award (see last month's Zeitschrift). It won the award thanks to its excellent off-road ability, on-road dynamics,



refinement and performance.

Since the early 1970s VW has generally named their models after winds; the Golf (Gulf Stream), Passat (Trade Wind), Jetta, Vento, Scirocco and Bora are examples. Not all of course; the Polo, Lupo and Phaeton are exceptions. Well, what about this big four-wheel



drive thing then? What on earth is a 'Touareg'?

In English, the word is spelled 'Tuareg', and if you look in an encyclopedia such as the Britannica, that's where you'll find it, although it can also be spelled Twareg (there's a hint for the right pronunciation).

The Tuareg are a desert people of the Sahara, north Africa. The French colonised most of that part of the world, and in French the word is spelled TOUAREG.

The Tuareg are Berber-speaking pastoralists who inhabit an area in North Africa ranging from Touat in Algeria and Ghudamis in Libya, to northern Nigeria and from Fezzan, Libya, to Timbuktu, Mali. They are the typical veiled or cloaked, camel-riding Sahara natives of Hollywood fame.

Their political organizations extend across national boundaries. In the late 20th century there were estimated to be 900,000 Tuareg. There has been some speculation that they were originally pushed into the desert from the Atlas area by the Arab advance from the east. In southern areas the Tuareg are not the majority of the population, and share their existence with other nomads like the Fulanis as well as sedentary people such as the Hausas, Djermas and Songhai.

The northern Tuareg live mainly in true desert country, whereas the southerners live primarily in steppe and savanna. The Tuareg consist of confederations including the Ahaggar (Hoggar) and Azjer (Ajjer) in the north and the Asben (Aïr Tuareg), Ifora, Itesen (Kel Geres), Aulliminden, and Kel Tademaket in the south.

The southerners breed zebu cattle and camels, some of which are sold to the northern Tuareg. There are altogether some eight main groups of Tuareg, occupying different areas of the Sahara.

Raiding of caravans and travelers was important in pre-European times, as was caravan trading, which declined with the introduction of motor vehicles. Droughts across southern Mauritania, Senegal, Niger, Burkina Faso (Upper Volta), and Chad in the 1970s and '80s both reduced the numbers of the southern Tuareg and eroded their traditional pastoral way of life.

Tuareg society is traditionally feudal, ranging from nobles, through clergy, vassals, and artisans, to labourers (once slaves). The conventional Tuareg dwelling is a tent of red-dyed skin (sometimes replaced in the later 20th century with plastic). Traditional weapons include two-edged swords, sheathed daggers, iron lances, and leather shields. Adult males wear a blue veil in the presence of women, strangers, and in-laws, but that practice began to be abandoned with urbanization. They have preserved a peculiar script (tifinagh) related to that used by ancient Libyans.

At the Sydney Motor Show in late 2003, several local sales people were saying 'twah-reg', while one of VW's German sales girls was saying 'Tour-eg'. Most of the motoring journos seem to say 'tour-eg', as do VW dealers today. They are wrong.

Being a French word (VW uses the French spelling, Touareg), it should be pronounced as the French do:

TWAH-REG

At least it's better than the obvious derogatory nickname, toe-rag (you are free to make up others of your own choice)



The Toy Department

Richard Thackerson has a long affiliation with Club VW Sydney, having lived in Australia in the early 90's and frequented our various VW club scenes under the guidance and friendship of Phill Lander, among many others.

Richard is also a loyal VW model collector now back residing in his home country in the USA.

He kindly forwarded these images of a rarely talked about VW model, the schwimmwagen. This 1:6 model was a G.I Joe model, which the owner has refitted, and put in a dual remote control, drive system for the wheels.



It was also timely that I also found at my local market this Play art schwimmwagen in 1/87 scale. It would be rare, and would complement the Kübelwagen of the same era also by Play art.



He then added a remote control boat motor, and all the radio gear plus all the detailing, including realistic wood duck boards. This baby goes off road 4X4 and into to water.



For more info on this great creation and other amphibious crafts visit <http://schwimmwagen>.

Toy
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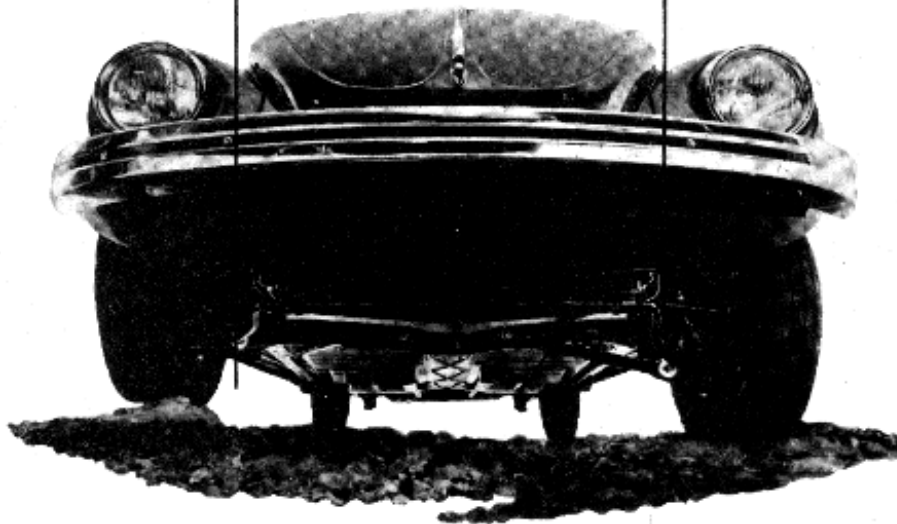
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ST&P 22 123

Superbug triumphs in the never ending battle against the evils of the road!

We're onto a wider, surer track up front so you stay on the track.

A Porsche-type double-joint rear axle is standard. Standard Porsche-type handling.



Volkswagens have always been able to go places most other cars can't (better traction from an engine in the back).

But now there's a Volkswagen that goes even better, wherever it goes.

It's called the Superbug and the road hasn't been born that can lick it.

The front wheel track has been widened 2.5" and boasts a new coil-spring, strutted suspension.

Besides better handling this helps cut the bug's turning circle by 5ft and adds 85% more space to the boot (some fringe benefits).

At the other end is a Porsche-type double-joint rear axle.

It keeps the rear wheels sticking to their job no matter how rough the going gets.

The bug has always been a safe car; Superbug's new suspension system and beefier 1600cc engine will make it a little easier to stay out of trouble.

Test drive the Superbug manual or automatic stick-shift or the improved VW 1300, Superbug's smaller brother.

See your Volkswagen dealer and fight the good fight.



Volkswagen Australia Pty. Ltd.
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VWN495

Old NSW Race Tracks

It's astounding how many motor racing circuits have been used over the years. Equally amazing is the number that still exist, if you know where to look for them.

It is still possible to drive around many long-dead NSW racing circuits such as Orange's Gnoo Blas, some of which have changed little since they were first used. It's also possible to find the remains of others, famous in their day, but now decaying in the sunshine. Much of Warwick Farm and Catalina Park still exist, and fragments of Mount Druitt. Others have been completely swallowed by development and rebuilding, and exist only in memory. Here are some of the most famous, with maps to help you find them.

Brooklands, Werrington

In the years after WW1 there was a spate of super-speedway construction in Sydney, inspired no doubt by England's famous Brooklands track. There was of course Maroubra, known as Olympia Motor Speedway, and the one mile Penrith Speedway. In the 1920s a giant speedway was announced, to be known as 'Brooklands', to be built at Werrington.

It was built in a paddock on the Western Highway not far from Werrington station, and consisted of two banked semicircular ends joined by two short straights. And there, mysteriously, it ended. Nobody ever raced at Brooklands.

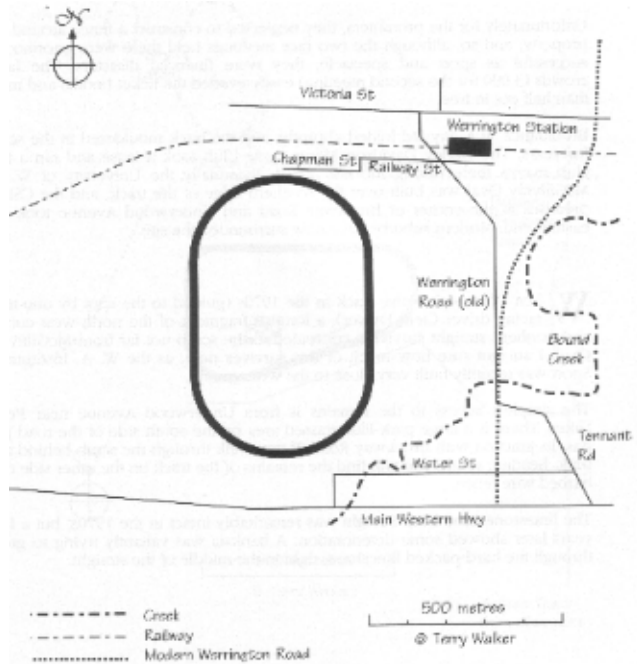
For more than fifty years the huge speedway lay unused, never quite completed. It is clearly visible in 1940s air photos, from which the drawing is made. It even shows on 1940s One-Mile Army Ordnance Survey Maps as 'Brooklands'.

Eventually, the Cobham Remand Home was built on the south end of the site, obliterating the south banking. In photos taken at the time of protests against the building of the centre, the derelict banking could be seen in the background. More recently, the Nepean Campus of the University of Western Sydney has occupied the rest of the site.

It is not clear if the north banking has been demolished to this day, as the present campus buildings are nowhere near it. The best approach is via Rance Street (which used to be

Werrington Road) via Walker Street and Chapman Street. The end of the Chapman St cul-de-sac is very close to the north banking.

The map shows the layout in about 1945, with the new Werrington Road shown dotted. As no race was ever run, no start-finish line is shown, nor a direction arrow. It is likely the track was intended to be anti-clockwise, with the start line half-way down the eastern straight.



Catalina Park, Katoomba

The Blue Mountains Sporting Drivers' Club started work on the 1.3 mile Catalina Park circuit as early as 1954. When the Speedway Act closed down almost all circuits in NSW except for Mount Panorama, the ARDC began to take a keen interest in this circuit. It could easily comply with the Act, and the ARDC promoted all meetings there after the official opening in 1960.

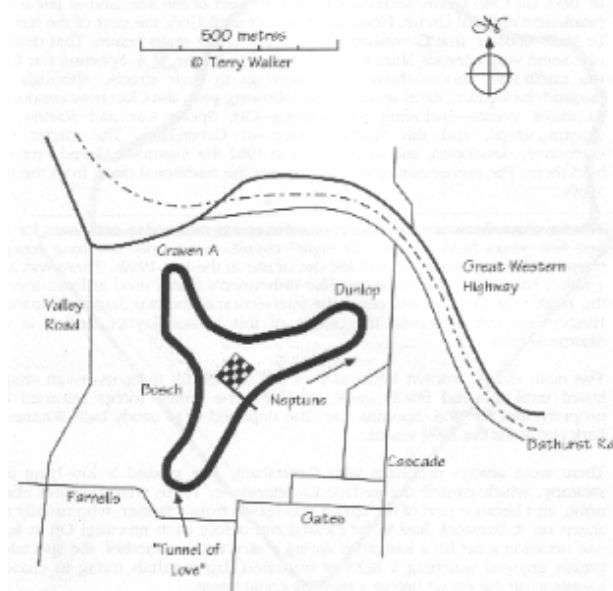
The circuit was built at the bottom of a valley with very steep sides, and the run from Craven A Corner to Bosch Corner was steeply downhill and very fast.

The circuit closed in 1969, for complex reasons involving the owners (BMSDC), promoters (ARDC) and the local council. There were occasional moves to reopen the track but it remains extremely unlikely this will ever happen. The nearest it got to re-opening was the short-lived TV Rallycross rage of the early 1970s, when a number of VW dominated dirt events were held in the infield before the rage ended.

It has recently been revived and used for the first-ever Australian Touring Car speed events such as lap dashes, and in 1993 for the Bol d'Or, a 'race' meeting for historic cars. The 1994 Bol 'Dor was successfully completed in November.

The all-time lap record of 53.6 seconds (86.8 mph) was set by Leo Geoghegan in his 2.5-litre Lotus Repco V8 race car, a major improvement on the record set at the first meeting, 62.9 seconds by Frank Matich in a Lotus Climax 2.5.

Catalina Park still exists, its bitumen surface in excellent condition. In the late 1970s the timing tower still stood, although in derelict condition. You cannot drive around the track, as it is locked up when not in use to prevent hooning and vandalising. You can, however, walk or cycle around it. It is a shame it cannot be used for regular races, but modern safety standards have tightened up considerably since

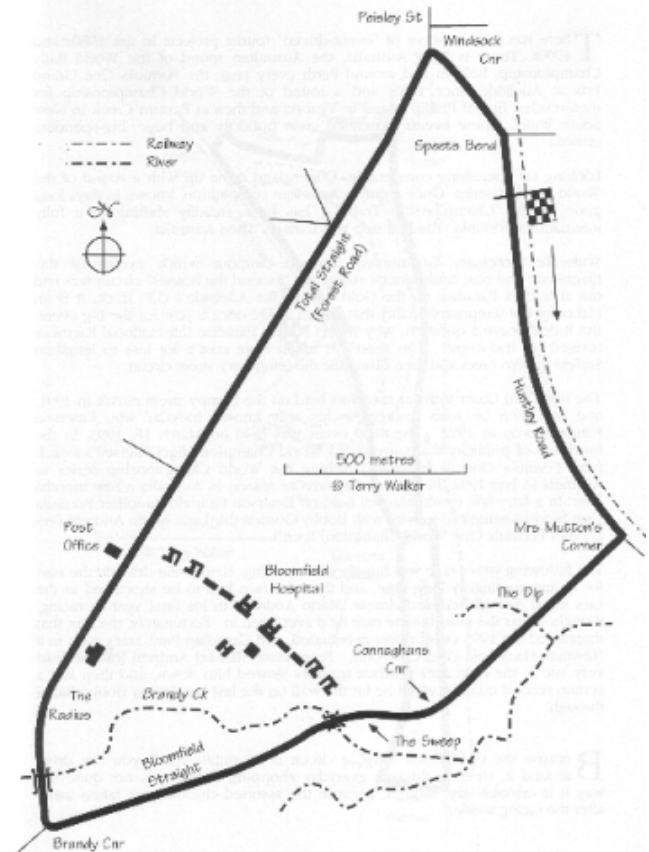


Catalina Park closed.
Gnoo Blas, Orange

The Gnoo Blas circuit was a community project for the people of Orange, when the Australian Sporting Car Club walked away from Bathurst to start a rival circuit.

Gnoo Blas was laid out on a roughly triangular loop of public roads south of the town, and with a lap of 3.75 miles it was only slightly shorter than Mount Panorama. The circuit opened in January 1953 and closed in 1962.

A number of important races were held on this daunting circuit in its short life, including the South Pacific Championship. It also hosted



decided by a single race.

The passage of the Speedway Act led to the slow, painful death of Gnoo Blas, a death by a thousand bureaucratic cuts. Speedway Act safety fences were built, and niggling alteration after niggling alteration was made to conform to the ever-changing whims of the body who enforced the rules (the Police), but in the end the circuit was forced to close.

Gnoo Blas is beautifully preserved. The Council has elaborately signposted the old circuit, and even the starting grid markings are still visible. A drive around it is quite revealing. The crowd and photographers tended to gather at the start-finish and along the very long straight. The back straight, between Mrs Mutton's Corner and Brandy Corner, was largely ignored but was actually the hairiest part of the track. Connaghan's Corner looks innocent enough on the map but the track is narrow, and only a single strand barb-wire fence lay between the cars and a sudden drop into the adjacent paddock at the right-hand curve. This is immediately followed by a tricky swoop through a dip in the road.

The kink at the end of the long main straight looks a lot tighter from the drivers' seat

than it does in any air photo or map. Cars were at maximum speed as they approached the kink.

The only significant change since the circuit closed is between Brandy Corner and The Radius. That short section, containing a very narrow wooden bridge, has been cut off by a revision of the road junction. The bridge and road are still there though, and if you are on a motorcycle you can thread your way past the barricades and use that stretch too.

Maroubra, Sydney

The Olympia Motor Speedway was constructed in 1925 on 70 acres of land leased from the State government. It cost a whopping £34,000 to build the egg-shaped, steeply banked concrete track, and another £8,000 to install the electric timing gear and scoreboard.

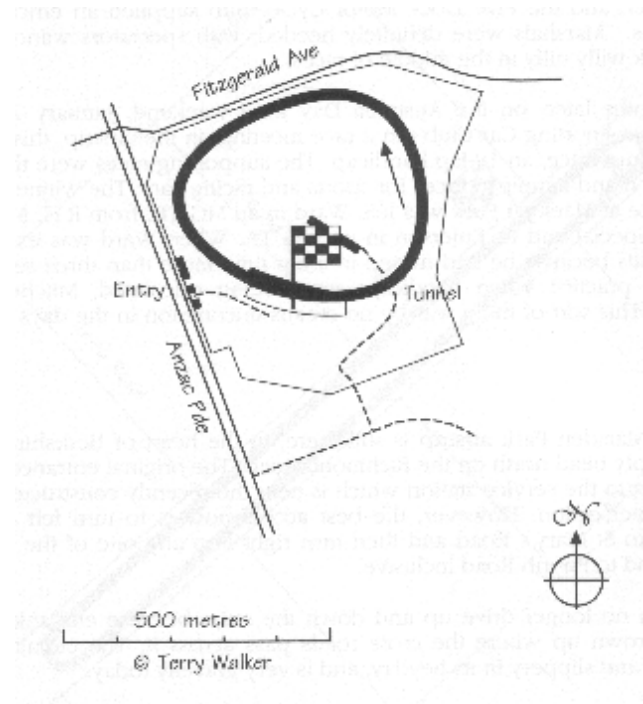
The original company went bust in 1926, and the track was sold at auction to Mr. J.S. Taylor, one of the original shareholders, for £10,850. He sold it to another company, which wanted to turn it into a trotting track but this was opposed by both locals and creditors, who were still owed a fortune. This company also went bust and in November 1927 the circuit was sold to a Mr. G.W. Taylor for a mere £2,500.

Apart from its shady financial history, the circuit saw some very fast and exciting racing. It was officially five-sixths of a mile around on the inside edge of the concrete, and both cars and motorbikes could lap at over 100 mph. Meetings consisted of a series of heats and finals for both cars and bikes. The track was dangerous, as are most high-banked tracks. Experts were alarmed at how close cars got to the top of the banking at high speed, which suggested the curve of the banking wasn't quite right. Some cars did go over the top, such as star driver R.G. 'Phil' Garlick, who went over the top in his supercharged Alvis in January 1927 and was killed instantly.

From late 1926, after floodlights had been installed, Maroubra was run in the evenings, and attracted a considerable following. Eventually, however, the circuit just faded away. By 1930 it was used only for novelty events. The infield occasionally filled with water, and at one cub event there in 1930 most of the infield was a shallow lake. The long garage and other infield buildings were flooded, and in places water lapped against the bottom edge of the concrete bowl. Throughout the 1930s and 1940s the track rotted; sand blew

over the site and snakes basked in the sun on the cracking concrete. By the end of WW2 parts of the bowl had collapsed. In the 1950s the Government developed a housing commission suburb on the site.

The map is drawn from air photos taken in 1930, when the infield was dry. The tunnel and long garage in the centre were clearly visible. Today, nothing whatever remains of the of Maroubra. If you stand in the centre of Coral Sea Park you are in what was once the centre of the circuit. If you drive slowly around Minneapolis Avenue you are probably



following the line of the south-east banking.

Marsden Park, Richmond

The Marsden Park airstrip was the venue for two major meetings in the days just after WW2. The airstrip, confusingly, was actually in nearby Berkshire Park, just beside Richmond Road.

The opening meeting was held on the June long weekend in 1946, under the title 'Victory Day Races'. It was purely a one-day event, with practice in the morning and a series of short sprint races (some only two laps) starting at 1:45pm. The NSWSSC was the promoter, and the Five Dock Motor Cycle Club supplying an efficient body of marshals. These were sorely needed, with spectators wandering across the track willy nilly in the middle of races.

Six months later, on Australia Day 1947, the ASCC ran a meeting on the strip, this time a

long 18-lap handicap feature race. The supporting races were the usual mix of scratch and handicap races for sports and racing cars. The winner of the only long race at Marsden Park was R.S. Ward in an MG TB, but was denied the trophy when he lapped 3 seconds faster than in practice, when the handicaps were calculated. Second placed R.H. Mitchell in an Austin Special was awarded the trophy.

The Marsden Park airstrip is still there, in the heart of Berkshire Park. You simply head north on Richmond Road. The original entrance was next to the service station near the recently constructed Sanctuary Drive intersection. However, the best access now is to turn left off Richmond Road into St Mary's Road, then turn right into any one of the cross roads, First Road to Fourth Road inclusive.

You can no longer drive up and down the strip, because embankments have been thrown up where the cross roads pass across it. The circuit was rather gravelly and slippery in its heyday, and is very gravelly today.

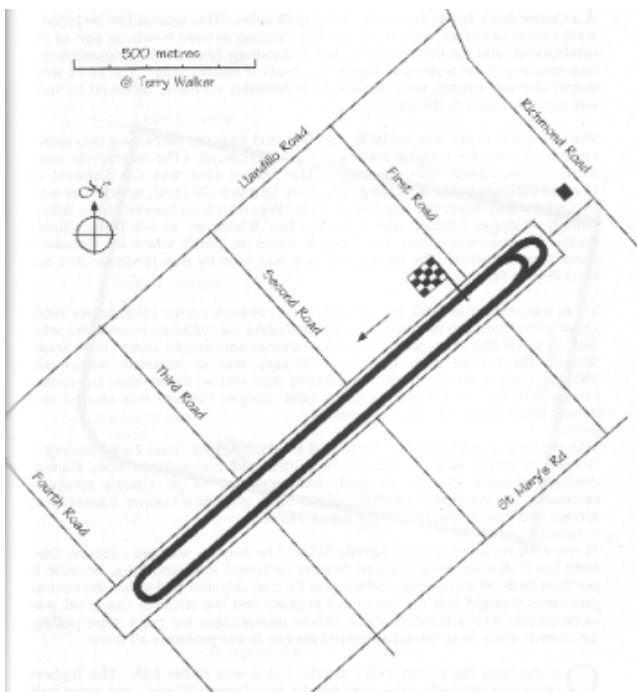
The map is drawn from an excellent and very detailed 1948 air photo, which very clearly shows the two different lengths used for the two major meetings. No, it is not known which

it was soon the 'home' circuit of the newly formed Australian Racing Drivers' Club. At first, the circuit was basically up-and-down the airstrip affair with a roughly 1.5-mile lap. The ARDC's members worked hard over the years, and it was lengthened considerably (to 2.4 miles) during 1951-52, thereby forming the layout shown on the map.

Mount Druitt was famous for the happy-go-lucky family atmosphere, which prevailed until its sad closure in 1958. A complicated series of events involving the Speedway Act, CAMS, the ARDC and the land lessee culminated in its permanent closure, in sensational circumstances, in 1958. In November of that year, one day before the lease expired, Belf Jones drove around the track with a road ripper, digging a serpentine trench all the way around and making the circuit unusable. In 1960 he was acquitted on a charge of malicious damage, a sad but dramatic end to the circuit.

The map shows the original airstrip circuit (thin line), plus the later modified version with a chicane (both clearly visible on air photos). There were also two slightly different versions of the long 2.4 mile circuit; a few races used an extra loop on the airstrip past the entry to Farm Straight.

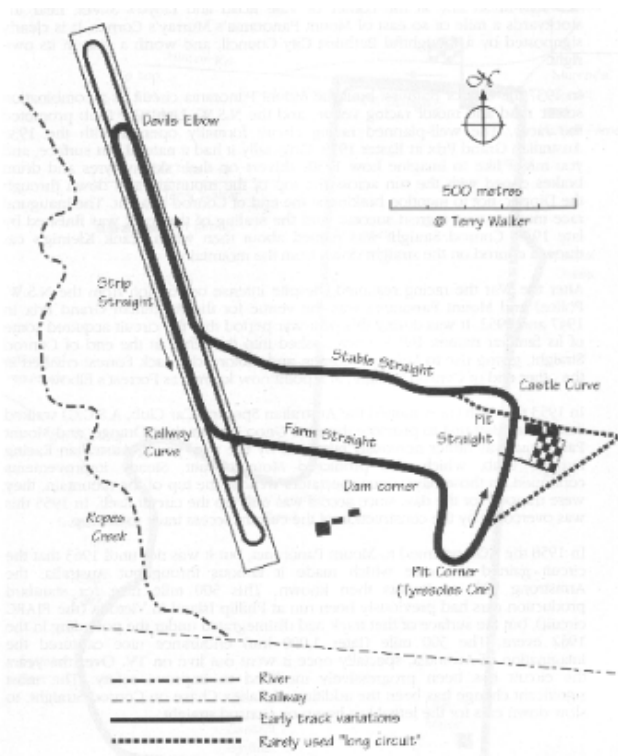
There is also at least one report of a much longer track which veered east after Tyresoles, right down the other side of the ridge to a tight hairpin, and then rejoined the usual circuit near



length was used for which race.

Mount Druitt, Sydney

This famous track started life as a WW2 emergency airstrip near Ropes Creek. It was used for several race meetings before Belford James Jones took out a lease on it in 1950, and



Castle Curve. This is shown by the dotted line.

The circuit languished for many years, unusable. In the mid 1960s the State Housing Commission built a complete suburb over a large part of the track, and the Whalan-Shane Park sporting complex occupies sections of the old airstrip straight. However, some fragments of the track still survive.

Parts of Farm Straight and Pit Straight (accessible off Debrincat Ave) were still there in the 1980s, and so was Tyresoles Corner, although this has been lately been destroyed by the construction of Coventry Place off Kurrajong Avenue. You may still be able to see the undulating trench in the bitumen along Strip Straight near the sports complex, which Belf Jones dug in 1958 and which helped ensure that the circuit never reopened.

Parramatta Park, Sydney

In 1951 the Parramatta Park Trust and the ASCC agreed to the development of a circuit inside the park. The original deal involved considerable road surfacing work and fencing within the park, and the right to run four meetings a year.

The plan was for a 2-mile circuit of Grand Prix standard and a short 1-mile club circuit. The circuit opened for racing on 28th January 1952, and over its fairly short career a number of exciting and enjoyable race meetings were conducted over both layouts. There were 5 meetings in 1952, 11 in 1954 and 12 in 1955. The track closed at the end of the 1955 season. It never did evolve into a world-class Grand Prix circuit, as the promoters had hoped in 1951.

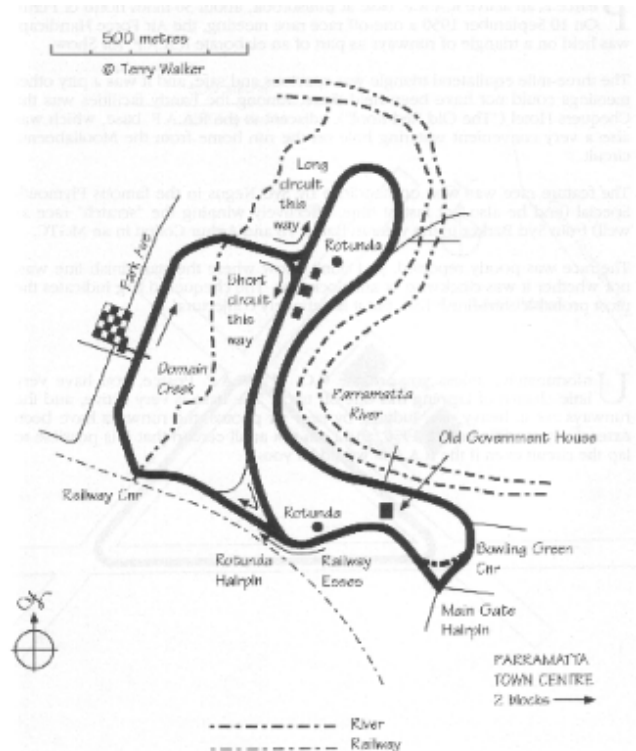
One of the more surprising features of the circuit was the single lane section along the river behind Government House, where a row of handsome trees grew (and still grow) right on the edge of the roadway.

In 1958 the NSW Light Car Club organised a major race meeting at the Park, as part of Parramatta's 150th anniversary celebrations. At the last minute the Government banned the race on the grounds of public safety. By law, roads within the park were public roads and no racing could take place without the consent of the Commissioner or Police. An accident at the Penrith Speedway which killed a number of people was cited as a reason, but that accident had occurred in 1938—20 years earlier!

This decision was the beginning of the end

of most NSW circuits, including Gnoo Blas and Mount Druitt as well as the Park.

Parramatta Park has not changed a great deal since the 1950s, and the racing circuit is still there, in the form of bitumen tourist roads. The original racing circuit curved up the driveway right past the front door of the old Government House, but today this section is a one-way road, unfortunately the wrong way to allow nostalgic circuit cruisers to lap the



original circuit.

Penrith Speedway, Penrith

Opened in 1921, the Penrith Speedway, a one-mile clay 'tri-oval', had an exciting and sometimes tragic 20-year history. It was built on a 100-acre site on the north side of the railway lines, conveniently close to Penrith railway station.

In 1926 the circuit was substantially revamped, with the 'corners' eased and slightly banked, and the whole track significantly widened. The changes made the track faster and theoretically safer, although the first meeting on the improved track saw some high speed spinouts. The public had a splendid view of the proceedings from the natural embankments on the south-eastern corner, close to the start-finish line.

There was a disaster on the track in 1938 when a car crashed into the crowd and killed some spectators, a horrifying event captured on

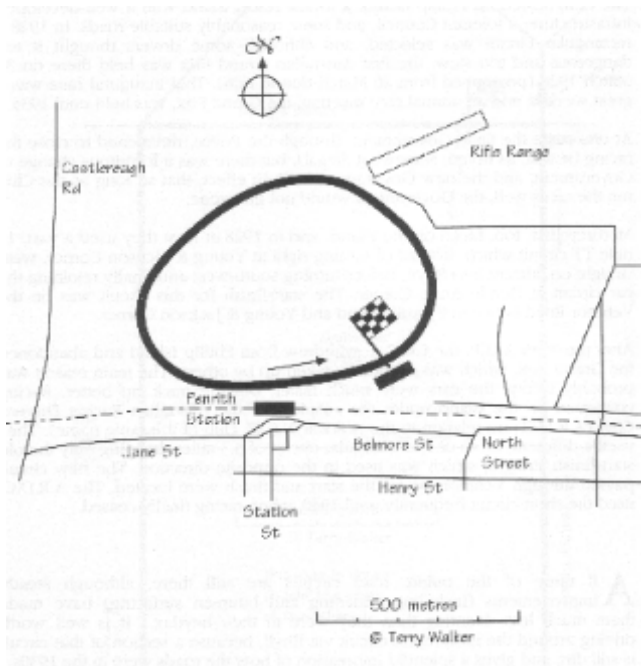
newsreel film. The film was shown at the subsequent coroner's inquest. However the verdict was that it was an accident, and Penrith Speedway continued in business. It had by now outlived its eastern rival, Maroubra, which was closed by 1931.

In 1938, with the Australian Grand Prix scheduled for NSW, it was suggested that the Speedway could be extended to two miles to accommodate the event, but this did not eventuate. The Grand Prix was held at Mount Panorama.

Racing continued after the start of WW2, right into 1940, but it petered out in the face of war mobilisation, fuel and tyre rationing, and the disappearance of drivers into the armed forces. There was said to have been one last race meeting in 1942, just before the Commonwealth moved in, leased the site and built a military depot on it, but it wasn't reported in the press.

In September 1945 the Government formally purchased the property from the estate of the late Sydney Smith, and it has been in Federal hands ever since.

The construction of the base obliterated the old clay racing circuit, although it's possible that at least part of one of the internal roads follows the alignment of the track. The map is based on engineering drawings prepared for the base's construction, and from an aerial photo



from the Daily Guardian from 1925. Information from the excellent book "Fast Tracks", by Terry Walker, published by Turton and Armstrong Pty Ltd, 1995.

Ask Herr Doktor

Have you had a problem fixing your VW or Audi, or finding a decent mechanic who can? Need to find or make that special VW part? Want to know anything about Volkswagen? Got a question? Ask Herr Doktor, c/- Club VW Sydney, 14 Willoughby Ct., Grassmere NSW 2570

Dear Doktor,

I used to buy all those Australian VW magazines that were once on sale at the newsagents. You know, Street VW, Bestest VWs, VW Annual, VW Power and that. But I haven't seen any Aussie VW mags on sale for ages. What happened to them, and when will they be on sale again?

Mag reader, Marrickville

A comprehensive catalog of all the Australian VW magazines appeared in the November 2001 issue of Zeitschrift, and it can also be seen on the Club Veedub website. Basically, there isn't really the market in Australia to support a professional glossy VW magazine; the market just isn't big enough. New efforts are started all the time but once the initial interest wears off, ongoing costs are not covered by sales and the magazine closes. Some series, such as the VW Power series that began in December 1988 are quite long lived; that magazine lasted 21 issues. The Express Publications series you mentioned (commonly known as the 'Paradise mags' after their former publisher) lasted a similar time but only by changing the name and format every episode. Other efforts have only lasted a handful of issues before folding. Even Volkswagen Australasia tried to publish a magazine, during VW's glory days in the 1960s. New Horizons only lasted four issues before folding in 1966, and those are collectors items today. There are only a fraction of the number of air-cooled VWs on the roads today than there were even 10 years ago. However, someone else is now having a go, which is great to see. Queensland-based Zoonimedia Pty Ltd have just published their first issue of Volkswagen Magazine Australia (Issue #1, February 2004), now on sale in newsagents for \$7.95. Craig Hughes is the editor and has done a fantastic job, but needs to work on his spelling and grammar. Go and buy it and help keep it going. You can contact the magazine at PO Box 3551 Loganholme, QLD, on (07) 3806 1240. Their webpage is www.vma.net.au.

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