

ZEITSCHRIFT

May 2004



Rod Penrose in action at the VW Nationals

IN THIS ISSUE

**The Fifth Van
History of the Type 3
The Toy Department
VW Nationals 2004 Report
More Old NSW Race Tracks
Easy headlight minder circuit**

and much more....



A CLUB VEEDUB SYDNEY PUBLICATION
www.clubvw.org.au

Proudly a member of the Council of Motor Clubs



**CLUB VEEDUB SYDNEY
Committee 2003 - 2004**

President:	David Birchall (02) 9534 4895
Public Officer:	Bob Hickman (02) 4655 5566
Vice President:	Leigh Harris (02) 9533 3192
Secretary:	Bob Hickman (02) 4655 5566
Assistant Secretary:	Andrew Rankin (02) 4733 2848
Treasurer:	Martin Fox 0411 331121
Editor & Webmaster:	Steve Carter
Librarian:	Simon Matthews (02) 9898 3665
Video Librarian:	John Vellis (02) 97300248
Tool Librarian:	Bob Hickman (02) 4655 5566
Merchandising:	Raymond Rosch 0408 207 228
Trivia Pro & Quiz Masters:	Phil Matthews (02) 9773 3970 Simon Matthews
Raffle Officer	Christine Eaton (02) 9520 4914
Vintage Registrar:	Peter Macqueen 0419-016-392
General Committee:	Carl Moll Frank Watkins (02) 4626 1132 Belinda Godfree Ray Pleydon Shirley Pleydon Joe Buttigieg
VW Nationals Coordinators:	David Birchall (02) 9534 4895 Bob Hickman (02) 4655 5566

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

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

2005 VW Nationals
Easter - March: Saturday 26th
& Easter Sunday 27th
Sydney Australia

**We wish to thank our continuous
17 Year VW Nationals Sponsors**

**Volkswagen Group Australia
Andrew Dodd Automotive
Blacktown Mechanical Repairs
Brookvale Spares
Bruce Geddes Automotive
C and S Automotive
Hellbug
Klaack Motors
S.K.H. Motors
Stan Pobjoy's
Racing Engineering
Vintage VeeDub Supplies
Volksbahn Autos Pty Ltd.
Home Page
www.clubvw.org.au**

E-mail

President:	david@clubvw.org.au
Vice President:	leigh@clubvw.org.au
Editor:	info@clubvw.org.au
Vintage Registrar:	pmacqueen-ad@pnc.com.au
Secretary:	hicko@idx.com.au
Treasurer:	hicko@idx.com.au
Merchandising:	rwhr@lycos.de
VW Nationals info	david@clubvw.org.au

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 nor its contributors to Zeitschrift can be held liable for consequences arising from information printed in the magazine. Back issues are available from the Secretary.



CLASSIC VEE-DUB
Pty/Ltd

BBQ
29th May 2004

Slashing our Low Prices
Save! Save! Save!
One day only

www.classicveedub.com.au
Phone: (02) 9638 4200 Fax: (02) 9638 4266
36 Bridge St. Rydalmere 2216 NSW

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 I need to know number of people interested. Call Joe on 98634536

Presidents Report

Well its over for another year, and I for one, am glad about that, now I can have a rest for a little while. Thanks to everyone who lent a hand during the show, especially new members who came along and ask what they could do to help out on the day.

It was a great 2 days, especially the Drags, held at the new venue Western Sydney International Dragway. Racing starting at around 11.00am with practice running through to around 5.00pm. We had heaps of practice runs with around 140 cars racing during the day. Some 46 VWs were entered, with 7 purpose built Volkswagen drag cars running. Some of these have been pushing the limits over the past few months, with several meetings, designed to attract the 4-cylinder market. Attrition of the Volkswagens was high on the day with the transmissions taking the brunt of the failures.

Congratulations to Leigh Harris on taking out the Gene Berg Street registered trophy for another year, (will he retire the car).

Our raffle was well patronised this year, with the 1st prize going to a person, who only had one last dollar on them to purchase a ticket. I think attendance was up this year or did it appear there were more younger Vee Dubbers at the children's paint table this year. The car display area was completely full this year, with extra room being made by the council under the awning area. The car show standard is always increasing. Special thanks to our car show judges, their job is thankless, but it's a great way to see every car in the show. Once again thanks to all members who helped on the night before and during the show day, its great to see so many helpers.

Don't forget to support our show sponsors this year, there all listed on the back page of each month's magazine. These people help us out, so if your looking for something for your car go along and see them.

Don't forget this months Club run to Blackheath, details listed in the calendar and advert.

KeeponKruzin



Club Calendar

Thursday 20th:- CLUB VW MONTHLY MEETING at the Greyhound Social Club Ltd., 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

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 I need to know number of people interested. Call Joe, 98634536

June:

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

Thursday 10th:- Committee Meeting & Magazine assembly night 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 Ltd., 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.**

Sunday 20th: Day Trip - Razorback, The Search for the Elk

8:30 - Meet at Uncle Leo's Roadhouse at the Ampol Service Station, just past the Glenfield Rd & Hume Hwy intersection Casula.

9:00 - Depart Uncle Leo's For a 60 minute drive to Historic Picton via Denham Court, Narellan & Razorback.

10:45 - Depart Picton for a 10 minute drive to Razorback lookout and enjoy the 360° views of the surrounding countryside and Sydney if the day is clear.

11:15 - Depart Razorback Lookout, Snake our way down the back of the mountain taking in more views of the city and surrounding countryside on our way to . Make our way through Camden, Narellan and Luddenham to the Hubertus Country Club for a late lunch (I'll book it for 13:30)

I'll need to know some numbers so that I can make the booking. Please call me on 040 820 7228 or email me at rwahr@tpg.com.au

July:

Thursday 1st:- Cut-off date for articles, letters, for sales etc to go in the next issue of Zeitschrift.

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 VW's 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 Ltd., 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**

August:

VW Spectacular at Valla Beach TBA

Thursday 12h:- Committee Meeting & Magazine assembly night at the Greyhound Social Club, 140 Rookwood Rd., Yagoona (right next to Potts Park). This is the permanent venue for all future meetings.

Thursday 19th:- CLUB VW MONTHLY MEETING at the Greyhound Social Club Ltd., 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.**

September:

Boris Picnic day, date TBA.

Thursday 9th:- Committee Meeting & Magazine assembly night at the Greyhound Social Club, 140 Rookwood Rd., Yagoona (right next to Potts Park). This is the permanent venue for all future meetings.

Thursday 16th:- CLUB VW MONTHLY MEETING at the Greyhound Social Club Ltd., 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.**

25th and 26th Canberra VW Weekend. The third annual weekend away in Canberra will run the same format as last year. Cruise and Picnic Saturday from 12 midday Show and Shine Sunday from 8:30 am Come on down for a fantastic weekend away with other Dub enthusiasts Enquiries Steve Crispin - 0419 429 453 stevecrispin@hotmail.com

2005

March:

26th & 27th VW Nationals 2005.

Trade and services directory



TOWN & COUNTRY
ACCOUNTANCY & TAXATION SERVICES

MICHAEL SAID
Principal

PUBLIC ACCOUNTANTS
REGISTERED TAX AGENTS
SPECIALISING IN SMALL
BUSINESS CONSULTING

OFFICE: 9651 3870
Fax: 9651 3746

P.O. BOX 217
ROUND CORNER 2158



Brooky Parts Plus

* VOLKSWAGEN * SUBARU * HONDA * SUZUKI
* MITSUBISHI * BARINA

Andrew Matthews
Mobile: 0407 229 778

Email: sales@brookvalespares.com.au
Web: www.brookvalespares.com.au

Tel: (02) 8788 8888 Fax: (02) 8788 8887
134 GIPPS ROAD, SMITHFIELD NSW 2164

KLACK MOTORS



Phone: (02) 9724 5901
Or (02) 9727 2057
Fax: (02) 9723 5250

2A LACKEY STREET FAIRFIELD 2165



VINTAGE AND
CLASSIC VEHICLE
INSURANCE
AND AUCTIONS

- Agreed value means agreed value. If the car is a total loss you will receive the full sum insured.
- You have the option to choose your own repairer.
- Lifetime guarantee on repairs.
- In the event of total loss you will have automatic retention of the wreck, depending on the policy.
- No Blame = No Excess.
- Laid up cover for vehicles being restored or repaired.
- Free windscreen one per year without excess.
- Personal belongings and tools up to the value of \$400 - Subject to excess.

Ring Shannons for a free quote today! Phone 1300 139 006

For Sales

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

In addition to appearing in the club magazine all adds will be appear on our club website www.clubvw.org.au Photos can be included on the website but not in Zeitschrift. Photos for adds can be posted to or emailed to webmaster@clubvw.org.au

PLEASE NOTE; All classifieds will first appear in our club magazine to give our club members a chance to see them, then they will 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:- 1965 Beetle, runs well. 1600 cc engine, Webber carb, 12 volts, interior in good condition, some surface rust, mechanically OK, needs new hub and new boot. \$2,000. Car located in Gladstone Qld, call Heidi on 07 4978 6945.

For Sale:- 2 1956 oval window Beetles, complete cars, both have been garaged for last 7 years. First car runs, small amount of 1100 cc engine. Second car has been stripped and undercoated, no rust, 1100 cc engine plus spare parts. \$7,000 for both. Cars located in Gladstone Qld, call Heidi on 07 4978 6945. or you can buy all three of the above cars for \$8,000 including some Type 3 panels. Prices are negotiable.

For Sale:- Assorted VW parts, mudguards steel & fibreglass, doors bootlids, whaletail, bonnets, steering box complete, fibreglass bumper covers, chrome strips, hubcaps, front ends, taillights headlights, door handles, window wipers, speedos, 6 volt radios, new original front & black seat covers, 72 auto Beetle & 74 Beetle convertible, unfinished project. Call John 9605 9562 ah or 9725 0245 bh.

Trade and services directory

S.K.H. MOTORS

Specialising in V.W. Spares, Repairs
and Reconditioned Motors.



ALSO JAPANESE, FORD, HOLDEN, ETC

7 IRAKING AVE.
MOOREBANK, 2170

PHONE: 9602 6059
9821 2519
FAX: 9821 3652

For Sale:- 1966 Beetle, painted Ford Blueprint, full body kit, new 1640 Kombi motor, it has only done 6,000 km and runs on unleaded petrol, 10 months Victorian rego (car is located in Victoria), interior reupholstered, converted to 12 volt, electric windows, CD player, lowered (legally), quick shifter and new tyres. \$4,500 or ONO. Call Ralph on (03) 5281 5301

For Sale:- 1974 Superbug convertible. New pink respray, no rust, good tyres, new battery, a very reliable car. Registered until September \$6,000. Call Lauren 0402 782 090 or Garry on 0422 270 344.

For Sale:- 1971 Semi Automatic Superbug, need new motor and respray, Interior all original red leather bucket seats and original service handbook all in excellent condition, This car has had two owners in same family and sad to see "topsy" go Asking \$2200.00 ONO please call Jennifer on 0403 216 756

For Sale:- 1974 compliance super bug L. In excellent condition. In family since new . Log books 190,000K only. 12 mths rego- runs like a rocket. Reluctant sale. Needs a good home. \$7,000.00 Phone Tom Muzevic 0411419471

V WING COUNTRY

ABN: 92 003 268 933

Reconditioned NEW & Used Parts

Specialising In
Volkswagen Spares

Service & Repair
TO All Models



PETER

Ph:(02) 9627 6209

50 Princes St Riverstone NSW 2765

For Sale:- Fully restored 67 floorpan IRS rear end with type 3-rear gearbox and brakes all four stud pattern. Link pin disc brake front end, all new parts, wheel cylinders, master cylinder, all new brake shoes, CV boots, brake lines, hand brake cables, etc. Unfinished project. \$2000
Two 1600 dual port engines, One 1300 engine. Various other parts to suit 67 beetle all glass, seats, guards, door, headlights, 5 stud rims etc. Contact Scott Phone: (02) 65 734229

For Sale:- (Reluctantly) - 1968 Volkswagen Type 3 Notchback - A really fine example of this rarest of Type 3 body types in two-tone White/blue baked enamel finish. Red leatherette interior. Kenwood stereo car radio/cassette. Three owner car. original handbook plus receipts for most current mechanical work. 1600 and 12v. Manual 4 speed. Very solid and reliable - \$6,500. Contact Mark on: E-mail:borowikm@hotmail.com or phone (02) 6230 4344 or Mobile: 0403 474 402 can e-mail

Rivo Auto Electrical & Air Conditioning Repairs

ABN 53645030760

PAUL

Phone 02 9627 1874
Mobile 0407 296 370
Fax 02 9627 4374



New location, 19 Hobart Street
Riverstone NSW 2765

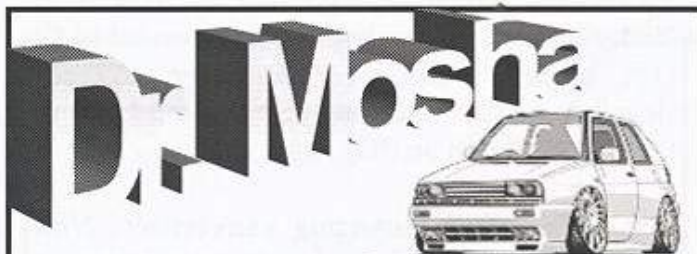
Wanted

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

Trade and services directory



**All Mechanical Repairs
New & used parts
Open 7 days 9596 1817**



**Specialising in;
TRIM RESTORATION
SMALL REPAIRS
FULL RETRIMS**

**VINTAGE CARS TO COMMERCIAL TRUCKS
SEATS, HEADLININGS, CARPETS,
TOONEUS, DOOR TRIMS & CONVERTIBLE
TOPS CUSTOM DESIGNS**

**02 4777 5566
www.blackneedle.com.au**

Cub VeeDub Merchandise

**For club T Shirts, hats,
jackets etc.**

Contact Raymond Rosch

**0408 207 228 or
rwhr@lycos.de**

**Embassy
ontime**

**COLLISION REPAIR CONSULTANTS
NORTHMEAD INDUSTRIAL ESTATE
UNIT 5D 23-25 Windsor Rd Northmead 2152
Telephone 9630 3300 or 9630 3303 Fax 9890 8091
Email embassy@zipworld.com.au
Web www.embassymashreapairs.com.au
John Walker**

PREFERRED



Lic No. 100

photos if interested.

For Sale:- VW Golf! No it's a seat Cordoba, Spanish Volkswagen! Seat Cordoba 96' GLX German engineered, Spanish design, Tornado red, 1.8 Litre, 5spd man, power steering, e/windows front only) + mirrors, dual airbags, fog lights (front + rear), heated mirrors, spoiler, immobilizer + alarm, Alpine CD player, eyebrows, clear side repeaters, Tinted windows (30%), 15" alloys, new tyres Falken (ZE326), H&R (German) springs 35mm, K&N air filter, High flow Muffler (chrome) new front disks, car bra, tow bar, serviced regularly, 6mths Rego, great condition, 1 owner, service history, 148,000 k's (147800) Great Value \$10,490 ono VSF-523 Brad. blglasson@optusnet.com.au or bg1974@hotmail.com

For Sale:- 1972 VW Superbug, 1600 engine, registered to May 2004, \$6,990 ono. Excellent service history, all documents kept including original logbooks. Body in top condition, resprayed in 2000 with original 'radar red' Engine fully rebuilt in 1997 and runs well Recently replaced front and rear bumpers. New sunroof. Carburettor, fuel pump, steering shaft and steering box recently replaced. Tyres in good condition and new 'spare'. Good interior, fitted with modern seat covers and working 70's style radio. Original keys. Contact Angela (Dulwich Hill) on tel 0425 200 665, or email asiggens@myplace.net.au

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.

Trade and services directory

 **CLASSIC VEE-DUB** Pty/Ltd
www.classicveedub.com.au
36 Bridge St.
Rydalmere
2116 N.S.W
Sydney Australia
phone: (02) 9638 4200
fax: (02) 9638 4266
George: 0412 434 762

Looking for the right home loan?
25 lenders & hundreds of loans
Unbiased, no cost service
We come to you 7 days a week
Call Andrew Rankin on
(02)4737 8499 or 0410 787 607




KORSCH E
KAR
AUTO RECYCLERS
VW Spares – New & Used full restoration available
VW Cars bought & sold
Unit 1C / 9 Nell Road
West Gosford NSW 2250
Phone (02) 4325-7911 DL 12602

For Sale:- Polo 5 door hatch, 2001, first registered end of November '01, 5 speed manual, always garaged and serviced by specialists more than the VW company requires, 37 000km on the clock, still under factory warranty, economy plus: 7l/100km around town, 5l/100km on a trip, upgraded CD player, aircon, power front windows, electric mirrors, genuine mag wheels, full set of genuine mudflaps. Price: we start haggling around \$17,000. The equivalent new car is around \$23,000. I am fastidious with my cars.

This is a beaut safe car that is in absolutely outstanding condition. Phone Graeme on 0408 756 034.

For Sale:- 1999 (first registered 2000) VW Passat 2.8 V6 Tiptronic. The vehicle has black paintwork and beige brushed velour interior. Always garaged and with new Pirelli P6000's the car is in immaculate condition having travelled 74k, with full maintenance logs. The vehicle is at the end of lease and quite frankly we have had difficulty receiving realistic trade in offers from dealers. We are not seeking the world for the car but the values provided are simply ludicrous. We are looking for around \$27,000, but of course are prepared to discuss. We are quite genuine in our desire to see the car appreciated, as we have done, and of course wish to attain a realistic price for its sale. Contact Bruce on 0417 43 22 88 or bkweir@bigpond.com.au

For sale:- 1976 VW Kombi camper, 1600cc Motor, Leather front seats, AM/FM Radio Cassette Player, Mag Wheels, Good Battery, Tyres ok, Runs but needs a good service, Unregistered since late 2003, Needs Rust Repairs for rego, Located in Penrith Asking \$950 ono Email tim@frenzix.com or visit users.tpg.com.au/adslso3x/webpics/campersale/index.htm or call 0408 616 993 for more info.

For Sale:- VW Beetle 1959, Fully restored from ground up, new paintwork inside and out, fully re-trimmed in original colours, seats, roof lining, rubber mats, carpet etc. Engine bay has been detailed to look original, working semaphores, original gearbox, show winner Shannons Auto Fest of Canberra. Can email photos see car in second issue of Volkswagen Magazine of Australia, will consider offer of \$10,000.00 Contact Peter 02 6280 4819 or 0413 626 237 or peter@beetleexchange.com.au

Wanted:- VW Splitscreen Double cab, prefer good condition, minimal rust and ready to use, but will look at non runners or clean project vehicle, willing to pay good \$\$ for a nice example or would appreciate any info on the whereabouts of one of these. Email w.vandermeys@ext.canterbury.ac.nz

For Sale:- 1971 Beetle unreg. needs TLC- complete \$1200.00 contact Caro 0427311047

For Sale:- 1956 Oval Shell only, suit modifier, \$1500.00 contact Caro 0427311047

For Sale:- 95% Rust free 56 oval shell, very good condition oval pan, spare 1956 engine and gear box. \$1700 Neg, can separate.

Assorted parts for 1956 & 1962 and half. Solex carburettor, fuel pump, manifold, head light, taillights, mudguard, boot and engine lid, full set of seats, wind screen for mid 60's, 1956 and 1962 rims with tyres. Please call Hany Saleeb on 0412 08 08 64 or e-mail on saleeb@bigpond.com

For Sale:- 1965 Beetle, unregistered, no rust, straight body, mechanically good, needs paint. Original number plates are on hold. \$1800. Call Larry 4631 2069

For Sale:- Beetle parts, suit 61-67 model beetles, re-chromed 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 43 922711

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

For Sale:- The following parts are either BRAND NEW, NOS or Repro for T1 and T3 check out these prices! 25-60% off retail!

Chrome Fan doghouse fan housing with internal vanes for proper cooling \$ 180

Chrome tinware to suit doghouse fan housing \$ 20

Chrome cylinder head tinware \$ 50

CB Comp Eliminator heads & manifolds, bare with 48 x 40 mm seats installed \$ 1500 (incredible heads !!)

SCAT 1.25 ratio rocker arms \$ 230

Chrome Fire Wall Kit \$ 100

T1 stock 85.5 mm piston cylinder kit \$ 180

T1 lifters (Mahle) set of 8. \$80

Steering Wheel genuine wood grain (by Autotecnica) \$ 70

Carpet kit to suit Beetle black in colour \$ 55

T3 front & rear indicator lenses (reproduction, for pre '70 model) \$ 230

T3 door grey coloured linings (NOS) suit fastback, notchback, pair \$30

T3 (NOS) muffler & tail pipe & end pieces \$ 320 (suit '68 onward),

T3 parking light lenses, pair (reproduction) amber \$ 30

Canon type exhaust system to suit Manx style buggy heavy-duty construction Australian made \$100

The following parts are good second hands, NOT junk!

CB oil pump and filter \$10 (suit all T1 & 3 based engine with aftermarket 3 bolt cam gear)

Centreline wheels (4) suit 4 stud Beetle need polishing, no damage on the rims \$50

Fuel tank to suit oval Beetle (no leak or rust) \$10

Clutch plate suit 12 volt flywheel \$10

Gearbox IRS (good condition) \$25

T3 dash board (good condition) \$20

T3 radio \$20

T3 carbies and linkage (suit late model) complete \$30

T3 carby rebuild kit \$10

T3 tow bar (will clear late model rear apron notch, fastback & sedan) \$10

Scat chrome rocker covers (for T1 & 3 based engines) \$15

Berg shifter (suit T1 & 3) in good condition \$140

Phone Simon (02) 96603708 after 7pm or weekends

For reluctant sale:- 1982 Kombi. 8seats. Last of the 2 litre fuel injected aircooled and an absolutely bullet proof cruise machine, Ex 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. Call Jim on 02 64944119 or email at bournda@asitis.net.au

For Sale:- 1975 Superbug L 1600cc, excellent condition. 5500 ono, JFW 730, Marion 99041190.

For Sale:- Hot Type 1 engine goodies, brand new with original receipts from CB performance (personal imports) Save big \$\$

on shipping and duty.

Street Eliminator heads 42x37mm valves, 94mm bore, polished etc, match ported manifolds for Weber or Dellorto carbs \$1800.00, **Forged 78mm crank** \$1000.00, **chrome molly std length rods** \$380.00, **Dual Weber 48mm IDF carbs with CB performance linkages** \$2000.00, **94mm bore kit** \$300.00, **Scat lightweight lifters** \$100.00, **Kennedy stage 2 clutch pressure plate** \$200.00, **Engle F8 cam** \$150.00, **Steel straight cut cam gears** \$150.00 will consider additional discount if two major items are purchased email or call for photos, Canberra based delivery options negotiable contact Adam on 0408 655 584 or 02 6281 3395 or email adam@riskfusion.com.au

For Sale:- Porsche 914 '73 2.0L, major body damage, but totally complete.

2.0L 4-cylinder engine (type 4 engine), will fit Kombi with tinware change.

Brand new dual Webbers, only driven 200 Kms since reconditioning.

4-wheel disc brakes (will fit beetle) 4 stud.

5 x Fuchs alloy original Porsche wheels.

5-speed gearbox.

Will sell complete \$4800

W 02 9627 1874

Mob 0407 296 370

H 02 9627 3798

For Sale:- VW Beetle Cabriolet. 1975 Genuine factory convertible. Restored Condition. JT2001 02 4321 0559 or 0419 185527

For Sale:- 471 Supercharger centre mounted on new Scat heads with front mounted magneto, blower starter setup, zoomie pipes, new blower gauge etc. The lot \$3000 no offers.

Alloy rockers and forged rods (all new). Both sets for \$1000

Autometer Monster tacho with memory (new). \$450

Autometer oil filled oil pressure gauge a must for s/charged or turbo engines (new) \$100

Simpson 2 layer fire suit (Size M) in good cond. with new gloves + leather boots. The lot \$200

Cheap project car for serious racers. It is a 96" wheelbase Altered with a fibreglass T

Ford body a narrowed 9" diff with a Strange spool and Summers Bros unbreakable axles (this setup cost over \$3000 worth here alone), disc and drum brakes, rare 12 spoke front wheels with spare tyres, trailer etc. A giveaway at this price as I now have no storage for it \$2000 for the lot. Home: 9793.2411 or Mobile: (0418) 407620.

For Sale:- 1965 Beetle, unregistered, no rust, straight body, mechanically good, needs paint. Original number plates are on hold. \$1800. Call Larry 4631 2069

VW Nationals 2004 Report

Saturdays Drag Racing

The Nationals started Saturday morning at the new WSID (Western Sydney International Drag Strip) with over 30 Volkswagens lining up for our own category of racing which this year was over the full quarter mile. The sun was up high in the sky with not a cloud to be seen. The turnout of cars was impressive with a few interstateers turning up also. We had a wide variety of times from purpose built tube chassis VW race cars to 1300cc daily drivers which proved to show off the difference in performance and reliability over the days event. This year we had a higher than normal mortality rate which meant when the afternoon had come around our field was somewhat reduced. We had a few spectacular gearbox failures, broken axles, CV's and one competitor managed to ventilate his crankcase, which unfortunately for most spelt an end to racing for the day.

The day was full of exciting racing and eventful



Club VeeDub - The Legend Never Dies



as car after car retired as we moved into the evening. The evenings racing was when the finals were held with lower air temperatures meaning those cars left were running faster and faster as the evening wore on. I was happy enough to run consistent 12 seconds all day in my street car, but failed to bow to peer group pressure and let those tyres down to below 30psi in fear of joining the never ending list of retires due to a breakage.

At the end of the night Dave Becker was lucky enough to take the win in "King of the Hill" and I managed to win the Berg Trophy. Rod Penrose picked up fastest Volkswagen, Dave Becker again won lowest reaction time and Belinda Godfrey picked up best appearing Volkswagen, *(Leigh again won the Berg trophy for the fastest street registered VW for the 4th consecutive time. Ed).*

Sunday's Car Show

Sunday's show ran without a hitch thanks to the support of those who helped. It ran like absolute clockwork. Car after car lined up through the gates for the car show, Spectators were kept happy all day with a very high standard of cars on display. Our judges had their work cut out for them with a record entry of cars in the show. Our swap meet seemed to be busting at the seams at one point in time with a few of us wondering where to park swappers next. Our traders once again brought out their best in products and supplies, which kept many scratching their heads wondering what to buy next. This year we managed to keep the kids entertained once again with new plaster moulds to paint and our face painter did a wonderful job keeping the kids amused whilst

parents were able to browse the car show area.

Once again our engine blow was held in the outside pavilion with the motor lasting a total of 41 seconds before ceasing.

Our club shop was kept busy all day with spectators able to buy a wide variety of Vee Dub related merchandise. Our raffle was a big hit with some lucky person walking away with a colour television or DVD player.

Those who were looking weary come the afternoon were treated with a usual selection of vendors selling ice creams, drinks and that coffee that has become legendary from one of our supporting vendors on the day.

The soccer club were once again there to fulfil everyone's needs for hot food, for breakfast and lunch. I haven't asked how much of each they sold on the day, but I was once again told they were completely sold out of food come afternoon.

Our car show judges were looking weary come 3pm in the afternoon after opening closing every door, bonnet and engine lid with the show area. With one judge suffering a bad back after looking under each and every car. Thanks to those volunteers from each club who volunteered. It is indeed a thankless job, which you carry on with quietly behind the scenes.

Finally I would like to thank everyone who took the time out to attend the racing and car show over the weekend and trust you all had a great time at our event. We continue to do it year after year but only with your support, the support of our sponsors who provide us with the financial backing we require to make this day what it is. Thanks to those within the club who made an effort over the weekend and chipped in to help. It is becoming easier with time but even easier with more volunteers. It is those of us behind the scenes that put in a large amount of time just to ensure that the enthusiasm for Volkswagens continues on.

Cheers Leigh

THE TOY DEPARTMENT

It was a pleasure to meet up with many of our readers at the VW Nationals.

I was very surprised by the number of enquiries I received about the availability of Bay Window kombi models and in particular dual cab Kombis.

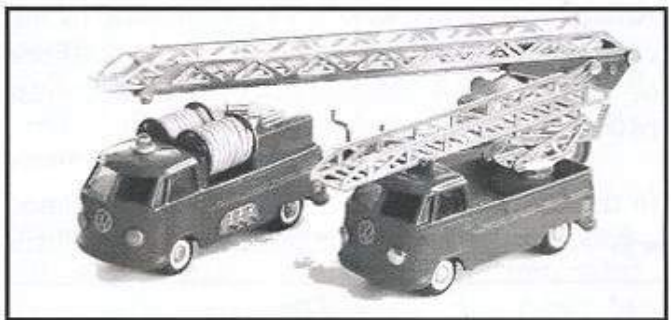
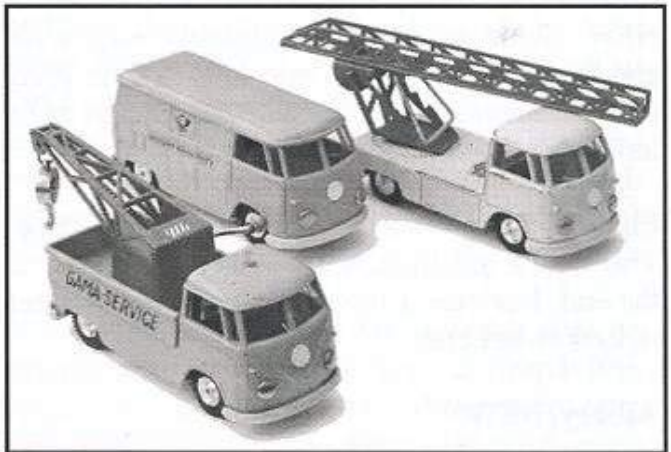
Those who saw a sample of my 1/43-kombi collection admired the only 4 bay window exhibits with delight.

Whist at the Nationals Chris from Sheriff's Mini cars dropped by was able to assure me that that he will continue to monitor the progress and estimate time of arrival of the long awaited 1/43 '72 bay window kombi by Minichamps.

I was able to source a 2004 Minichamps catalogue recently and there are apparently two versions; the green panel van and orange microbus. Unfortunately this catalogue did not display the actual models rather a real life sample of the buses, I will keep you posted in this area.



In the mean time this month I have an image of the Hot Wheels pick up released earlier this year in the US. The trick with this model was that residents of the US who purchased any 10 Hot Wheels models and sent in the coupons received this model at a very special price. To date I have not seen this model make, no doubt some of you may have this model through various sources.



This month I included a special sample of Kombi work vans made by Gama and Teckno that are a once in a lifetime find... still looking



Johnny Lightning is about to release a Volkswagen series 2 set. This set has something for most of us, included is a yellow split window Kombi, Blue Concept Microbus, two tone split window pick up, new and old Beetle, & Karmann Ghia.

Again the second generation Kombi unfortunately has been over looked.

Happy hunting, Tony Bezzina

More Old NSW Race Tracks

In February's Zeitschrift, we described a number of old motor racing circuits that once existed in NSW. Some have been completely built over and forgotten, but others may still exist in parts or, if we are lucky, in their entirety. It's fun to go looking for them if you know where to look.

Eight of them were described in the last issue. There are a few more but we ran out of space at the end. Here are a few more that we didn't get to look at last time!

Albury, NSW

Albury is one of NSW's forgotten road racing circuits. The reason for this is that the outbreak of World War 2 ended its operations after just two meetings.

In the 1930s, an anniversary celebration seemed a good excuse to conduct a race meeting. There

had been 150th anniversary races at Benalla in Victoria, and centenary races at Victor Harbour in South Australia, both in 1936, why not also at Albury for its 150th in 1938?

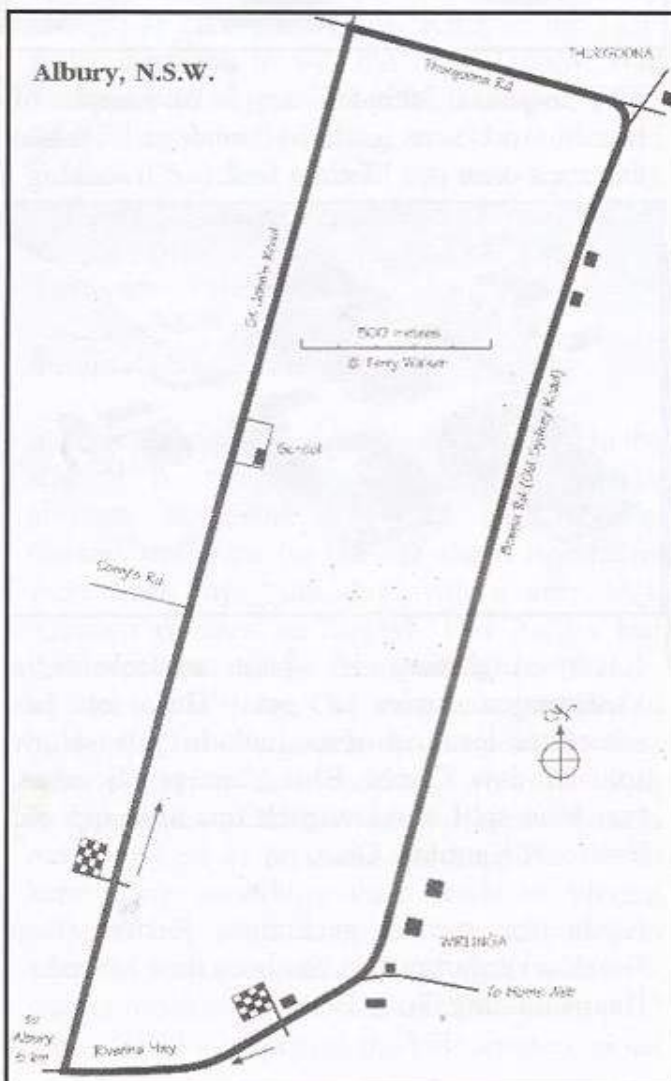
A brief announcement appeared in the Argus newspaper in January 1938:

In conjunction with the 150th anniversary celebrations at Albury in March, the Victorian Sporting Car Club will hold an Interstate Grand Prix car race of 100 miles for £300 in prizes. The event, which will take place on March 19th, is attracting entries from leading racing drivers in NSW, Victoria, and South Australia. The course is four miles from Albury and is 4½ miles in length, with two corners and two gentle bends. Two hills inside the circuit will provide a natural grandstand for the spectators.

The meeting was in fact the usual smorgasbord of short races, plus the major feature race over some 34 laps. A useful £700 was taken at the gate, and the major race was won by Wangaratta driver Jack Phillips in a Ford V8 special, not only on handicap but also on fastest time (2 hours 13 minutes 15 seconds, at 67.5 mph). He was followed home by George Bonser and Les Burrows.

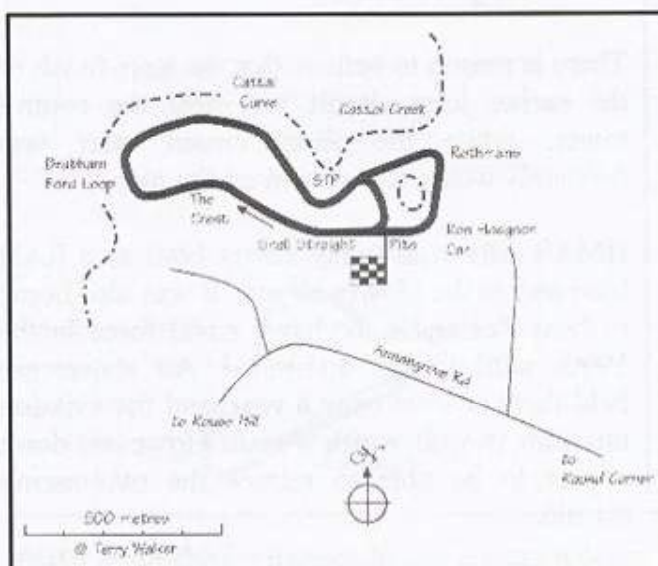
Given the success of the event, a second meeting was run on the June long weekend in 1939. The Interstate Grand Prix had been renamed the Albury and Interstate Gold Cup; it was co-promoted by the Riverina Car Club, and the feature race was shortened to 76.5 miles. Jack Phillips again took the trophy, ahead of Bob Lea-Wright and Les Burrows, both in Hudsons, with John Crouch in an Alfa Romeo fourth. Phillips averaged 75.5 mph for the race. Three months later the world was at war and there were no further races at Albury.

The circuit, sometimes referred to as the Wirlinga circuit, has changed radically since the late 1930s. The whole north end of it has been extensively modified and built over by suburbia, and only the southern half remains more or less original. Even that has changed slightly; Bowna Road has had the 'gentle curve' at the junction of the Riverina Highway eliminated in recent years.



The circuit can best be approached from the middle of Albury via the Hume Highway, and then east into Borella Road, which runs onto the Riverina Highway and takes you through to St John's Road and Bowna Road junctions. The two meetings apparently had different start/finishes. Both are shown in the drawing, but it is not clear which start was used when.

Amaroo Park, Annangrove, NSW



The official opening of the Amaroo Park motor racing park was held on 12 March 1967. It was the culmination of a decade-long development programme by wealthy industrialist Oscar Glaser to construct a complete motor sporting complex. It had begun with a hillclimb track, followed by the addition of a dirt short circuit, a motorcross track, a dirt speedway, and at last the 1.2-mile hot mix racing circuit.

The opening meeting was a very low-key closed event, with entry by invitation of the promoters, the Amaroo Sporting Country Club. Drivers from the ARDC (Catalina Park, Mount Panorama), the AARC (Warwick Farm) and the NSWRRRC (Oran Park) were invited. 1,000 spectators enjoyed a day's racing. The next meeting on 9 April 1967 was the first public meeting.

A series of brisk race meetings were held during 1967 and into early 1968, but crowds were poor. This was thought to be because of inadequate spectator facilities. The circuit

effectively closed in mid-1968, but re-opened on 31 May 1970 with much-improved public access and spectator areas, with the races run by the ARDC. The circuit flourished during the 1970s. The outright lap record was set by John Bowe in a VES Kanda open wheel race car in 1987, 44.36 seconds. The Formula Vee lap record is 59.34 seconds. No other VWs hold any Amaroo records, but Greg Murphy's Audi A4 set the Up To 2000cc Touring Car record of 50.80 sec in 1996.

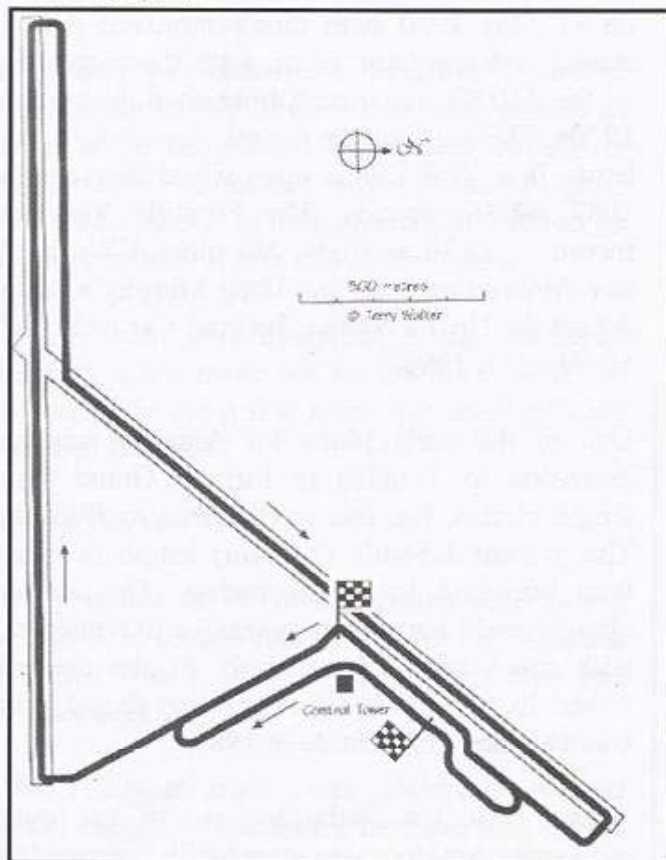
One of the early plans for Amaroo was an extension to 3 miles to form a Grand Prix length circuit, but this never came to fruition. The present 1.2-mile (1.93km) length is more than adequate for great racing. The longer circuit would have been expensive to construct, with much of it out of sight of the control tower. In any event, the Australian Grand Prix was awarded to Adelaide in 1985.

With Sydney's suburbs sprawling ever outwards, Amaroo was eventually surrounded by housing developments and was beset by complaints about the noise. The number of meetings was cut back in the 1990s, with the last professional race held in 1998, when the ARDC sold the circuit and moved to Eastern Creek. The land is currently being resumed for housing development.

Amaroo is in rural Annangrove, and can be approached from the southwest via Windsor Road and Annangrove Road, or from the southeast via Old Northern Road, Kenthurst and Annangrove Roads.

The corner names on the map are those used for the reopening meeting in June 1970, but have been changed a number of times since then. Skyline, where the cars come over the top of the ridge and curve left, was originally called The Crest. STP Corner was originally called The Cutting; Rothmans was called The Hairpin (and popularly as 'Stop Corner'). Ron Hodgson Corner was first called Speedway Corner.

Nowra, NSW



The Nowra aerodrome was built by the RAAF in the war years, but soon after the war it was surplus to requirements. It was effectively decommissioned as an operational RAAF base, but a few years later was recommissioned by the RAN as HMAS Albatross, headquarters of the Fleet Air Arm. In between there was a period where the base was owned by the RAAF but not in active use, and race drivers happily managed to secure it for the proposed 1947 NSW Grand Prix, which had been run at Bathurst the previous year. Seven days before the 1947 was to take place, the AAA forbade the use of the title 'Grand Prix', reserving it only for the national event. Still, the race went on.

A very long circuit of 4.4 miles, using both runways, was employed for the big event, held on Monday 16 June 1947 (June long weekend). Alf Barrett's Alfa Romeo topped 124mph and he drove the fastest lap of the race, 2 minutes 52 seconds at 91.05mph, but Tom Lancey from Manly won the race on handicap in an MG at an average of 70.7 mph.

On 7 December 1952 the ASCC brought the racing cars back to Nowra for a much less ambitious race meeting. By then the Navy was in charge, and didn't intend closing down the runways for mere racing cars. However there was a set of highly suitable taxiways, hard stands and aprons which could be strung together to make an effective, if much shorter, racing circuit of 1.6 miles. The feature race was the Redex Handicap over 30 laps. This was the last meeting at Nowra.

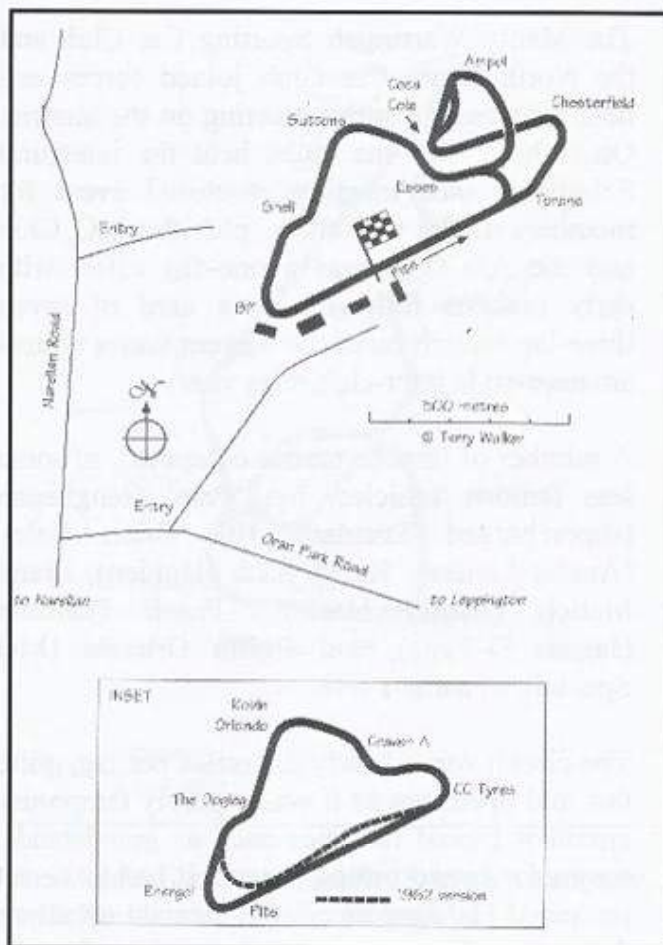
There is reason to believe that the start-finish of the earlier long circuit was near the control tower, while the short circuit start was definitely where it is shown on the map.

HMAS Albatross today serves both as a RAN base and as the Nowra airport. It was also home to New Zealand's Skyhawk naval force in the 1990s until it was disbanded. Air shows are held there at least once a year, and the aviation museum is well worth a visit. However, don't expect to be able to retrace the two racing circuits.

Oran Park, NSW

This durable racing circuit was founded by the Singer Car Club (later the NSW Road Racing Club) at a time when it had just 30 members and \$200 in the bank. Through the generosity of wealthy Camden grazier and earth-moving contractor Dan Cleary, who provided not only the land but also the all-important construction equipment, the 1.0-mile Oran Park circuit opened in February 1962. Its target was the numerous "club" racing drivers who did not aspire to the big time Warwick Farm and Bathurst races.

Since then the circuit has grown like Topsy, the first increase being to 1.2 miles by extending down to Energol corner and straightening the straight. Some years later it grew to 1.63 miles by the addition of the flyover and loops out to Coca Cola. Oran Park was the venue for the 1974 and 1977 Australian Grand Prix. It hosted rounds of the Tasman Championships after Warwick Farm died, as well as rounds of the Touring and Sports Car Championships.



Pound Hill, NSW

This was one of NSW's least known circuits. It was located on a property called "Wahgundy", a few miles southeast of the town of Dunedoo. Built in 1956-57, it was originally an oil-bonded dirt circuit of a little less than one mile. Later, some of the corners were paved with the intention of eventually sealing the whole circuit.

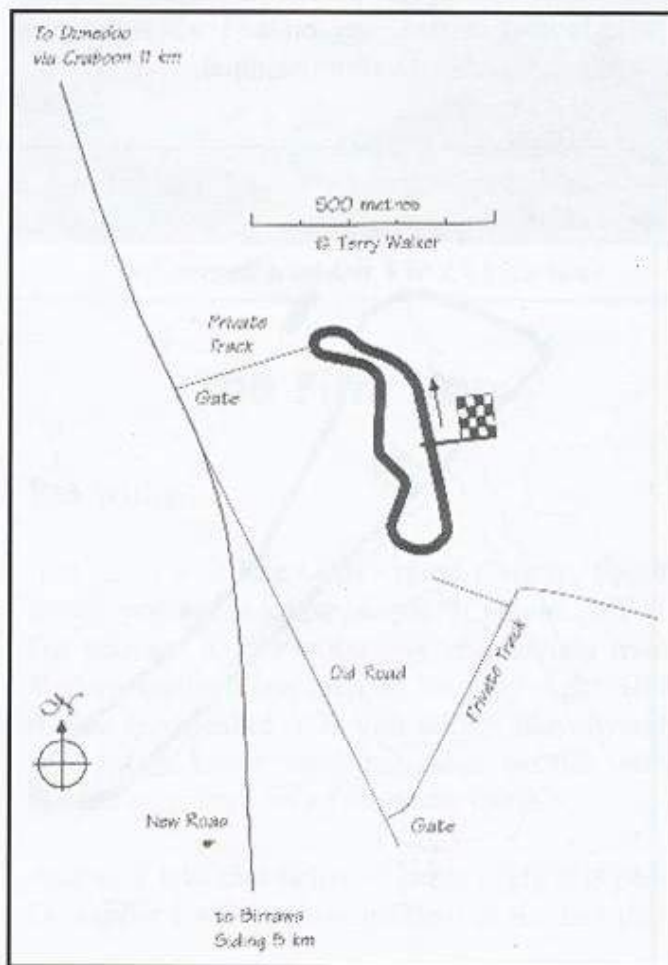
1959 was a difficult year for NSW motor racing. Parramatta Park was a distant memory, and Mount Druitt was about to die in dramatic circumstances. The three tracks near Sydney – Catalina Park, Amaroo Park and Oran Park – were yet to open, and Warwick Farm was still under construction. With only Gnoo Blas and Mount Panorama still active, Pound Hill was NSW's third circuit and things looked promising for the Dunedoo club. They held four enjoyable race meetings on the circuit between 1957 and 1959.

Apart from these changes to the layout, a huge amount of earth has been moved around the site. A dangerous dip in the main straight has been filled, and many of the seemingly natural spectator slopes are, in fact, artificial.

Old fans of Oran Park will remember the original corner names with some nostalgia, so the small inset map shows the first two stages of the track. The dotted line shows the original 1.0-mile version; the solid line is the 1.2-mile layout. The names of the corners are from 1965. Corner names change from year to year according to sponsorship demands. The names on the main map are from the late 1970s.

Oran Park is still in use after more than 40 years, although today it is overshadowed by Eastern Creek for major events. It remains popular with club racers. There seems to be a growing perception that its days are numbered, as suburbia edges closer. The closure of this fine circuit, with its long and exciting history, will be a very sad event.

Unfortunately for the Dunedoo Car Club, the circuit was on private property and was not



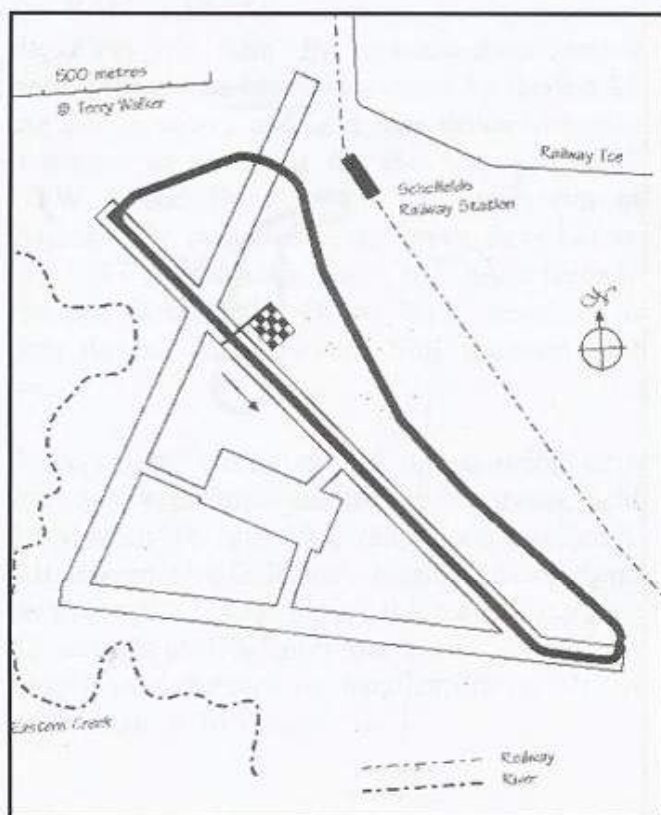
covered by any sort of lease contract. It only existed with the goodwill of the property owner, but for a number of reasons that goodwill faded and in 1959 the circuit closed down.

The club did investigate another site about five miles away, secured a lease and surveyed the course, and even began clearing the site. Unfortunately the program ground to a halt, and the new circuit was never built. Today there is a short speedway at Dunedoo, but no road racing circuit.

For years after, Pound Hill circuit could still be seen, disused, in its natural amphitheatre by the river flats on the "Wahgundy" property. As late as 1980 the remains of the paved esses were still faintly visible from the air. It is doubtful if any of it still exists 45 years after it closed.

Schofields, NSW

Originally a wartime RAAF base on the north-western outskirts of Sydney, Schofields later became a Navy establishment called HMAS Nirimba. For a brief period in the late 1950s, a window of opportunity opened when the base was temporarily decommissioned.



The Manly Warringah Sporting Car Club and the North Shore Car Club joined forces and held a successful sprint meeting on the airstrip. On 6 July 1958 the clubs held the inaugural Schofields race meeting, a closed event for members of the two clubs, plus the MG Club and the ASCC. It was a one-day effort with early practice followed by a card of seven three-lap scratch races. One event was a typical amateur-style inter-club relay race.

A number of famous names competed, in some less famous vehicles: Ian 'Pete' Geoghegan (supercharged Standard 10), Brian Foley (Austin Lancer), Ralph Sach (Holden), Frank Matich (Austin Healey), Frank Gardiner (Jaguar D-Type), and Robin Orlando (MG Special), to name a few.

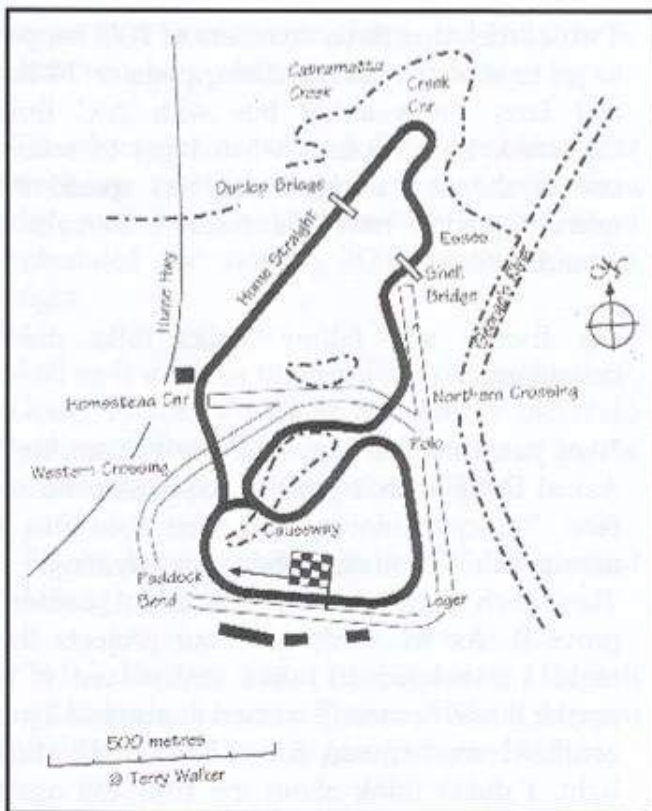
The circuit was a handy 2.3 miles per lap, quite fast and open, but as it was a purely temporary circuit it lacked facilities such as grandstands, covered pits and timing towers. It had to be set up, raced on, dismantled and cleaned up all on the same day – a very long day for the volunteer officials.

Schofields was very short lived. A handful of events were held, and it closed by the end of 1959 when the RAN restored the base to full operation.

The racing circuit used the main north-south runway and adjacent taxiways, and it is still intact. The airfield sees occasional use but the Navy is gradually relinquishing control of the property. No doubt it will be developed in due course into a new housing estate for ever-growing Sydney.

Warwick Farm, NSW

The 'Farm' was the brainchild of the AJC, owners of Warwick Farm racecourse, and was inspired by the successful Grand Prix circuit built inside Aintree Grand National racecourse in Liverpool, UK. British Auto Racing Club chief Geoff Sykes was consulted early on, and he migrated to Australia to run the 2.25-mile bitumen circuit laid out in the grounds of Warwick Farm. The racing was controlled by



The Farm lingered on until 1973. By then CAMS was seeking to have the track lined by Armco, and when it was not installed the circuit was closed for good. The last major race was Round 8 of the Australian Touring Car Championship on 15 July 1973, won by Peter Brock in a Torana XU1. A further meeting was scheduled for September 1973, but did not take place.

Parts of the circuit still exist, more than 30 years after it closed, although much of the bitumen has crumbled back to dirt and grass encroaches on the sides. Horses exercise on the old layout. The short circuit, inside the horseracing track, can no longer be used due to developments inside the racecourse. A 1970s plan for a short circuit to the north of the racecourse, using Hume Straight, Creek Corner and the Esses failed to materialise.

the Australian Automobile Racing Company, which had an associated racing club.

The track opened in 1960, and its first big event was the Tasman Cup round in January 1961, with a stunning field of internationals lining up on the grid. Stirling Moss (Lotus), Dan Gurney and Graham Hill (BRMs), 1960 World Champion Jack Brabham (Cooper), and Innes Ireland (Lotus); plus a strong field of locals including Alec Mildren, Bib Stilwell, Bill Patterson, Lex Davidson, Arnold Glass, Noel Hall and John Roxborough.

The AARC was stunned by the huge 65,000 crowd that rolled up for the meeting, despite fierce January heat. However, the Farm was expensive to run; putting down and taking up the two crossings over the grass horseracing track was very costly, for example. It needed large crowds to sustain it financially. When the Tasman series ended as a major international series in 1970 and the crowds dropped off, the circuit was doomed. The AJC was now sustained by the TAB, and no longer needed the relatively low returns from car racing. It was also reluctant to spend large sums upgrading the circuit.



Hand carved wooden VW Cabrio boat

The Fifth Van

Ken Wilford

In a small area like Cumberland County, South Jersey you get to know people. If you are a VW fan you get to know the few people that own Volkswagens in our area, at least by sight. But if you are a rabid VW van addict like myself you get to know the three other people with vans in your area on a first name basis.

And so it was that before a chilly night this past December I was pretty confident in the fact that

I was one of an elite group of three other VW van owners all of which belonged to our little club. Jersey Owners of Transporters or JOT for short.

But that night was when I first saw the Fifth Van and after that nothing was ever quite the same.

I was going to night classes at our local county Vo-Tec to become an Aircraft Maintenance Technician. My experience with VW's came in very handy since most small airplanes still use aircooled engines. Anyway I was late for school and had rush out the door and consequently was going rather fast when I saw, a set of strangely familiar looking headlights coming toward me in the distance. I pulled up at the stoplight where Rt. 49 meets Gouldtown-Woodruff Rd. There is a small cemetery there and it always made me a little uncomfortable at night having to stop and wait for what seemed like an eternity for the light to change. But as I waited those headlights got closer and finally stopped right across the intersection from me. My VW radar had been correct. It was a VW van, but not just any van. It was a split window and in very good condition from what little I could see in the streetlight. Split window vans and South Jersey's high humidity just don't get along, so they were very rare to say the least. In fact none of the members of our club owned one and we all were looking to find one to restore with minimal luck.

I wondered why I had never seen this van before. Maybe he was only a visiting relative come early for the holidays or on here on business.

As the light turned green and we started across the intersection simultaneously, I flashed my lights at him, the traditional friendly gesture of fellow VW owners. Not only did I get no response but the van roared across the intersection at a surprising quick rate (I was just over the line when he passed me). Looking in my rear view I could see only tiny dot for brakelights.

'Wow that thing must be from the '50's!'

Two of the other three members of JOT happen to go to school with me. Doug owns a '74 bus and Jerry owns a '79 bus with A/C from Colorado. So of course when I got to school one of the first things I did was spread the news. It didn't have the result I thought it would.

My friends and fellow Volks folks didn't believe me.

"Are you sure that you really saw a splittie?" Asked Doug with a puzzled expression on his face. "I came down that same road just a minute behind you and I didn't see anything." They both didn't believe me and I couldn't prove it. As we worked on our projects that night I wondered if I had really seen it or maybe it was because I wanted one so bad I just confused another van for a VW in the dusk light. I didn't think about the fifth van again until I saw it again a couple of weeks later.

I was usually early for school and, again, this night, I was late. I had stopped at the same stoplight and was fiddling with the radio trying to get the station I wanted. When I looked up there it was its large white, VW symbol standing out against the pale blue of the body. I couldn't make out who was driving although I squinted and stared. I could only see an outline through the windshield of what appeared to be a man. I decided to flash my lights before the light turned this time that way he couldn't ignore me and pretend it was because he didn't see me. Again no response. I also noticed that the tag on the van of was a type I had never seen before. It looked to be antique which some avid restorers bought and put on their vans to make them more authentic looking. As the light turned green and we passed each other again I really made an effort to see the person behind the wheel. But could again only get that shadowy outline of a medium sized man.

I didn't tell the guys at school about what I saw this time. I needed proof or they would undoubtedly scoff at me again. I believed that the owner of the van must be returning from work and would pass by that spot the same or close to the same time every day. I would have

to set up a time for me, Jerry, and Doug to be there watching when the van would pass by.

The chance came when I discovered that next week our teacher would be out of town for a day and we would have the night off. I scheduled our monthly JOT meeting for that night.

And so it was that on that Thursday night Jerry, Doug, Royce (the other member of the club) and myself sat in my Vanagon next to the cemetery on Gouldtown-Woodruff Rd.

"Do we have to park right here?" Doug asked looking a little nervous.

"This is the spot where I see it and so I know it will come by here." I affirmed. "What? Are you afraid of 'Ghost Van' is going to get you?"

Well nobody said much after that. Time went on and soon it was a half an hour later than when the van normally came by.

"I am getting tired of sitting here," Royce said irritably. "Obviously this mystery van is not going to show and I have to work tomorrow."

I agreed that it didn't seem that the van was coming and that we should call it a night.

The next night at school all I heard about from Doug was how I made him sit in the cold next to a cemetery because I couldn't admit that there was no such van. Jerry wasn't so harsh but he too still doubted my story and was unhappy about the "wild van hunt".

I had to have proof about the van. A way to prove it existed. The next time I saw it I would follow it.

A month went by. I had almost forgotten about the fifth van. We were working on a tough, labour intensive project in class that kept us all very busy with little time to talk. I had left the house without my books and had to turn around, after getting half way to school, to go home and get them.

I was very late tonight and the intense project seemed to fill my thoughts. I almost didn't notice van passing me at the intersection, I was that engrossed. Suddenly I slammed on the brakes. Fortunately no one was behind me. I did a quick u-turn and the chase was on. That van was really moving! In fact I almost thought I had lost him when I saw those little red dots far off in the distance. I stepped on the gas and tried to narrow the space between myself and the van. At 65 mph I held myself. I didn't want to get a major ticket yet I had to see where the van went and it was doing at least 70.

It had to stop at a four-way stop near the Millville Airport so I could see that it was going straight towards the Laurel Lake area. I tried to get as quickly as I could through the four-way and then continued the pursuit.

I saw the taillights become obstructed as the van went around the bend to go over the Laurel Lake Bridge. Then it sailed on past the lake toward Maurice Town. It was heading towards the bay. I followed those two little red eyes to Maurice Town and that is when something strange happened. I was far behind him and really could just make it out, but it seemed that the van went past the Maurice Town Bridge and continued on up to the street that led to the old bridge. There was only one problem. The old bridge didn't exist anymore. It had been a drawbridge and had been replaced in the '70s by the taller, modern bridge only a mile upstream. I thought at first that he must live there on that dead end street. But when I got there and looked around the van was nowhere to be seen.

Suddenly a strange idea occurred to me. What if it was a ghost van after all? Well if it was then it would be on the other side of the river by now, so following this hunch I went back to the bridge and went over the river toward Dennis Township. I was flying now, doing 75 mph and straining to see something.

Ahead there was a Wawa and a Texaco on either side of the road. I seemed to just see the shadow of something van-shaped turning there onto Rt. 47. I turned also and just saw the van

turn again into the road that led to Leesburg. Following this road at a high rate of speed I caught occasional glimpses of my quarry around the twists and turns. Finally, on a straightaway I seemed to see the van turn in to what must be a driveway. I tried to judge where it had turned, but with it being night and the distance the vehicle was in front of me I just had to guess. I pulled into the yard of a small yellow house with a dilapidated looking one-car garage. I was pretty sure that this was the place, but where was the van?

Someone came to the door.

"Can I help you?" An old man stood there his hastily thrown on flannel not fully covering his tee shirt.

I walked up to the door.

"Yes," I said. "I hope you can. I am looking for a van that seemed to have pulled into your driveway."

"Van?" The old man looked confused. "The only van I know anything about is old 'Betsy' in the garage there and she hasn't seen the road for quite some time."

"What kind of van is it?" I asked fearing I already knew the answer.

"Go look for yourself, but don't touch nothin' until I get a heavier coat on." He turned and shut the door.

I got a flashlight from my glove box (a must for Vanagon owners) and slowly walked toward the ramshackle garage. Through a crack in the partially opened door I could just see the reflection of some glass. Walking up the opening I peered inside.

"You can't see anything with the door shut!" The old man had come up behind me so quietly that I jumped when he spoke.

I grabbed onto the rusty door handle and he unto the door edge and together we slid back the sagging door on squeaky rollers. My flashlight fell on a tremendously dusty and yet

familiar looking VW split window van. You could hardly tell it was blue and white or that wasn't brown it was so dirty, yet there it was.

The old man (who was named Bob) explained to me later over some coffee that the van had been his son's before he went to Vietnam. The young lad had asked his parents to keep it for him until he returned. When he didn't, they kept it as a reminder of their son and with a hope that since he was MIA that someday he might return.

"Well my wife just died this last September," Bob explained. "And my kids want me to sell this place and go to the high rise apartments with other folks my age. I have been thinking a lot about it too, but I didn't really know what to do with Jimmy's van."

To make a long story short I now own the van, which was a '55, and have restored it completely.

I have tried to figure out exactly what happened that night in these few months that have followed, but I can never come up with a satisfactory answer. Was it the ghost of Bob's son come back to relive better days? Or the van itself drawing me there in hopes that I would free it and allow it to again roam the countryside? Or was there some other explanation?

I thought I had found just that when I pulled into the Wawa near Leesburg last week for a cup of coffee and did a double take. In the parking lot sat a blue and white '50-something split window van that had been immaculately restored!

I went inside and since it was very early in the morning there were only a few other people in the store.

A man stood at the counter and I noticed the keys in his hand.

"Is that your van out there?" I inquired.

"Sure is, why do you ask?" The man looked at

me questioningly.

I explained that I had one just like it at home and he went on to tell me that he had recently moved into the area and was now living in Leesburg. In fact he was living on the same street as Bob.

'Aha!' I thought. 'Now I have figured it out.'

It wasn't anything supernatural. I just picked the wrong house and by some strange twist it just so happened to be the one where Betsy was residing. A very strange coincidence, but a coincidence nonetheless.

I was getting my coffee and still talking to the guy when I happened to mention seeing his van up in Bridgeton near the cemetery.

He only looked at my stupidly and asked, "I know this sounds dumb, but since I just moved here last week, where is Bridgeton?"

From www.vanagon.com

History of the Type 3

By Robert K Smith

In the late 1950s, as the Volkswagen Beetle was becoming well established, the people at Volkswagen were looking to expand their product line. The Type 1 series Beetle saloon (sedan) and Cabrio (convertible), as well as the Karmann Ghia Coupe and Cabrio, were sharing the spotlight with a new range of passenger cars. "Type 2" was the designation given to the Commercial vehicles (Microbus, pickup, etc.), and the new line was aptly named the Type 3, VW 1500, available in saloon and Karmann Ghia coupe versions.

According to Volkswagen's Dr. Peters, one of the development engineers on the project, work began in February and March of 1959, starting with a 1300 model (which was considered inadequate), then scrapped in favour of a 1500. First drawings of the new VW 1500 were done in of 1959, and a regular VW chassis was given to the VW styling staff to come with an the



exterior package. The first handmade prototype sprouted in 1959, but it ran into heating. Four other test cars were put together, utilising various engine air intake locations. Louvers under the rear window worked the best, and by January of 1960, the improved VW 1500 was circling their banked test track. In the spring of the same year, ten more 1500s emerged, five of which were built from production parts.

Much of the prototype work on the Type 3 was pretty secretive. Many media "spies" knew something was happening at Wolfsburg, concerning a brand new car, but they couldn't come up with as much as a picture or description. A fire caused extensive damage to a large building at the Wolfsburg facility, which necessitated massive repairs before the building could be put back into operation. The burned-out building was boarded up during repairs, and the VW directors ordered the boards to be left in place, even after the interior damage was repaired. You guessed it; this is the building where the VW 1500 prototype models were assembled, and all visitors (and the majority of VW plant personnel) didn't even know what was going on behind the doors of





this boarded-up building.

With Volkswagen's daily production schedule of 4,000 units (3400 Beetles, 600 trucks, campers, and buses), the VW 1500 projected output was set at 300 units a day. With this low production, minimum manpower and factory space, the Notchback and Karmann Ghia Type 3s were not exported to the United States. Volkswagen's main man at the time, Dr. Heinz Nordhoff, explained the philosophy of his organization, "Before we export any cars, we first must have a service organization set up, then a sales organization, and after these have been established (including spare parts), we then send the cars."

At the beginning of September 1961, the new VW 1500 was officially offered, in saloon and Karmann Ghia coupe models. Technically speaking, these were 1962 models. Like the U.S. car manufacturers, the model year was introduced in the fall of the previous year.

When the media got wind that Wolfsburg was definitely debuting a new "peoples car," quite a few speculative stories went around. Some thought the new VW would just be a much-modified version of the Beetle, while others heard it might be a larger, four-door, luxury model. Well, they were all off as the VW 1500 featured a totally new concept in design, featuring improved riding and handling qualities, without drastically changing overall dimensions.

Besides innovative body styling, and the newly designed 1500 engine, other changes included one-piece torsion bars for the front suspension, and a whole new dash arrangement, as well as a roomy interior. Also, in addition to the front trunk, under the deck lid was another trunk, thanks to the "pancake" 1493cc powerplant.

For a lower engine profile, the VW engineers successfully reduced the height of the 91-cubic inch. It measured no more than fifteen inches from sump to air cleaner, since the old style fan housing was eliminated and the carburettor was set off to one side. All new sheet metal was required, as well as a new fan housing, which mounted to the rear of the engine. A large fan bolted directly to the rear of the crankshaft, which meant cooling was not dependent on a fan belt like that of the Beetle engine.

From 1961 to 1963, there was only one version of the Notchback. The car was characterized by the absence of upper body mouldings; only rocker mouldings and side marker lights on the front fenders, near the belt line, were utilized. Also, only single carb engines were offered in these first years. Front turn signal lenses were bullet shaped, and the taillight lenses were flat, mounted in painted bezels. Black, Ruby Red, Gulf Blue, and Pearl White were the paint colours initially offered, but in 1962, Anthracite and Birch Green were also available.

In August of '63, the '64 models were introduced, featuring two versions - the 1500N, basic sedan (model #315), and 1500S, the deluxe model, still under the 311 number. The "S" came with dual carbs as standard equipment, side and front hood mouldings, wheel beauty rings, side markers on the body belt line, wraparound front turn signals, and pointed taillight lenses. The 1500N didn't have side mouldings or side markers, and the standard engine came with a single carb. It also had plain door panels and trunk trim, only one sun visor, no beauty rings, and no bumper guards.

From 1966 to 1973, the Notchback was available in standard or deluxe trim. The model number was 315, but deluxe was indicated with an "M" number.

On January 9, 1962, the VW "Variant," another member of the Type 3 family, went into production. This one featured a station wagon design, running the same front-end sheet metal and doors as the Notchback, but the quarter panels were different because of the engine air



intake louver locations. With the name Variant sounding too much like Detroit's Plymouth Valiant, U.S. marketers used the term Squareback Sedan to identify the new German import.

Like the Notchback, the Squareback had only one trim level available from 1961 to ~ 1963. Then in 1964, two trim levels were offered with the 1500S Variant. Model Numbers (361-368) remained the same throughout production.

The Squareback Van, M265, was based on model 365, but production quantities and dates are not known.

August 6, 1965, was the introduction date of the 1966 VW 1600TL Fastback. This new 1600 engine was now the standard for all Type 3s. From '66 to '68 only deluxe trim was offered, but in 1969, M233 would equip a Fastback with the standard trim. From 1969 to 1973, both standard and deluxe trim were available.

Some neat changes that applied to Type 3s took place from 1966 on, like front disc brakes. The '67 models were equipped with a 12-volt electrical system, and dual port heads. The '68 line-up saw the introduction of electronic fuel injected engines (not on Type 3 Ghia), a three speed fully automatic transmission, and independent rear suspension. IRS was not available on standard 4-speed cars until 1969. In 1970, the front-end sheet metal was changed slightly, and the Type 3s sported new bumpers, front directionals, and larger taillights with integral back-up lights.

As with all car manufacturers, their design centre artists, mould makers, and engineers work hand-in-hand to create new models. The infant stages, starting on paper, then ending up as a hand built car is called a prototype. And

with most prototypes, some make it to production, but many never even get to the clay mould stage.

One Type 3 that's received a lot of "ink" over the years is the Notchback Cabriolet, a prototype that came very close to series production. Prototypes are generally crudely finished as far as body detail goes, but in the case of the Notchback Cabrio (model #351) and the Type 3 Karmann Ghia Cabriolet (models 341, 342), both cars were fully detailed, and showcased at the Frankfurt Auto Show in 1961.

Further testing after the show, however, revealed previously unrecorded body panel flexing and other problems. Because of these and other reasons, the Type 3 Cabrios never reached full production. Even though they were never produced, they still live on, much more than most prototypes (one of each is at the Karmann Museum at Osnabrück, Germany, and there's a red Notchback Cabrio at the Wolfsburg museum). VW printed sales brochures for both Cabrios, and copies were available in several different languages in 1961, but ...the cars never reached the full production line. According to the January '62 issue of Road & Track magazine, price for the 'Notch Cabrio was \$2050 (less shipping, etc.), the Type 3 KG Cabrio was \$2375, the 1500 sedan went for \$1600 and the Variant was priced at \$1675.

The Type 3 Karmann Ghia did make it into production, and was model 343. This rare Ghia featured a Type 3 chassis, drive train, and suspension, but its body was styled by Ghia of Turin, Italy, and built by Wilhelm Karmann at Osnabrück, Germany. It, too, was introduced at the Frankfurt Auto Show in '61, with a price tag of \$2198. The body design was quite a departure from the Type 1 Ghia, featuring razor-edge bodylines, and a whole new front with four headlights (the two inner ones were



actually fog lights). The interior sported a simple dash with speedometer, fuel gauge, and clock, and to the right of the radio was another gauge (clock) hole, usually with a blank face if the car was not ordered with a tachometer. Production was kept at low levels, about 50 cars daily in the beginning, 1962. Then in 1964, only 34 cars a day were built. Total production, including model 345 (the only Type 3, or VW for that matter, with an electric operated steel sunroof), and model 344 (right-hand drive), was only 45,562, built between March 1962 and July 1969.

Whatever Type 3 you ordered, just like all car manufacturers, you also had a chance to order factory options. Each was coded with a certain "M" number. For example, M3 would designate a single side draft carburetted engine instead of the dual carb "S" motor in a deluxe model. Or if you wanted special dished pistons for low compression/low octane engines, you'd go for the M240 option. Other examples are: M34 - clear turn signal lenses for Italian models; M 119 - gas heater for all Type 3s up to 1965; M248 - deletion of steering lock; M250 - dual carbs instead of single side draft; M630 - 12-volt system prior to 1967.

After you took delivery of your brand new Type 3, genuine VW accessories were also available from the dealership. One of the most sought after is the tachometer (two early types, one late model - black face), which replaced the factory clock. Other trick accessories include day/night rear-view mirror, gravel guards for front and rear fenders, mud flaps, under-dash package tray, door handle shields, roof rack, a defroster deflector to heat the windshield faster, a Type 3 bud vase, and even Type 3 luggage - too much!

From DUNE BUGGIES & HOT VWs

Type 3 prototypes that didn't make it into production.

Top 2 pictures are the Karmann Ghia Type 34 Fastback and the bottom picture is Type 3 Cabrio which was dropped because of concerns with rigidity.



Easy headlight minder circuit

Most air-cooled VWs headlights turn off when the ignition is off which can be a "dual-edged sword". Yes, it reduces the chance of flattening the battery but it also makes it less obvious that you've left them on! Enter the headlight minder. It is mind-numbingly simple. Just put a 12v buzzer between the wire leading to the courtesy light from your door switch (negative) and the wire leading from the light switch to your park lights or dash lights (positive). When the lights are on and you open the door the buzzer sounds! I saw this circuit in of Silicon Chip mag.

VW Nationals 2004 Car show results

	Category	1st place	2nd place	3rd place
1	Beetle up to 1957 Standard	Luis Guarch	Dave Silvestra	E & J Craft
2	Beetle 1957 to 1967 Standard	Dave Birchall	John Denham	
3	Beetle 1968 Onwards Standard	Belinda Godfrey	Ken Davis	Kyrin Tumeth
4	Oval Beetle up to 1957 Modified	Jon Kruger	Paul Dean	Jeff Baker
5	Beetle 1957 to 1967 Modified	Phillip Reilly	Mike Waldron	Takao Otsuka
6	Beetle 1968 Onwards Modified	Peter Huckstepp	Michelle & Mark Wrigley	David O'Conner
7	New Beetle Standard & Modified	Tracey Williams	Mike Delloca	Anthony Surie
8	Kombi Standard all years	Peter Keegan	Mike Said	Michelle Burke
9	Kombi Modified all years	Matt Raine	Greg Porter	Murray Flemming
10	Type 3&4 all years Standard & Modified	George Economoy	Ray Rofe	Megan Davis
11	Karmann Ghia T1&T3 & Karmann Cabriolets Standard & Modified	Wayne & Lisa Penrose	Andy Drummond	Heath Campbell
12	Aussie Convertibles & VW Component Cars	George Chris	Joe Maurici	
13	Golf & Vento Standard	Peter Shelley		
14	Golf & Vento Modified	Ron Croft	Alex Griffith	
15	Sirroco Passat & Polo all years	Greame Horsnell	Alex Medakovic	
17	Off-Road VW vehicle Standard & Modified	Brian Jones	Chris Band	
18	Vintage VW on Club Plates	Dave Birchall	John Denham	Bill Moore
19	VW Audi Group	Adam Law		
20	Best Engine Bay Standard	Matt Raine		
21	Best Engine Bay Modified	Peter Huckstepp		
22	Best Paintwork Fit & Finish Standard	Dave Birchall		
23	Best Paintwork Graphics Fit & Finish Modified	Michael Williams		
24	Best Interior Standard	Michele Burke		
25	Best Interior Modified	Talao Otsuka		
26	Daily Driven up to 1960	Paul Kean		
27	Daily Driven 1961 up to 1970	Chris Holland		
28	Daily Driven 1971 up to 1980	Ron Croft		
29	Daily Driven 1981 up to 1990	Murray Flemming		
30	Daily Driven up to 1991 onwards	Adam Law		
31	Best Engineered	John Van Look		
32	Best Unfinished Project	Todd Mansley		
33	Best Display Vehicle	Wayne & Lisa Penrose		
34	Presidents Choice	David O'Conner		
35	Peoples Choice	Todd Mansley		
36	Highest Point Scoring Vehicle Overall	George Economoy		
	Volkswagen Group Australia Car of the Day	Paul Matwijwi		

VW NATIONALS SPONSORS 2004

We wish to extend a sincere "thank you" to all of our sponsors, who made the VW Nationals 2004 possible.

Volkswagen Group Australia		Korsche Performance Centre	(02) 4325 7911
All Metal Bumpers	0438 765 097 or	Kurt's Precious Metal	(02) 4283 4444
0438 765 098		Mick Motors Qld	(07) 3266 8133
Andrew Dodd Automotive	(02) 9683 2184	Mirrorfinish	(02) 9822 8127
Australian V W Performance Vic	(03) 9725 5366	Mobile Model Cars & Toys	(02) 9543 5364
B P Muswellbrook	(02) 6543 3047	NRMA Vintage Classic Insurance	1800 646 605
Battery World	131 760	North Rocky Mechanical Qld	(07) 4922 0111
Ben Durie Automotive	(02) 4950 8248	Predator Cars	(02) 9584 9488
Blacktown Mechanical Repairs	(02) 9627 6209	Reliable Automotive Services	(02) 9438 3830
Bob Whyms Automotive	(02) 9838 7373	Rivo Auto Electrical	(02) 9627 1874
Bookworks	(02) 9740 6766	S K H Motors	(02) 9602 6059
Brooky Parts Plus	(02) 8788 8888	Shannons Classic Car Insurance	1300 139 006
Bruce Geddes Automotive	(02) 9533 3040	Sharpbuilt Qld	(07) 4635 6554
Canberra VW Centre	(02) 6253 1481	Stan Pobjoy's Racing Eng.	(02) 6654 6946
or 6293 1941		Stokers Siding Garage	(02) 6677 9246
C & S Automotive	(02) 9774 3340	Suitable for Framing	(02) 4646 1648
Cheap Sleeps	www.cheapsleeps.com.au	TCCA Motorsport	(02) 9436 3668
Classic Vee Dub	(02) 9638 4200	Trakka Design	(02) 9472 9000
Cupid Wedding Cars	(02) 9837 0231	Turquoise Ink Products	0411 099 925
Custom Bugs & Buses	(02) 4722 9313	Unicap Pty Ltd	(02) 4777 4006
Cruisin Car Carpets	(02) 9820 5877	V A Spares	(02) 4328 3880
Defender Safety	(02) 9838 8986	V Force	(02) 9743 1247
Doctor Mosha VW	(02) 9596 1817	V&K Semos	(02) 9542 7765
Discoverer Campers	(02) 9632 1304	Vintage Vee Dub Supplies	(02) 9789 1777
Eclipse Detailing Supplies	(02) 9799 0379	Volksbahn Autos	(02) 9688 2933
Harding European Qld	(07) 3276 7477	Volkshaven	(02) 4626 5255
H & M Ferman	(02) 9533 2722	Volksworld Qld	(07) 3357 5887
Hellbug Engineering	0427 914 997	Vollkommen Art Vic	(03) 9543 7804
Indian Automotive	(02) 4731 6444	Wayne Penrose V W	(02) 4272 5644
Independent Roil Distributors	(02) 9793 7583	Wheel Warehouse	1800 225 299
or 0415-745-682		WHM Buggies Australia	(02) 4455 5588
Interspray Pty Ltd	(02) 9725 4585	Wolfsburg Motors	(02) 9519 4524
Klaack Motors	(02) 9724 5901	Wurth Fasteners Australia	1300 657 765



Volkswagen Group Australia