

Zeitschrift



Joe Dunlop and Ray Christie, BP Rally winners 1964.

July 2016

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The Ray Christie story
Jeff's VW Cruise
Seinfeld's VW sold
Vapour lock

The Toy Department
Porsche wins Le Mans
90 km VW for auction
Plus lots more...



The Legend Never Dies

Club VeeDub Sydney.
www.clubvw.org.au

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



Club VeeDub Sydney Committee 2015-16.

| | | |
|---------------------------------------|---|---|
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| Assistant Merch: | Kira and Bettina Rosch | |
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| Motorsport Captain: | Rudi Frank motorsport@clubvw.org.au | 0418 442 953 |
| VW Motorsport Committee: | John Ladomatos Craig Adams Conie Heliotis Eddie Fleita | Brian Walker Martha Adams Norm Robertson (JP) |
| General Committee: | Martin Fox Jeff Swords Craig Adams | Shirley Pleydon Sue Monaghan Aaron Hawker |

Canberra Committee.

| | |
|---------------------|--|
| Chair: | Bruce Walker chair@canberra.clubvw.org.au |
| Secretary: | Mandy Conway vicechair@canberra.clubvw.org.au |
| Registrar: | Iven Laufer (02) 6254 1142 |
| Merchandise: | Mandy Conway merchandise@canberra.clubvw.org.au |

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

Club VeeDub membership.

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

Monthly meetings.

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

Correspondence.

Club VeeDub Sydney
PO Box 1340
Camden NSW 2570

Our magazine.

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

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

Back issues (2007-on) are available at www.clubvw.org.au under the Media - Zeitschrift tag.

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

We thank our VW Nationals sponsors:

29 VW Nationals.

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| Volkswagen Group Australia | Klaack Motors |
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| BWA Auto | VW Magazine Australia |
| Camden GTI Performance | Wolfsburg Auto Melbourne |
| Canberra VW Centre | VW Magazine Australia |

5 years and over.

| | |
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Another full week in 2016!

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Council of Motor Clubs Presents

The Shannons Sydney Classic



Find us on
Facebook



Sunday 14th August 2016

**Sydney Motorsport Park,
at Eastern Creek**

Gates open to the Public at 10am

Over 1900 Veteran & Classic vehicles from over 150 clubs on display and on parade, including cars, motorbikes, scooters and military vehicles, police vehicles, ambulances & fire engines. AND it's on rain, hail or shine. There's plenty to see and do indoors.

- Double-decker bus rides around the track (gold coin donation for the Bus Museum)
- Trade displays in Pit Garages all day with books, models & all sorts of memorabilia available for sale.
- Live music, the Free Spirit Markets, Rock 'N' Roll dancing, art show and much, much more !!
- Don't forget, this is very close to Father's Day, so come along and pick up a gift that Dad will love!

It's a day for all the family with lots of things for Dad, Mum & not forgetting the kids with clowns, ; face painting and lots more.

General admission \$20

**Free entry for kids under 12 years
& Free Parking**



Canley Heights RSL & Sporting Club

Presents the 16th Annual

Car Show

Sunday 11th of September 2016



Show Cars arrival time: 6:45 – 8:45 am

Start Time: 9.00 am

Car Entry Fee: \$20.00

Admission/Spectator Fee: Gold Coin Donation

All Car Clubs welcome - Vintage, Classic,
Custom, Hot Rod and Commercials

Proceeds Donated to
**Westfield's Sports
High School**

Enquiries call
Frank on:

9725-4329 or
0409 984 455



Presentation / Trophies

from 2.00 pm

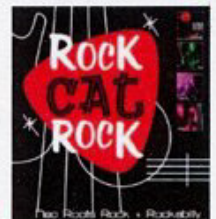
Car Show Music by

DJ Town Sounds

Entertainment in the Wakeley Room
from 11:30am -

Featuring:

**ROCK
CATROCK**



**Sausage Sizzle Hosted by
Westfields Sports High School**

Canley Heights RSL & Sporting Club

Supporting the Community!



Canley Heights RSL & Sporting Club

26 Humphries Rd, Wakeley, 2176

Ph: 9604-9975

W: www.canleyheightsrsl.com.au





Club VeeDub Canberra Chapter's main event for 2016!

SHANNONS



GERMAN AUTO DISPLAY

**A CELEBRATION OF
GERMAN AUTOMOTIVE ENGINEERING & DESIGN**

SHOW & SHINE, SUNDAY 18 SEPTEMBER 2016

TO BE HELD IN PARKES, CANBERRA ACT

Patrick White lawns, Parkes Place West (beside the National Library)

- ▶ 8am arrival for setup. Bring a chair, sunscreen & the camera!
- ▶ **ALL** cars must register at the **VW Club** tent & have drip trays.
 - ▶ Display fee collected on arrival.
 - ▶ Food & drink will be available on site.
 - ▶ Enquiries to chair@canberra.clubvw.org.au

More information at www.canberravw.com closer to the event.





Mercedes-Benz Club of NSW Presents:

SYDNEY GERMAN AUTOFEST 2016

Car Show & Family Picnic

SUN 25TH SEPT 2016 Cars in place
9:30AM for 10:00AM

Gough Whitlam Park, Bayview Ave, Earlwood

Event Directors: Nick Harris 0408 228 305

www.mbcnsw.org.au \$10 p/car entry fee

WWW.VWMA.NET.AU



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**OCTOBER
1ST/2ND
2016**

WARWICK DRAGWAY QLD



- TWO DAYS ALL VW 1/8TH MILE DRAG RACING • NOVICE TO PROFESSIONAL
- 36HP TO 500HP BUGS, BUSES, TYPE III, GOLF, PASSAT, BUGGY, SPECIALS
- SATURDAY VW CAR CRUISE • VW SHOW'N'SHINE WARWICK CBD • TRADE SWAP
- ON SITE VW PARKING • EVENING ENTERTAINMENT • FAMILY FUN



Von dem Herrn Präsident.

Well, Steve has SMSd me to say he is in Birdsville (!) so I will step in for him this month. I was last in Birdsville in 1985, playing a gig at the famous pub. It's a fantastic place and I'm sure Steve will tell us all about it next month.

We are all still a little bit in VW Nationals hangover mode, so June was a fairly quiet month. Jeff organised a run from Gloria Jeans at Bella Vista up to the Australian Pioneer Village at Wilberforce, and it was a really enjoyable day. We saw lots of new members come along, which was great to see, but a disappointing turn-up from you longer-time members. There is a report and photos in this issue.

Even though we're in the middle of a damp, cool winter, there's still plenty of things coming up. Many VW fans will be heading up to Nambucca Heads and Valla Park for the VW Spectacular, which this year will again be a week-long event. But the main town-filling convoy and the show n shine will be held on Saturday-Sunday 30th-31st July. Check the flyer and contact Donna if you haven't made your bookings yet.

August sees the annual CMC Shannons Classic day at Eastern Creek raceway. This year we are celebrating the 50th anniversary of the VW 1300 Beetle, and the 40th anniversary of the VW Golf in Australia. We'll have articles on both in next month's magazine, and hopefully the CMC will include them in their own magazine. Norm has been in contact with the CMC after last year's stuff-up, and we are assured of a better show location on the tarmac this time.

Springtime comes in September, and this will see a new big show at Canley Heights; the annual Canberra German Classic in the ACT, and the Sydney German Car Show organised by the Mercedes Club. The Burwood Festival has been moved to October, so this year it won't clash with the Canberra Show. I'm not sure if we're doing anything with the Oktoberfest this year; after last year's failure at the Hubertus Club we will probably give that a miss. Or go to another one? If you know of any, come along to the meeting and we can organise it.

In the meantime, don't forget that the July monthly meeting on Thursday 21st will also be our annual AGM. All the committee positions will be vacated and we will be calling for new nominations. We will vote on those with more than one nomination. It's an important night for the next twelve months, so we invite all members to attend and have a say in how our club is run. Drinks and nibbles will be provided on the night.

Thanks to Paul and Pete at VW Australia, I was recently able to source VW's sales data for 2014 and 2015, ready for updating our history pages on the website. I also keep a spreadsheet of all VW's Australian sales, from 1954, including all model sales. When I updated this with the latest figures, I saw that VW's total Australian sales, from 1954 to the end of 2015, reached 940,038. That means that VW only needs to sell another 59,962 vehicles to reach the magic ONE MILLION VWs in Australia figure. One million VWs in 62 years! Since VW sold just over 60,000 last year, that could happen by the end of this year, or early next. In fact, to the end of June, VW has sold another 29,809 vehicles, so they are nearly halfway there – just another 30,153 to go.

I have passed this news on to VW's PR department via their Das Auto publishing firm, and several VWA executives (including MD Michael Bartsch) get our magazine and will read this. Hopefully VW Australia will make a BIG deal out the 1 million VWs when it happens. If you start to see 'One Million Australian VWs' ads – well, you read it here first. I will have more information on the one-million VW milestone for you next month.

Our 2002 Bora had been feeling a little worn out recently, passing 200,000 km and a few annoying minor things starting to go wrong with its door locks, glovebox and ignition. It was time to trade it in, so Lily and I are now travelling in a 2007 Passat TDI wagon. Very flash! It's a quiet, rapid, comfortable, economical and classy way to travel to and from work every day. Don't worry – we still have the Kombi for special occasions. Happiness is owning both old and new VWs.

Enjoy Norm's wonderful article on Ray Christie in this issue. Ray is a living VW treasure! See you at the AGM.

Phil Matthews



Kanberra Kapitel report.

Happy July to you all. The Canberra Chapter had no events during June due to our busy month of May. On Sunday 24 July we are heading off to cruise to the Murrumbateman Pub, details have been emailed to members as well as a flyer to give you some details. Please let Iven know if you will be going, we'd love a big turnout and I am sure it will be a great event.

In August we are heading to the south coast for the Corrigans Beach Rotary Markets, where we will be able to park the cars on public display (weather permitting) and wander the markets. This will be on Sunday 21 August, and the members will be able to either drive down on Saturday and stay overnight, or convoy down on the Sunday morning. We will have details out soon on this event.

September will be the German Auto Display, Sunday 18 September to be exact. The location has changed this year to the lawns of Old Parliament House, with a wet weather location being the Treasury carpark nearby. More details will be available next month. A reminder that we want to see the historic registered vehicles at the show.

Stay warm everyone, talk to you soon.

Bruce



Club Veedub AGM. Thursday 21 July 2016.

Our July monthly meeting at the Arena Greyhound Club is also our Club's Annual General Meeting. All committee positions will be declared vacant, and new nominations for all positions will be sought. Voting will take place as required, should more than one nomination for a position be forwarded.

All Club Veedub members are invited to attend, and if you wish, nominate for a position on the committee for 2016-17. We are always looking for new blood, new enthusiasm and new ideas. Come on, get involved! We welcome your input to help make our VW club bigger and better than ever.

Whether you'd like to stand for a position, or just have a say in how your club is run, please come along to the AGM. Drinks and snacks will be provided on the night.

Klub Kalender.

**** All information correct at time of printing but subject to change - events are sometimes altered or cancelled without notice. Check www.clubvw.org.au for the latest information and any changes.*

July.

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

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

Saturday 30th – Sunday 31st:- VW Spectacular 2016 at Valla Park, Nambucca Heads. These are the main activity days but events are on the whole week before. Local VW cruises and tours; go-kart racing. Saturday street parade at Nambucca Heads; racing at Raleigh Raceway; Fund-raising charity dinner and auction. Sunday car show with Top 10 Shootout, swap meet, traders. VW stuff all week. Pre-bookings and

deposit are a must. Contact Donna Pell on 0427 695 203, or email vwspectacular@gmail.com. Visit the website www.volkswagenspectacular.com for more info and the essential booking form.

August.

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

Thursday 11th:- Committee Meeting at the Greyhound Social Club, 140 Rookwood Rd. Yagoona (next to Potts Park).

Thursday 18th:- CLUB VW MONTHLY MEETING at the Greyhound Social Club, 140 Rookwood Rd. Yagoona (right next to Potts Park). Get the latest VW news and views, plus VW socialising, drinks, raffles, trivia and plenty of prizes. Lots of fun, all welcome. 8:00pm start.

Sunday 21st: Shannons Sydney Classic 2015 at Sydney Motorsport Park, Eastern Creek. Organised by the CMC, it's the largest classic car show in Australia. Double-decker bus rides, trade stands, historic race cars, Concours, parade lap of the track. Club VW will again have a Volkswagen display. You must book with David Birchall at the monthly meeting or on (02) 9534 4825 to gain an entry/display ticket. This year we are celebrating 50 years of the 1300 Beetle and 40 years of the VW Golf in Australia.

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

September.

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

Thursday 8th:- Committee Meeting at the Greyhound Social Club, 140 Rookwood Rd. Yagoona (next to Potts Park).

Sunday 11th:- 16th Annual Classic Car Show at Canley Heights RSL Club, 26 Humphries Rd Wakeley. Show cars should arrive 6:30-8:45am (\$20 entry). Show opens 9:00am (Gold coin donation for spectators). Car show music by DJ Town Sounds. Sausage sizzle by Westfields Sports High School. RSL Club open all day. Trophies presented at 2pm. Phone the RSL Club on 9604 9975 for more info.

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

Sunday 18th:- Canberra German Autofest. More details to come. Phone Bruce on 0400 119220 for more info.

Sunday 25th:- Sydney German Autofest 2016, car show and family picnic, at Gough Whitlam Park, Bayview Ave Earlwood. Organised by the Mercedes-Benz Club of NSW. All German makes welcome. \$10 entry per car. Entrants to be in place by 9:30am. Food and drink stalls on site. Volkswagens old and new wanted - let's have more VWs than Mercs, BMWs or Porsches! Contact Nick Harris (Merc club) on 0408 228305 for more info.

Monday 26th:- Canberra General Meeting at the Harmonie German Club, 49 Jerrabomberra Avenue, Narrabundah, at 7:30pm.

October.

Saturday & Sunday 1st & 2nd:- VW Warwick Drags 2016. Two days of Volkswagen drag race action! Street parade, static VW display, VW movie night, Saturday scrutineering from 11am-noon, driver's briefing, then unlimited practice and qualifying until 5pm. Sunday drag competition and finals. Lots of race classes for novices and pros. Air and water-cooled VWs welcome, hotties and stockers! Pre-entry by 20 September is mandatory; no entries on the day. Go to www.vwma.net.au for all entries and more info.

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

Thursday 13th:- Committee Meeting at the Greyhound Social Club, 140 Rookwood Rd. Yagoona (next to Potts Park).

Sunday 16th:- Burwood Spring Festival Classic Car Show at Burwood Park, Burwood. The car show is part of the Spring Festival, with displays, stalls, food, rides and entertainment all day. Vintage, veteran and classic cars. Club Veedub will be having a Volkswagen display (\$10 entry). You must pre-book by 1 Sept to enter. Visit www.burwoodfestival.com.au or phone the Burwood SES on (02) 9745 1386 and say you are with the VW Club.

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

Monday 31st:- Canberra General Meeting at the Harmonie German Club, 49 Jerrabomberra Avenue, Narrabundah, at 7:30pm.

November.

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

Thursday 10th:- Committee Meeting at the Greyhound Social Club, 140 Rookwood Rd. Yagoona (next to Potts Park).

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

Sunday 20th:- Kurrajong-a-Buzz community day at Kurrajong Village. To celebrate Pollinator Week, Club VW Sydney have been invited to display VW Beetles at the free family fun and pollination information day. There will be a kids activity zone, a sausage sizzle run by our local Rural Fire folks, cake stall run by our Kurrajong Nursing home group, and lots of activities in our cafes. Kurrajong Rural Fire service have arranged exclusive parking for the first 10-12 VW Bugs. Please arrive before 8:30am to get into position before the event starts. Other VWs welcome to attend but will have to park elsewhere. Contact Lyn Ward on 0411 107456 for more info.

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

Marktplatz.

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

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

Photos can be included on the website but not in Zeitschrift. All ads will appear in Zeitschrift first so our members have first chance to see them. They will then be transferred to the club website on the third Thursday of the month.



New Ads.

For Sale:- VW Type IV motor, converted with Porsche fan and cooling to fit straight into a Beetle, Ghia or Type 2 to 1971. 2.2-litre, built by John Alder. Twin Weber 44IDFs, hydraulic lifters, external oil cooler, clutch. Used for only 7500 km in restored VW Type 182 (Thing) and replaced with original engine. This engine no is CJ044242. \$6950. Phone Bevan on (02) 6645 4502.

For Sale:- Don't miss out on a unique opportunity to own the only **'BEETLE' number plate** name registered in Victoria. Any inquiry or offers phone me on 0416221116 or email me at daniel.zuccolotto@yahoo.com.au

For Sale:- We are a gift importer/distributor based in Victoria – and one of our ranges is the official licenced **VW T1 Kombi giftware products**. Check out our range on our website. Would you be interested in the prospect of selling some of our VW product from your website – or via your database of VW owners? I look forward to hearing from you. Contact Rick Thurlow on (03) 9562 9900, or email me at rthurlow@jasnor.com or check our website www.jasnor.com.au/brands/gift-brands/volkswagen-collection

For Sale:- 1961 Beetle light yellow colour. Reg until Nov 2016. Good condition, runs well, needs new carpet. Asking Price \$11,500 Contact Bronwyn Green on 0415 515 452 or email bronlaneygreen@bigpond.com

For Sale:- I have a vw convertible for sale 1964 lots of extras, running but not reg'd Please reply initially by email to confirm Thanks, Mrs Pam Bird. Phone 042 2952056 (mob), (02) 47518 822 (ah) or email pam.bird@hotmail.com for more info

For Sale:- Hi I have a rare **VW Passat Diesel** I want to sell. It is 1 of only 4 imported. Its only traveled 106000 km. It is about 1980 GLD Passat so if anyone is interested could you let me know Mr Glen Taylor, phone 0457 874315

For Sale:- I have approximately 50 off **BOSCH vacuum diaphragm units** (fit to the distributor) These are genuine BOSCH. Part No/9 231 067 168. I am informed these fit the earlier type VW Beetle engines. They are Brand New "OLD STOCK" Some are in the BOSCH boxes(yellow and red) others are in the PETRO-JECT White boxes. Just packaged different for the Australian distributor (PETRO-JECT) I have removed the PETRO-JECT label to reveal the BOSCH part No/. If you are interested please drop me a line. I am asking \$15.00 Aus. Each. If they are what they seem I would imagine they will be a very rare item. Contact Mr Eddie Kirby (United Fuel Injection WA) on (08) 9259 3000 (BH), mobile 0438 268136 or email ekirby@unitedfuel.com.au

For Sale:- 1x 1962 VW in parts and **1x 1965 VW** previously registered with fully reconditioned motor Asking Price \$2000 or best offer. Contact John on 0412 849199 or email rachelcatherine@ozemail.com.au

For Sale:- 1967 Volkswagen 1300 Beetle Deluxe sedan that

was last registered in 1995. It has been outside covered since this time and due to family circumstances, we will be looking to sell this, it would a project for an enthusiast. The VW belongs to my brother in law and he purchased this in 1988 from Germania motors in Crows Nest. The car does not currently run and would need to be picked up from Dural NSW 2158. Mostly complete, light-tan in colour, red interior. There is a little rust in some of the corner of panels, but not too much. Please contact Kim Hoskin 0413381281 or email kim.hoskin@optusnet.com.au for more info.

For Sale:- 1970 VW Type 3 squareback. 1600cc manual, 130,000 miles (210,000 km), colour white, good condition. Original engine re-conditioned at 95,000 miles (153,000km). Michelin tyres on car in excellent condition plus new Michelin spare. Fitted with towbar & front stoneguard. Registered until 6 October 2016. Owned by my wife & I since new. Price - \$2,900.00. Contact Wayne on mob. 0412 860294 or email wmat43@hotmail.com

2nd month Ads.

1973 Type 3 automatic Notchback. Unfinished project, garaged since 1989. This was going to be a "luxury car" project, so has lots of modifications, including a custom-built dash and interior. Rust-free, all panels file-finished, but unfinished sliding sunroof. Engine is out of another Type 3, has T2 Kombi fuel injection conversion, 2074cc displacement. \$5000. Please email Rod at rod.young@aphs.nsw.edu.au for more info.

Wanted: Golf GTI owners! Edge Media Pty Ltd (publishers of VW's 'Das Auto' magazine) are conducting a social media campaign, inviting Golf GTI drivers past and present, to submit video footage they may have of them and their Golf GTI. This is for a video for Volkswagen to celebrate the release of the Golf GTI 40 Years anniversary edition, the most powerful one yet.

Would you like to star in our fan-powered birthday tribute film? Our beloved Golf GTI is turning 40 and it's fitter and faster than ever. Send us your Golf GTI videos, pictures and stories and you could be part of our celebration of 40 years of performance.

Is your Golf GTI a piece of history that should star in our 40th birthday film? Maybe it was the car you and your old man worked on together. Maybe it got you to the church on time. Maybe you drove your first kid back from the hospital in it. We'd love to get your GTI videos, pictures and stories to help us create a very special 40th birthday film.

Your Golf GTI can be old or new, any one of the 7 different generations ('Mks'). And it really can be of anything. Your GTI on a track, reversing out of the driveway, the GTI with kids in the back, whatever.

Contact Paul Rodger, Managing Editor (Edge Media) on (02) 8962 2660 (BH), or mobile 0405 524 456, or email golf40@edge.agency

For Sale:- VW beach buggy (buggly). Body is off the chassis 1200 cc I'm the second owner haven't touched the motor

Trades and services directory.

Unit 1
11B Harp Street
Campsie NSW
Australia 2194

Tel: 02 9789 1777
Fax: 02 9718 8704

Vintage
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KOMBI GHIA TYPE III BEETLE

ACR WEST COAST MECH. P/LC. **FLAT4** **Seat** **Fuchs** **WEBER**
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Trades and services directory.

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Amarok Aventura V6.

The 2017 Volkswagen Amarok has been unveiled in the form of the new-look – and powered-up – VW Amarok Aventura dual-cab ute.

The so-called “premium pick-up” is set to become the only ute in the segment with a turbo diesel V6 engine, with the new 3.0-litre power unit churning out 165 kW of power and 550 Nm of torque: up markedly on the most powerful twin-turbo four-cylinder engine currently offered in the Amarok (with 132 kW and 420 Nm).

The fact it is a V6 means it has bragging rights above the likes of the Ford Ranger and Mazda BT-50, both of which have five-cylinder powertrains. The rest of the mainstream ute fraternity is powered by four-cylinder engines. It will be offered in three different power output specifications: 120 kW, 150 kW or 165 kW in the top-spec V6 model. Torque figures are yet to be confirmed for the lower-spec engines.

According to VW that top-model V6 engine offers maximum torque at only 1500 rpm, meaning it is “thus able to deliver sufficient propulsive power and torque performance in any situation”, while the top cog in the six-speed manual or eight-speed automatic gearbox is said to be geared to ensure low noise levels and low emissions.

According to VW, the 165 kW model with eight-speed auto uses just 7.6 litres per 100 kilometres, and all engines are Euro 6-compliant, meaning they have stop-start technology, too.

VW has confirmed it will offer different drivetrains for different buyer requirements. The entry-level models will likely be offered with rear-wheel-drive and a six-speed manual gearbox, while there will also be a 4Motion four-wheel-drive variant with a manual transmission and an engagable front axle, and a permanent all-wheel-drive version with eight-speed automatic gearbox.

Towing capability for some V6 diesel Amarok models is said to increase to 3.5 tonnes from the four-cylinder model’s 3.0-tonne capacity, bringing it into line with the leading utes in the class.

VW has updated the ute’s steering system to its electronic Servotronic unit, while the brakes have been upgraded for top-spec 165 kW models, with front (17-inch) and rear (16-inch) disc brakes to

“ensure that the powerful pickup always comes to a stop quickly and safely”.

Further to the big changes under the bonnet, the new model sees changes to the metal and lighting around that area, too.

The Amarok Aventura seen here gets bi-xenon headlights with LED daytime running lights, as well as a new grille and revised lower bumper section that brings the Amarok into line with the brand’s latest SUV offerings, like the Tiguan. Add to that the facelifted Amarok gets 20-inch wheels, a fairly chunky sports bar and LED-lit side sills.

VW says it has updated the interior, too, with an upgraded dashboard. There are no images of that available yet. We’ll update the story when we can.

The V6 versions of the Volkswagen Amarok will be offered from September 2016 in Europe and in other parts of the world. It seems a safe bet that in lower-spec models the existing four-cylinder TDI powertrains will continue to be offered.

Volkswagen Australia public relations manager Kurt McGuinness confirmed the new V6 diesel Amarok will be offered locally.

“We do plan to introduce a V6 Amarok to our range when we launch the new Amarok later in the year,” McGuinness said. “Local details, specifications and pricing for this variant will be available closer to launch.”

GTI Clubsport S.

As previously reported in Zeitschrift., the souped-up Volkswagen Golf GTI ‘Clubsport’ is being released in Germany to celebrate the 40th anniversary of the original Golf 1 GTI. This model is on its way to Australia, but due to GMH-Holden already using the ‘Clubsport’ name, it will be released here as the ‘GTI 40 Years Edition.’

The FWD GTI Clubsport benefits from a special tune that brings its power up from 162 kW to an impressive 195 kW, not far below the AWD Golf R’s 208 kW (Aussie tune). Unlike the Golf R, which has been detuned from 221 kW for Australia, the same 195 kW will be on tap for Australia’s ‘GTI 40 Years.’ A new boost function ups the output briefly to 213 kW and 380 Nm. Australia’s version will be 5-doors rather than 3, which our market prefers.

However even this hotter Golf will soon be outclassed by an even more powerful special.



The new limited-edition model will be known in Europe as the 'GTI Clubsport S', and fans got their first look at the annual Wörthersee GTI-Treffen ("meeting") in Austria last month, the world's biggest Volkswagen show.

Volkswagen says its newest special will push past "the 300PS (bhp) barrier", or 221 kW. That number rivals the European specification of the all-wheel-drive Golf R.

A specific output for the proposed Clubsport S is still to be confirmed, however, and it's unclear if the promised barrier-breaking number will be the standard max or a boost-only effort.

Unfortunately, the bad news is that, according to industry journal Automotive News, the promised Golf R400 project has been binned. This was an even more souped-up concept car based on the AWD Golf R that was going to produce 400 bhp (295 kW).

It was already known that Volkswagen's diesel emission problems would see a number of projects cancelled or postponed while VW works to cover the costs of repairs and buybacks, and the hotted-up Golf R special now looks to be among them.

The special was first teased as a 295 kW concept two years ago, and a production schedule was confirmed last year by the now former chief of powertrain development, Dr Heinz-Jakob Neusser. However, Neusser was among those forced to step down after the 'dieselpgate' news broke.

Automotive News reports that the extra-hot hatch's powered-up EA888 engine project is still being developed, however, with a view to using it in future Audi models.

Nurbürgring FWD record.

The special edition Volkswagen Golf GTI Clubsport S has just recorded a sub-7min 50sec lap of Germany's legendary Nurbürgring Nordschleife, making it the fastest front-wheel-drive production car to ever lap the 20.83-kilometre circuit.

With 228 kW of power and 380 Nm of torque available from its turbocharged 2.0-litre EA888 four-cylinder engine, the two-seat, three-door, manual-only Volkswagen Golf GTI Clubsport S – the most powerful GTI ever – set a time of 07:49:21, bettering the 7:54.36 time set by the Renault Megane RS275 Trophy-R back in June 2014.

Limited to a production run of 400 cars, Volkswagen claims the special edition Golf GTI Clubsport S can sprint from 0-100 km/h in 5.8 seconds and wind out to 265 km/h.

Driven by 28-year-old German racer Benny Leuchter and equipped with a "special sport chassis", "special brake pads" and 19-inch alloy wheels wrapped in 235 mm-wide, 35-profile "semi-slick" Michelin tyres, the record-breaking run was achieved using a unique 'Nurbürgring setting'.

Accessed via the standard model's driving profile selector, engineers have reconfigured and fine-tuned the 'Individual' setting to "suit the unique conditions of the Nurbürgring".

Although profiles for 'Comfort', 'Normal' and 'Race' are also available in the Clubsport S (normal Golf GTIs being

limited to a choice of 'Comfort', 'Normal', 'Sport', or 'Individual'), the special Nurbürgring setting specifically adjusts the car's adaptive suspension, engine, steering, and sound to create an ideal setup for the Nordschleife layout.

Volkswagen has also added a new exhaust system to the car, while also reducing weight down to 1285 kg, or around 30 kg less than a similarly equipped Golf GTI Clubsport – a car due to go on sale in Australia from June, priced from \$48,990, badged here as the Golf GTI 40 Years Edition.

Inside, along with the removal of the rear seats, the Golf GTI Clubsport S also features a driver and front passenger racing bucket seat, red-lined seat belts, an Alcantara-trimmed sports steering wheel and an Alcantara-trimmed version of the Golf's iconic golf ball gear knob.

The record run not only ensures the Volkswagen Golf GTI Clubsport S will draw plenty of crowds at its world premiere at the Wörthersee VAG festival in Austria, but also plenty of controversy too.



Much debate surrounded an earlier 7:58.44 time set by the 'specially equipped' Seat Leon Cupra 280, and a subsequent 7:50.63 time set by a single-seat, preproduction prototype version of the new Honda Civic Type R. The Golf has beaten them both.

New 1.5 TSI engine.

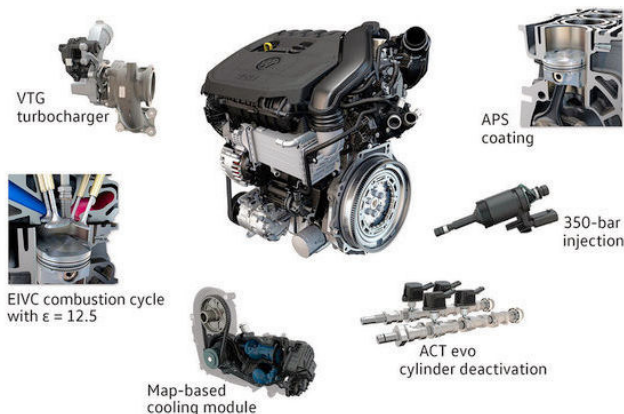
Volkswagen AG has unveiled the first of its more efficient new-generation EA211 turbo-petrol engines, a 1.5-litre TSI that will replace the 1.4 TSI used in models such as the Golf, Skoda Octavia and Audi A3.

Revealed overnight at the annual Vienna Motor Symposium, this new unit will trickle into a range of VW products from the end of 2016. Notably, it has variable turbine geometry — something VW says is the first such application on a "volume-produced" spark ignition engine.

The 1.5 will be available in two applications, producing 96 kW (up from 92 kW) and 110 kW (the same as at present). The 96 kW unit has the same 200 Nm torque output as before, but you'll be able to access the maximum from 1300 rpm — 100 rpm earlier than in the current unit.

Fuel consumption has also been reduced, by up to 1.0 L/100 km at the top end. Even the base 96 kW engine will offer 10 per cent greater efficiency than the current 92 kW unit.

Key aspects of what makes the 1.5 different are: it runs on a Miller combustion cycle with a high 12.5:1 compression



ratio; has common-rail injection with up to 350 bar pressure, a new thermal management system, cylinder deactivation under low loads and cylinder walls coated in atmospheric plasma spray.

The Miller cycle was patented by US engineer Ralph Miller in 1957. In the Miller cycle, the intake valve is left open longer than it would be in a normal Otto cycle engine. As the piston initially moves upwards in what is traditionally the compression stroke, the charge is partially expelled back out into the intake manifold through the still-open intake valve. Normally this loss of charge would result in a loss of power. However, in the Miller cycle, this is compensated for by the use of a supercharger. The supercharger must be designed to produce boost at relatively low engine speeds, otherwise low-rpm power will suffer.

The piston begins to compress the fuel-air mixture only after the intake valve closes; and this is only after the piston has travelled some distance above its bottom-most position, usually around 30% of the total upward stroke. This means the piston actually compresses the fuel-air mixture only during the last 70% of the compression stroke.

An intercooler lowers the intake charge temperature, and with the shorter compression stroke gives a lower final charge temperature than would be obtained by simply increasing the compression of the piston. The engine's expansion ratio is greater than the compression ratio, which increases the engine efficiency. This enables the compression ratio to be increased compared with a normal engine. This also allows the ignition timing to be advanced beyond what is normally allowed before the onset of detonation, thus increasing the overall efficiency still further.

Expect to see the new 1.5 feature in the facelifted Golf, next-generation Polo and in numerous other VW Group models from late 2016.

New VWs at Wothersee.

Two apprentice-developed high performance concept cars, the Volkswagen Golf GTI Heartbeat and the Golf R Variant Performance 35, have been unveiled at the 2016 Wothersee meeting in Austria, the world's largest Volkswagen festival.

Created over a period of nine months by a team of 12 apprentices from Saxony, Germany, the two-seat Volkswagen Golf GTI Heartbeat is based on the three-door Golf GTI



Performance.

Under the bonnet, the Heartbeat features a 2.0-litre turbocharged four-cylinder engine boosted to an amazing 295kW, a significant increase on the 169kW available in the donor vehicle. The GTI Heartbeat rides on 20-inch BBS alloy wheels fitted with wide tyres.

Externally, the Heartbeat is finished in a reflective silver paint, although the front end and roof are covered in a dark grey matte foil. To ease the transition between the two exterior colours, the apprentices have also kitted out the car with an eye-catching honeycomb pattern.

On the inside, the Heartbeat uses the same folding bucket seats featured in the recently unveiled, record-setting Golf GTI Clubsport S. For the Heartbeat, the back rests and door inserts come fitted with a honeycomb pattern.

The rear seats have been junked in favour of a 1360-watt seven-speaker sound system replete with LED lighting and engraved glass covers.

Also making its debut at the 2016 Wothersee gathering is the Volkswagen Golf R Variant Performance 35, which was created by apprentices at Volkswagen's Sachsen factory in Zwickau, Germany.



The Performance 35 name has a double-barrelled meaning: it references both the 35th Wothersee meeting taking place this year, as well as the engine's 350PS (257 kW) output — up 36 kW on the production Golf R.

As with GTI Heartbeat, the Performance 35 has two colour body, this time transitioning from red at the front to champagne at the rear. In addition to new alloy wheels, the Wothersee show car also features two subtle hood vents.

For the interior, the apprentices have installed LED stars into the car's ceiling, while the still functional boot has been utilised for a 2,500 watt 12-speaker sound system.

While neither of these concept vehicles are destined for production, they show what can be done with the VW donor vehicles and various details may trickle down to production vehicles in the future.

VW T-Prime GTE.

With yet another possible large SUV concept, Volkswagen China unveiled the T-Prime GTE at the recent 2016 Beijing auto show. This new crossover concept potentially previews another new range-topping SUV for VW Group.

As part of Volkswagen's renewed focus on electrified propulsion, the T-Prime GTE has a plug-in hybrid drivetrain that pairs together a 185 kW/370 Nm 2.0-litre turbocharged petrol engine with a 100 kW/350 Nm electric motor.

Working together, the two motors can provide a maximum of 280 kW of power and 700 Nm of torque. Drive is sent to all four wheels via an eight-speed automatic transmission.

When the 14.1 kWh battery pack is fully charged, the T-Prime GTE has a claimed emissions-free driving range of 50 kilometres and an overall fuel economy rating of 2.7 L/100 km.



Foot to the floor, the T-Prime GTE can reportedly hustle from 0-100 km/h in six seconds flat and a hit a top speed of 224 km/h.

Based on VW Group's MLB platform for longitudinal-engine front- and all-wheel drive cars, the T-Prime GTE has a length of 5069 mm, a width of 2000 mm, and stands 1708 mm tall.

Despite its large dimensions, the T-Prime GTE concept car has only been equipped with seating for four people. The dashboard does away with traditional buttons, replacing them instead with a large 15.0-inch touchscreen, gesture support, and capacitive switches.

The T-Prime GTE is the latest in a series of SUV concepts from Volkswagen, as it readies a massively expanded SUV range to meet demand around the world.

The first shot in Volkswagen's assault on the SUV market is the second-generation Tiguan, which, depending on the market, will be available in both standard- and long-wheelbase formats. Both versions will be coming to Australia, the normal version in September and the longer version next year.

Next will be a "mid-size SUV for China and the USA". This will be based on the CrossBlue concept vehicle, which has been in development for several years now and was snapped recently in near-production guise. 'Mid-size' is in USA-speak, as in reality it is quite a large

SUV, bigger than the Touareg. It is expected to feature three rows of seating. No right-hand drive version has been confirmed yet, but if there is, it will also come to Australia.

Volkswagen says that the three-row SUV will be followed up by the next generation of the successful Touareg (VW's first SUV) and, perhaps, a vehicle in the style of the T-Prime Concept GTE concept shown here. A full-size luxury hybrid VW SUV may, in fact, replace the low-selling Phaeton limousine which was recently discontinued.

As for smaller SUVs, sitting below the new Tiguan will be a Golf-size crossover inspired by the T-Roc concept, and a Polo-class SUV previewed by the T-Cross Breeze. These smaller VW SUVs are unlikely to be sold in Australia.

Up! now turbo.

While it was discontinued from the Australian lineup in 2014, VW's little Up! continues to be a success in Europe. It has just received some significant upgrades for the Euro market.

The Up! is now much more powerful thanks to a new 1.0-liter three-cylinder engine, which is now fitted with a turbocharger. The previous Australian models were naturally aspirated and came with a five-speed manual only – in Europe a five-speed automatic box is available as an option.

The new triple's output is 66 kW, up from 55 kW, but the bigger news is the enormous increase in torque: now 160 Nm, instead of 95 Nm before. That will give the little Up! some serious point-and-shoot ability, a statement that's backed up by the stopwatch – this car can hit 100 km/h in just 10 seconds. That's a full three seconds faster than the previous version of the Up!, and is comparable to the original Golf 1 GTI. However the average fuel consumption is just

4.4 L/100 km.

Euro buyers can now get the Up! with a five-inch touchscreen display, a multi-function steering wheel, auto climate control, and a thumping 300 W BeatsAudio stereo. The previous benefits of the VW Up!, such as a much higher quality interior than its cheap Asian rivals, continue on. In fact, the interior space has been upgraded further.

Extensive customization is available with 13 body colours, three roof colours, and ten different dashpad designs. Connection is improved with a new Composition Phone radio



system and smartphone integration for ultimate connectivity. A perfect environment is created with New Climatronic with Pure Air system. Cool background lighting design in the interior: New ambient lighting in white (high up!), orange (cross up!) or in blue (e-up!).

The latest Up! comes with new bumpers, a new rear diffuser, door mirrors with integrated indicator lights, new headlights with LED daytime running lights, and new rear lights.

The new Up! will be available in the third quarter of the year in Europe. The base price of the new Up! will remain at the level of its predecessor, with higher specifications.

However the Up! has been discontinued in Australia and there are no plans for its reintroduction. The larger Polo is now the smallest and cheapest model in the local lineup.

VW US Enthusiast Fleet.

Volkswagen's US arm has unveiled a band of tuned vehicles, known as the enthusiast fleet, which will tour across the States during the northern summer and beyond.

Think of it as an American version of the annual Worthersee festival held in Austria. The vehicles are currently scheduled to appear at seven events across the country from May through to October. From left:

Jetta GLI. The Jetta GLI is the North America-only sedan version of the Golf GTI. For the enthusiast fleet, it's been tricked up with 18-inch Neuspeed RSe52 wheels with BFGoodrich G-Force Rival tyres. The car rides on H&R Street Performance coilovers. In the boot, Volkswagen has stashed all the equipment necessary to convert the vehicle from street to track use, including jack, stands, wrenches, sockets and wheels.

US Passat. Based on the larger North American Passat, this show car rides on a height adjustable AccuAir suspension setup and 20-inch forged Vossen wheels. The body has a "stain ocean shimmer" wrap, while the boot has been kitted out with customised wood flooring and brightwork to highlight the air suspension system.

Golf 1.8T. The paint job on this 1.8-litre turbocharged Golf is said to recall the Bali Green option available on the American first-generation Golf, known as the Rabbit. This modified Golf also features yellow tinted headlight covers, 19-inch BBS alloys with gold spokes, and a suspension setup that's been lowered by over five centimetres.

Golf GTI. Thanks to its purple and orange war paint, this Golf GTI isn't going to escape notice. Other changes include gold 20-inch forged alloy wheels from Vossen, Michelin Pilot Super Sport tyres, a carrier box mounted atop the roof, and H&R Street Performance coilovers.

Golf R. Reportedly inspired by the Scirocco GT Black Edition, this modified Golf R is easily the most understated

car in the fleet. It features a matte black roof wrap, black 19-inch Volkswagen Lugano alloy wheels, and lowered H&R Sport Springs that work with car's dynamic chassis control system.

Last VW Phaeton.

After 14 years, Volkswagen has officially discontinued production of the slow selling large Phaeton limousine. But the cancellation of the large sedan doesn't just spell the end of a single model line. It leaves an entire factory – and a rather exceptional one at that – without anything more to build. So Volkswagen is repurposing it as a showcase for its latest technologies.

The VW Phaeton was conceived by then-chairman Ferdinand Piech and was first introduced back in 2002 as a rival to the likes of the Mercedes S-Class, BMW 7 Series, and Audi A8 – albeit without the badge clout that typically comes with a luxury sedan at that level. It's been offered with everything from a humble V6 to a 6.0-litre W12 and 5.0-litre V10 TDI, and was treated to several facelifts along the way to keep it fresh. But the Phaeton never quite caught on. It has been a slow seller in Europe and was discontinued in the USA in 2006. It was never sold in Australia.



The final Phaeton rolled off the high-tech line at VW's 'Gläserne Manufaktur' Transparent Factory in Dresden, decked out in black and equipped with a 4.2-litre V8.

So while VW may be introducing a new Chinese-designed Phideon sedan to succeed it, that will be sold exclusively in China. No European replacement model has been confirmed yet.

So that leaves the showpiece facility in Dresden with nothing left to produce. Designed to showcase automobile production, the stunning high-tech Transparent Factory has served as much a visitor centre as it has an assembly plant. It opened in 2002 and has handled assembly of both the Phaeton and its Bentley Continental Flying Spur platform-mate, until production of the Bentley was moved back to England.

Another model line may yet be moved in, but with the Phaeton now discontinued, the facility closed its doors to the public on March 29 for a ten-day remodelling process that saw it





reconfigured to showcase the company's progress in the fields of "electromobility and digitalization."

The factory now has 50 interactive vehicles and exhibits, showcasing vehicles like the Sport Coupe Concept GTE Plug-in Hybrid. VW, which makes eight plug-ins for the European market and is planning 20 more by the end of the decade, is also offering half-hour test drives at the factory as well as a section dedicated to driver-assist features and other technological bells and whistles. There's also a GTE simulator for virtual test drives "through" Dresden as well as a glass-framed replica of the VW e-Golf battery electric.

The factory may eventually be retooled to make a new generation battery-electric Phaeton starting in 2019. For now, though, it'll serve as an exercise in marketing for what VW says will be a focus towards plug-in drivetrain and away from diesels.

Seinfeld cars auctioned off.

US comedian Jerry Seinfeld auctioned off some of Porsche and VW collection last month at the Gooding & Company auction at Amelia Island. His prized possessions garnered an impressive \$22 million.

Seinfeld is a passionate collector of Porsches, and the top lot which Gooding moved from his collection was a 1955 Porsche 550 Spyder, which sold for \$5.35 million – right in the middle of its estimated range. Others roughly in line with their pre-sale estimates included a 1990 962C racer (\$1.65 million), a '94 964 Flatnose Turbo (\$1 million), a '66 911



(\$275,000), and a '64 VW Camper (\$99,000).

A few lots exceeded expectations, notably a '74 911 Carrera IROC RSR that went for \$2.3 million (over an estimate of \$1.2-1.5 million), as did a pair of 911 Speedsters from 1989 and 2011 and a 356 Speedster from '57.

Jerry's white 1960 Volkswagen set a new record for Beetles sold at auction when it went for a top bid of \$121,000, well exceeding its estimated \$45,000 value. His VW had just 15,500 miles from new, and was totally original and unrestored. "I love the colours of this car and the mileage is ridiculous," Seinfeld said before the auction. "This is the last year of the classic 36 hp engine. I think selling this was

a huge mistake."



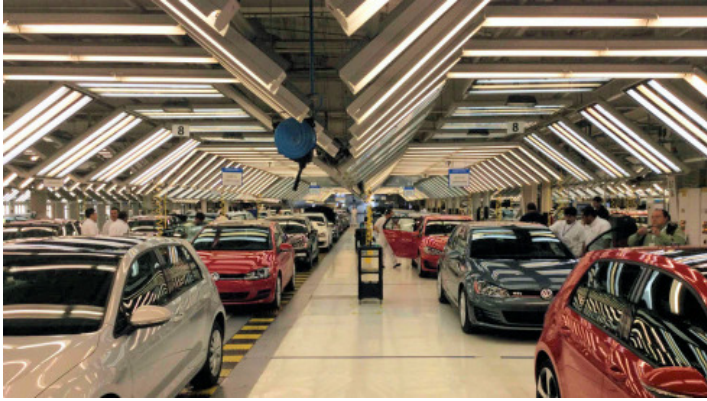
His '73 Porsche 917/30 Can-Am Spyder, however, sold for \$3 million – which might seem like a lot of money until you realize that it was estimated to fetch upwards of \$5 million. A '59 718 RSK went for only \$2.86 million when it was valued at \$4 million. A pair of 356s sold for \$825,000 (instead of \$1.25 million) and \$1.5 million (instead of \$2.25 million). A 993 Cup and a '58 Jادgwagen 4WD fell below expectations as well.

Altogether, CNBC notes that the \$22 million brought in by the collection fell well below the \$28-32 million it was anticipated to raise. No need to feel any sympathy for him - Seinfeld won't be hurting too much after the sale. This is the guy, after all, who turned down an offer from NBC that would have netted him \$5 million per episode for another 22-episode season of the TV show that made him famous.

Americans not buying Mexican cars.

Pickup trucks, SUVs and Crossovers are not only growing in market share in the USA (and in Australia too), they're also more profitable than cars. A crossover on the same platform as a sedan retails for thousands more, despite similar components. It's one of the reasons we've seen automakers rapidly shifting production of their sedans and hatchbacks to Mexico, where cheap labor preserves the thin profit margins on these inexpensive vehicles. But as the market continues to shift in the United States, Mexico is getting burned by its lack of product diversity.

Mexico's auto exports, which are heavy on cars, suffered a 16-percent drop last month, Automotive News reports. In total, year-over-year exports fell from 233,515 to 197,020 last month, while year-to-date exports are down by 7.4 percent, from 922,029 to 854,118. The number one culprit? America – which usually accounts for 75 percent of Mexico's exports – and its appetite for crossovers and pickup trucks bolstered by cheap gas prices.



While Mexico does build some light truck models such as the Ram 2500, Honda HR-V, GMC Sierra, and Toyota Tacoma, the vast majority of vehicles rolling out of its factories are sedans and hatchbacks. In fact, the three biggest drops in Mexican exports came from companies whose south of the border factories only build cars – Ford (Fusion/Lincoln MKZ and Fiesta), Mazda (Mazda3), and Volkswagen (Golf, Jetta (sedan and wagon), Beetle). The Volkswagen plant in Puebla is the largest car factory in North America but makes no pickup trucks or SUVs.

Mexican Automotive Industry Association President Eduardo Solis says the export shortfall will likely be sorted out sooner rather than later, thanks to a pair of new factories – a Kia car factory and an Audi SUV plant – that are coming online by year's end. The two facilities will add around 100,000 vehicles to the country's export totals, which Solis said should leave the industry on the verge of breaking another export record in 2016. Volkswagen is also trying to get its upcoming large 9-seat 'Crossblue' SUV launched for production at Puebla.

But how sustainable will these record-breaking years be? Slapping an "Hecho en Mexico" sticker on a new German SUV won't be enough to change the fact that Mexico's product mix is tilted too heavily towards body styles that are not growing in volume. Mexico's record-breaking export years probably aren't at an end, but we'd argue they're certainly under threat.

1974 VW up for auction.

Some cars that come up for auction are

in such a nice condition that it's difficult to believe them true. This 1974 Volkswagen Beetle falls in this category. It's the rare case of an old car being almost brand new.

This Italian-registered car will be offered at the Classic Race Aarhus auction in Denmark by Silverstone Auctions. A Volkswagen Super Beetle model (1303S in Europe), it was delivered new to an elderly gentleman who needed a car to get him to church. The story plays out like the usual "little old lady" spiel, but the VW's condition is testament to that: the car was rust-proofed when new, and Armando Sgroi, the sole owner only managed to accumulate just 90 kilometers to the sky blue Beetle's odometer. That's a little under 56 miles.

The low, low reading is partly because Armando didn't need it for anything else, and he only drove the car for four years before ultimately becoming too frail to drive. For decades, the VW sat, and despite being "lightly recommissioned" before auction time, it retains its original engine oil after all these years, along with the original tyres fitted in Wolfsburg. The car naturally comes with all its books and dealer invoice, even if the service records haven't been filled out. As it's a '74, it has the big padded dash, panoramic windscreen, MacPherson strut front suspension, 1600cc engine, double-joint rear axles and other improvements introduced on the Super Beetle in the Seventies.

Silverstone Auctions estimate 35,000-40,000 Euro for the car, or as much as \$US45,000.





Sue, Terry, Rob and Ray Christie seated

Who is Ray Christie?

Anyone who has been involved in the VW scene for any length of time will be aware of Australia's most famous Beetle ever built. Antarctica 1, otherwise known as the "Red Terror" and its driver Ray McMahon who ordered the Beetle from Volkswagen Australia and drove it while he was based in Mawson during the 1963-64 expedition with ANARE.

This article is not about Antarctica 1 or Ray McMahon, as they were extensively covered in our June and September 2015 editions of Zeitschrift. Although, Antarctica 1 is the common link in this article between being driven almost 1,500 miles (2,400km) in the world's coldest, driest and windiest continent where roads don't exist and the hard packed ice is nothing more than extensive pot holes and ruts, to being driven 2,000 miles (3,200km) to be outright winner in the 1964 BP Rally of South East Australia, one of the toughest trials in one of the hottest, driest and equally unforgiving continents upon its return to Australia.

It was an email sent to me on 9 April 2016 to follow up who this person was that contacted our club stating he had driven Antarctica 1. I immediately thought this person had been interviewed last year. I rang the phone number I was given, and it certainly wasn't the person I spoke with last year. After a couple of more phone calls with this mysterious person and doing some research, a date was agreed upon and I made my way to the Gold Coast to meet this mysterious person. It was a warm and sunny Sunday on 8 May 2016 and I was greeted as warmly and brightly as the day itself by Ray Christie. He invited me in to his house where we chatted for a little while before we were joined shortly afterwards by Ray's son Robert, and daughter Sue and her partner Terry.

To those reading this article, I introduce to you, Mr Ray Christie.

Ray Christie, for those that do remember, would be most remembered for driving Antarctica 1 to victory in the

1964 BP Rally. Ray's connection to Volkswagen precedes that rally by a number of years, and is no coincidence how he came to be the driver of that famous "Red Terror" Beetle and other record breaking drives around Australia in Volkswagens.

Ray was born 15 January 1926. His father, Stan, was a trotting sulky builder and his mother was a driving instructor. He was husband to Kathleen. He is the younger of two sons, Ken being the eldest (passed away 1988) and is the father to Rob and Sue.

Where were you born and where did you grow up?

"Richmond, Melbourne."

What was your occupation?

"I left school when I was thirteen and went straight into panel beating. I got a job there for four or five years in Richmond. Out of

that, I came out as a panel beater. My parents helped me to set up my own business in Bridge Road Richmond. I just grew it from there. I finished up using it more as a car yard than a panel shop."

When did you get your first car and what was it?

"Oh, that goes back. That goes back. It was a 1925 Chevrolet. I was younger than fifteen. I mean there wasn't the regulations then that there is now."

How did your interest in motorsports begin?

"From my business I set up in Bridge Road Richmond as a panel beating shop and used car showroom."

What was your first race, and in what car and on what track?

"I was involved in the Armstrong 500 in 1960. The very first one down in Phillip Island. I had the Simca Aronde in as a wreck. We rebuilt it, and I used it in the Armstrong



Christie Motors 1951 Chev 1954 Redex Trial



June 29 1954 The Age – From left to right, Stan Christie with his sons Ken & Ray being the only Chev entrant to date to enter the 1954 Redex Rally



1957 Ampol Trial. Kathleen and Ray Christie with Ron Grose Vanguard Spacemaster

500. I never done any good of course. I shattered the engine. I was three quarters of the way through."

What was your favourite track?

"Oh, Phillip Island. I was clocked down the straight at 90 miles an hour. That was in the Simca. It came over the microphone, "Mr Christie, you have been clocked at ninety miles an hour down the straight"."



1958 Ampol Trial

What was your most satisfying race or rally whether you won or lost?

"Oh, the 1964 BP Rally."

What was the toughest race or rally you competed in?

"That's a hard one, because they were all pretty tough. I think possibly, 1957, which we went down the Birdsville Track from Birdsville down to Adelaide. The Birdsville Track was a terror. That was the Ampol Trial. I finished tenth, I think."

What drivers or cars were your biggest rivals and why?

"Oh, Evan Green and his Morris One Thousand. He was doing his best for Austin Distributors. No matter what he did, Volkswagen would come out with something to beat him. It went on and on and on like this all the time. Of course, me in the middle, I'd have to be the driver of anything that came up."



Armstrong 500 Phillip Island 1960 Car 25 (lower left)

Did you have any disappointments in your racing or rallying?

"Oh yes. Plenty. Too many to remember. Possibly the worst was the 1955 Redex Trial. I blew the engine up between Sarina and Mackay. That was in the Chevy, although it was only about three years old. It was a police car. I was with my brother at that stage. When we blew the engine, it was a piston that flew to pieces. We found out later that they, the police force altered the engine. They took out the cast iron pistons and put aluminium pistons in it. Of course, the aluminium pistons didn't stand up to it. A year before we went right around in a different Chevy that hadn't been tampered with. Each year a sale would come up of cars from the Victorian Police Force and I came and bid on them. It would be disappointment because I really wanted to get stuck into that one. The 1955 Rally. We finished in 70th place. Our car number was 233 and there were about 260 contestants."

What was your scariest moment in your racing days?

"I can't say I've got one single event I got scared. All the time you're in that driving seat, they're all scary. The navigator, he had nerves of steel. He'd sit there and wait for me to say "Where do we go? Which way?" I'd look at him and he'd be reading one of the papers, checking on his horses,

then he'd look up from his paper and say "Oh, go that way." OK. I had to listen to him. He was lackadaisical. He was a good boy, Joe Dunlop. He was in the Victorian Police Force. He was stationed at Greensborough in Melbourne."

Was Joe Dunlop your only navigator?

My brother was my navigator in the early years. 1954, 1955 and 1956."

How did you team up with Joe Dunlop?

"Joe Dunlop was supposed to be one of the best navigators around. I was introduced to Joe Dunlop by a fellow competitor. Joe Dunlop had a disagreement with his driver, Bob Scarlett, also of Greensborough. I was looking for a navigator and I said come with me Joe, you can have what you like, because at that stage I was changing over to Volkswagen. So when he knew what Volkswagen had offered us, he came straight over and he was with me till we finished."

When did Joe Dunlop pass away?

"He's been gone about two to three years."

How did you become involved with Volkswagen?

"Joe and myself were in the Light Car club in Albert Park. Frank Shew was in the Public Relations department of Volkswagen, and he had his orders from Annette Ogden. As we were doing quite well in the rallies ourselves without any backing, just Joe and I, she said to Frank "Go and see Ray and Joe and see if they'll be interested in a sponsorship." Of course, having sponsorship, we were into it as quick as we could because we didn't want to lose the sponsorship of Volkswagen. From then on, I was with them till they closed the factory."



Before the 1964 BP Rally in the Christie Backyard In Balwyn Victoria

How long were you with Volkswagen?

"I was with Volkswagen factory from 1957 till 1975. Till they broke up the factory. I was their chief driver of Volkswagen at that stage. Barry Ferguson was sponsored by Lanock Motors in Sydney. He was chief driver in Sydney and I was chief driver in Melbourne. They had a sponsorship and they'd say you've got to do every rally this year.

Annette Ogden was the "pusher". She was in the Public Relations department of Volkswagen and that's where my

orders would come from. She would come to me and say can you and Joe do such and such? We'd say yes we can."

How were you able to acquire Antarctica 1 to drive it in the 1964 BP Rally?

"They (Volkswagen) contacted me and said "We're bringing it back and we're going to enter it into the BP Rally and we want you to do it because you're the man that knows best." I'd never believed that a car that had been down in Antarctica could come to me and I'd win the BP Rally. I mean, it's unheard of. The publicity they got out of that was amazing. Of course Joe and I got advantages out of it."

How did the rear left mudguard become damaged on Antarctica 1?

"I was racing to catch up to the rest of the field when a couple of cars in front of me were bogged in the mud. One on one side of the road, and one on the other side of the road with a gap in the middle. I wasn't going to stop, so I kept on going through that gap. As I went through that gap, my rear left guard collected one of the cars. I won't repeat what they said to me as I powered on past them."



1964 BP Rally



ANTARCTICA 1 Wins BP Rally

1964 BP Rally



1964 BP Rally Finish – Chadstone Shopping Centre

When was the last time you saw Number 32 or Antarctica 1?

“I drove it into Chadstone Shopping Centre and that was the end of it. I never saw it after that at the end of the BP Rally. They took it over from there and done whatever they wanted done with it as far as publicity is concerned.

“When I finished the BP Rally, I’d be straight back into rally work, separate to what I was doing with Volkswagen. I’d go back and wait till Volkswagen got in touch with me to see what they wanted me to do. I’d get my orders and prepare ourselves for that.”

Did you ever go looking for that Volkswagen again?

“No. I wasn’t interested in it. I’d had enough of it.”

What about your record breaking drives around Australia?

“They (Volkswagen) gave me the hard one when they wanted the Round Australia Record, because Evan Green had done it in nine days. They came to me and said “What do you think? Do you think you can beat his time? Nine days around Australia?” It was a six-cylinder Austin Freeway Evan Green was running. I looked at Joe and said “Yes of course we can.” It involved driving 24 hours a day. Right around Australia in seven days. We gave it to them on a plate, and the publicity they got out of that.

That round Australia in seven days, 8,000 miles, was an average of 60 mile an hour including petrol stops. We had an extra petrol tank in that car which took us to a thousand miles without refueling. The tank was put in the back seat. Volkswagen pulled everything out of it and just put the tank where the seat was. A normal Volkswagen

AUSTIN FREEWAY SMASHES ROUND-AUSTRALIA RECORD!!

Evan Green, team captain, and Jules Feldman, "Modern Motor" Editor and co-driver, at end of record-breaking run.



8,100 MILES OVER CAR-BREAKING ROADS IN 9 DAYS, 6 HOURS, 22 MINS. (5 HOURS, 38 MINS. OFF RECORD)

Evan Green, team captain of the record-breaking "Modern Motor" magazine crew said: "There would be no tougher test of a car in the world than the Austin Freeway's 8,100 miles Round-Australia Marathon. BMC engineers are to be congratulated on the production of this excellent car."



Over appalling roads, in all kinds of weather, the Austin Freeway slashed through to smash the Round-Australia record! Originally a Marathon Test of durability, the Austin Freeway, powered by the terrific performance of the Australian "Blue Streak" Six, hit such high cruising averages that crew captain Evan Green of "Modern Motor" magazine decided to go for the record. This performance PROVES that the car that can't be matched in its class for value is a record-breaker on the road! A great achievement by an Australian car designed expressly for Australian conditions. (The record-breaking car was fuelled and lubricated by Shell products, shod by Olympic and tracked from the air by a Cessna aircraft from Rex Aviation.) Test drive the record-breaking Austin Freeway at your Dealer's today and find out for yourself what "Blue Streak" performance means. Check the extras you don't pay extra for: Heater-demister, windscreen washers, cigarette lighter, dual horns, duotone interiors and exteriors, safety belt anchorage points, Rotodip finish.



ALL AUSTRALIA IS OUR TESTING GROUND

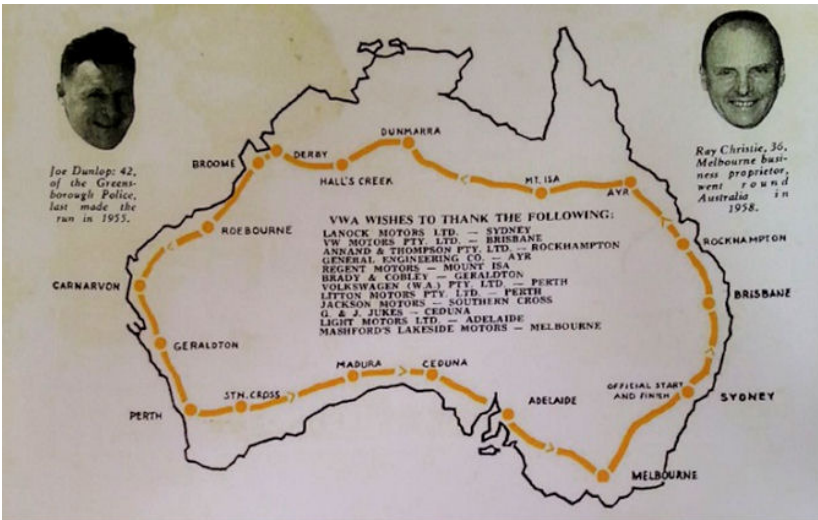
This is the sign of unbeatable service. It backs the famous BMC Warranty of 12,000 miles or 12 months. A national system of spare parts Distribution cared for the Austin Freeway on the Round-Australia Marathon. A product of the British Motor Corporation (Australia) Pty. Limited

£1,130 (INCLUDING TAX). MADE BY AND FOR AUSTRALIANS

tank was about eight gallons. I think this one was well over 20 gallons. That record was seven days.



1962 Round Australia Record in 7¼ days



1962 Route Map – Start/Finish in Sydney

“In that five day trip with the 1500, our time, and nobody can believe this, our time from Melbourne, at the Southern Cross Hotel where it started, to Parramatta where

we stopped for refueling, seven and a half hours. We started off at midnight, and at 7:30am, we were in Sydney. Seven and a half hours. That 1500 could do a hundred mile an hour.”

How many rallies did you participate in?

“I think the championships involved something like twelve rallies per year. There might have been two per month. That was our first sponsorship from Volkswagen. They were happy with what we were giving them, so we just kept on going. I could write my own ticket with Volkswagen after that.”

How many rallies did you win or get a place in?

“They’re endless actually. I don’t know that I can answer that. Nearly every time we went in, we’d at least run second, but sometimes that first one is always the hardest one to win outright, and sometimes it just didn’t come.”

When did you decide to retire from rally driving?

“I finished when Volkswagen shut their Clayton plant. Even though the sponsorship had ended, I was still under contract to Volkswagen. I retired from rallies. I decided that was enough. I didn’t go back to it. I started to think to myself, you know, I could risk my neck doing this. What for? I’d had a good time. I continued with motor sales.”

Here are some of the highlights of Ray Christie’s driving career.

- 1954 – Redex Trial (9,600 miles). 1951 Chevrolet #233. Position 100 - Ken & Ray Christie
- 1955 – Redex Trial (12,000 miles). Chevrolet #69. Ken & Ray Christie – Retired at Sarina (Engine blown between Sarina and Mackay QLD)
- 1956 – Ampol Trial. Standard Vanguard #114 (GGY-113). 6th in their class (2001cc-3000cc) 11th overall – Christie Motors (Ken & Ray Christie)
- 1957 – Ampol Trial (6,000 miles). Vanguard Spacemaster #79 - Kathleen & Ray Christie. Finished 6th in 2001cc-3000cc class and 19th outright.
- 1958 – Ampol Trial. Volkswagen Beetle #29 (GTK-926) – Ray Christie & Joe Dunlop. Finished 3rd 1101cc-1500cc class and 7th overall.
- 1959 – Tasmanian Ampol Trial. VW Beetle Best interstate entry.
- 1960 – (20 November) Armstrong 500 Phillip Island. Simca Aronde #25. (Bearing trouble) DNF
- 1962 – (March 17) - Melbourne Motor Show Trial (600 miles). Volkswagen Beetle. Outright winner with no loss of points. Ray Christie and Joe Dunlop
- 1962 – (October 21-28 October) Volkswagen

SPECIAL ISSUE
VWA review
 for the men who sell and service Volkswagen in Australia

ISSUED BY THE PUBLIC RELATIONS DEPARTMENT, VOLKSWAGEN (AUSTRALASIA) PTY. LTD., PRINCES HIGHWAY, CLAYTON, VICTORIA

Monday, 29th October, 1962

AROUND-AUSTRALIA IN 7 1/4 DAYS!

WE'VE DONE IT!

THEY said it couldn't be done! Round-Australia in 7 days — 8,100 miles in 168 hours? Impossible! Ray Christie and Joe Dunlop thought otherwise.

For weeks they had been studying maps, preparing schedules, planning... ever since one of our competitors sent one of their large six-cylinder models round in 9 days they have been convinced we could do better. In fact, they came up with a timetable that showed it was possible providing... the right car, a lot of hard driving and skilled navigation and a fair share of luck.

As it turned out, they had all four and **THEY DID IT!** Convincingly Round-Australia in the incredible time of 7 1/4 days... proving to everyone, especially the motor-minded Australian public, that the Volkswagen is still the best buy for our rugged conditions.

This amazing feat of endurance by man and machine is no record, neither do we claim it as such, because there is no record to break. Nobody has ever laid down the precise conditions under which such a run is made. But we can't think of anyone who has gone around this arduous route in better time or with less trouble. Can you?

After all, that was the idea. To show everyone that this latest addition to the VW range is a terrific performer... that when it comes to hard, sustained travel under tough conditions the Volkswagen has no equal.

What's the story behind this remarkable car and the two intrepid men who drove it? The car is the Volkswagen Standard Sedan and you can read on pages 2 and 3 why this particular model was chosen for our latest Round-Australia run.

As to Ray Christie and Joe Dunlop, they are pretty ordinary fellows too, except when they get into a VW and behind a steering wheel. Then they become somewhat extraordinary.

And right now we are very proud of them and the "impossible" feat they have just accomplished.

Well done, Ray Christie and Joe Dunlop! Well done VW!

17 STOPS THAT MADE HISTORY

This is the amazing timetable (given in local Melbourne time) of Ray Christie and Joe Dunlop on their Round-Australia run:

Departed Sydney 00.01, 21/10

- BRISBANE 11.10 hrs.— dep. 11.35 hrs., 21/10
- ROCKHAMPTON 19.25 hrs.— dep. 20.00 hrs., 21/10
- Ayr 04.25 hrs.— dep. 05.07 hrs., 22/10
- MT. ISA 17.00 hrs.— dep. 22.00 hrs., 22/10
- HALLS CREEK 22.00 hrs.— dep. 08.45 hrs., 23/10
- HALLS CREEK 22.00 hrs.— dep. 22.40 hrs., 23/10
- DERBY 06.20 hrs.— dep. 06.30 hrs., 24/10
- BROOME 09.00 hrs.— dep. 10.40 hrs., 24/10
- ROEBOURNE 17.50 hrs.— dep. 19.00 hrs., 24/10
- CARNARVON 06.00 hrs.— dep. 06.15 hrs., 25/10
- GERALDTON 13.50 hrs.— dep. 19.50 hrs., 25/10
- PERTH 23.55 hrs., 25/10— dep. 01.00 hrs., 26/10
- SOUTHERN CROSS 04.50 hrs.— dep. 05.15 hrs., 26/10
- MADURA 13.55 hrs.— dep. 14.05 hrs., 26/10
- CEDUNA 21.30 hrs., 26/10— dep. 02.00 hrs., 27/10
- ADELAIDE 10.50 hrs.— dep. 11.30 hrs., 27/10
- MELBOURNE 19.25 hrs.— dep. 20.15 hrs., 27/10

ARRIVED SYDNEY 06.10 HRS., SUNDAY, 28th OCTOBER.

TOTAL DISTANCE COVERED: 8,100 MILES.

TOTAL TIME TAKEN: 7 1/4 DAYS.

Ray Christie and Joe Dunlop leave the Melbourne re-fuelling point for Sydney.

VW Australia Magazine Special Edition October 1962 headlining Ray Christie/Joe Dunlop first record-breaking drive around Australia

VWA review
A magazine for the people who sell and service Volkswagens in Australia.

Vol. 3, No. 5, September, 1964.

VW 1500 SUCCESS - ROUND AUSTRALIA IN UNDER 6 DAYS!

Australian motoring history was made at 10.18 p.m. on Friday, August 28, when a Volkswagen 1500 Sedan pulled in to the Southern Cross Hotel, Melbourne, after covering 8,044 miles round Australia in 5 days 22 hours and 17 minutes — an overall average including stops, of 56 m.p.h. It was the fastest trip ever made by car round the continent, and beat the previous best time by more than 30 hours. The car was driven magnificently by Victorian trials crew, Ray Christie and Joe Dunlop, who had little more than a total of three hours sleep during the trip.

Although there is no official record for the journey, there is no doubt that it was the fastest ever made. The previous best time of 7 1/2 days was established by the same crew in a Volkswagen 1200 two years ago. The only stops longer than refuelling stops were at Mt. Isa and Geraldton where the car had routine services. The distance would have been covered in even less time but for running out of petrol on the way in to Mt. Isa, and a lost hour trying to find the petrol station in heavy fog at Talgarno in Western Australia. The car finished this gruelling trip over Australia's roughest roads with some body and chassis dents, but in perfect mechanical condition.

RAY CHRISTIE

JOE DUNLOP

previously set by Evan Green and Jules Feldman driving an Austin Freeway around Australia in 9 days, 6 hours and 22 minutes earlier in 1962

1964 – (May 6-10) BP Rally. Volkswagen 1200 #32 (HZZ-624) (Antarctica 1). Outright winner – Ray Christie & Joe Dunlop

1964 – (June 14-28) Ampol Trial (7,000 miles). Volkswagen 1500S #70C (HYP-897). Finished 14th – Ray Christie & Joe Dunlop

1964 – (August 23-28) Volkswagen Round Australia Record. Volkswagen 1500 (JAR-375) – Ray Christie & Joe Dunlop set a new record around Australia of 5 days, 22 hours and 17 minutes, shattering their own record back in 1962. Both Ray and Joe had little less than five hours sleep for the duration of that drive.

1966 – (May) BP Rally (2,000 miles) – Volkswagen 1600TS #5 – Ray Christie & Joe Dunlop. 1st in Class C (1501cc-2000cc) and 3rd overall.

1967 – (May) BP Rally (2,000 miles) – Volkswagen 1600TS #25 (JPS-525) – Ray Christie & M. Hartigan. 2nd in Class C (1501cc-2000cc) and 7th overall

1967 – (June 3&4) AKADEMOS Rally (255 miles) – Volkswagen 1600TS. Retired due to 1st and 2nd gears “disappearing”.

To show how gruelling these rallies could be, here's an extract from Australian Autosportsman, June 1964. “Ray Christie, in Antarctica 1, came back from one trip into the scrub in such a hurry that he flattened a fence after hitting a stretch of ball-bearing gravel. For some time he left little puddles of oil wherever he went.”

October 1962 was to be witness to a record that Ray Christie and Joe Dunlop would shatter previously held by Evan Green and Jules Feldman driving an

VW Australia Magazine September 1964 headlining Ray Christie/Joe Dunlop record-breaking success around Australia.

Round Australia Record. Volkswagen 1200 Beetle (HPR-247) – Ray Christie and Joe Dunlop set a new record of 7 days, 6 hours and 9 minutes covering 8,100 miles (12,960km),



1964 Ampol Trial. Ray Christie and Joe Dunlop. 15th outright. VW1500



1964 Ampol Trial



1966 BP Rally

Austin Freeway around Australia in 9 days, 6 hours and 22 minutes earlier in 1962. This record breaking event commenced in Sydney at one minute past midnight on 21 October 1962, in a Volkswagen Standard 1200 Beetle. This was the beginning of an 8,100 mile (12,960km) journey to be



Shell-fuelled Volkswagen circles Australia in under 6 days

Shell Dealers on the way provide the finest in petrol, oil—and service, too.

The power and reliability of Super Shell was proved again recently when a Volkswagen 1500 stock sedan circled Australia in 5 days 22 hours 17 minutes. (Previous best time for the route, also set by a VW, was just over 7 days. Both runs were made on Super Shell with Methyl Benzene — and Shell motor oil).
Driver Ray Christie said at the trip's end: "We got terrific help from Shell dealers all the way. They turned out at all hours to meet us with fuel in the backblocks."
You, too, can enjoy top petrol performance and friendly service. Get Super Shell with Methyl Benzene from the white pump at any Shell service station.



Go Well — Go Shell

achieved in just seven days. The run went on to Brisbane, Rockhampton, Ayr, Mt Isa, Dunmarra, Halls Creek, Derby, Broome, Roeburn, Carnarvon, Geraldton, Perth, Southern Cross, Madura, Ceduna, Adelaide, Melbourne and arriving back in Sydney at 6:10am on 28 October 1962. A total of 7 days, 6 hours and 9 minutes. Even after 8,100 miles of mixed on and off road driving, everyone was surprised at the immaculate condition of the car. There were no dents, but they did have a "slight brush with a kangaroo", but the paint was "still in showroom condition".



1967 BP Rally

Less than two years later on August 28 1964, Ray Christie and Joe Dunlop would again shatter a record for being the fastest to drive around Australia. This time they would be shattering their own record, and it would be done in a Volkswagen 1500 S. The trial commenced at the Southern Cross Hotel in Melbourne, following the previous route of 1962, and would arrive back at the Southern Cross Hotel 5 days, 22 hours and 17 minutes later. Both Ray and Joe had little less than five hours sleep for the duration of that drive.

To this day, that record of 8,100 miles (12,960km) around in Australia 5 days, 22 hours and 17 minutes set way back in 1964 in a Type 3 Notchback, has not been broken, despite the improvement in roads and cars, and is not likely to be broken. Years after this remarkable feat, Ray Christie's 1964 record would always be referred to in rallies he competed in as the benchmark in reliability driving trials.

For those who have never heard of Ray Christie, this was your introduction to a successful rally driver who set three Australian records, all in Volkswagens, and are likely to never be beaten. Driving Antarctica 1 to outright victory in the 1964 BP Rally. Driving a 1200 Standard Beetle around Australia in 7 ¼ days to beat the previous record of 9 days. Driving a Type 3 Notchback around Australia in under 6 days to beat his own record again.

It was an absolute pleasure to meet Ray Christie and his family, and I thank them for their warm welcome and inviting me into their home and sharing the history of a remarkable person, whose vivid recollection of past events makes you feel you were there with him (or at least wish you were there).

Norm Elias

OUTRIGHT WINNER!

*VW outsells them all
under £1000**

*FIGURES FROM THE COMMONWEALTH BUREAU OF CENSUS & STATISTICS.



VW2301

Are you surprised?

Every month this year the familiar beetle has been in its usual position in the Australian Sales List, FIRST among cars selling for less than £1000. In fact it is the second largest individual seller in Australia.

Why?

People are buying VW because they get tested and proved value for money.

They see it when Volkswagen comes in first in reliability trials.

They see it close up when they compare the finish and extras included in the price with cars costing hundreds more — or a little less.

They know it from the repair bills Volkswagen owners don't get, and the long tyre mileages they do.

The more they know about cars, the more they know they can rely

on the VW to give them wonderful value while they own it, and a high price when they sell.

And this is why it stays in front of both old and new competitors in the Australian Market.

 FROM
£799
INCLUDING SALES TAX

VW1200 Deluxe £899. VW1200 Deluxe Sunroof £946. (State Capital City Prices, incl. sales tax.) VOLKSWAGEN (ASIA) PTE. LTD.

The Toy Department.

Hello all, some exciting news about the new release of the Matchbox T3 Dual-Cab Kombi already released in the USA and it won't be long till it reaches our shores.



It has been some time since Matchbox has released a VW model in their range of die-cast collector series.

This model will be a crowd pleaser and will be a rare release in the T3 Transporter range.

The model has been given some thought in making and has some very distinctive lines that are parallel with the original life size version and even has some tools of the trade in the back cargo area.



I suppose what is good about this model is that it is less 'chunky' than the original 1980 T3 series that were released



as ambulances.

Hard to believe the first castings of these models were released almost 30 years ago.

Let's hope there are more variations to come.

Happy hunting

Tony Bezzina

Jeff's VW Cruise to Wilberforce. Sunday 26 June.

With no Norm's Fish n Chips run organised for this year, Jeff instead decided to organise a family cruise and day out for June.

The day dawned clear and sunny with blue skies and a little cloud, but quite chilly. We drove up to Bella Vista in our Passat as it was rather warmer and more comfortable than the Kombi. We got there just after 9:30am, and already there were at least half a dozen VWs and their owners there, including Jeff, Peter, Wayne and his folks – the usual loyal members who support all these events – and quite a few newer members too.

I grabbed a hot vanilla latte for Lily and a long black for me and we stood in the chilly sunshine chatting to the other VW drivers. We discussed our drive up to Wilberforce and how it would work – Jeff would lead in his Superbug and I would bring up the rear in the Passat.

Some VWs needed petrol first, so they headed off to the Caltex on Old Windsor Rd and the rest followed five



minutes later. We pulled into the Caltex, joined up together again then headed off towards Rouse Hill. The development in this area has to be seen to be believed, with new houses everywhere and the new train line going in. Hard to believe it was all bush when we had the VW Nationals at the Soccer centre in the early 1990s.

A few traffic lights broke up the convoy, but Jeff was leading and thoughtfully pulled the rest over to wait for the stragglers. We were able to stay together all the way, which was fantastic. Well done Jeff!

We cruised past Rouse Hill, Box Hill and McGraths Hill and straight ahead at Windsor, across the historic old Windsor Bridge, built way back in 1874.

The Australiana Pioneer Village is another couple of km further along the Wilberforce Rd. We turned right, paid our \$5 to enter the Village and drove down to the grassy parking area at the back of the property.

Australiana Pioneer Village was planned and built by landowner Bill McLachlan in the late 1960s. His team bought and moved twelve historic old sheds, cottages and stores from around the district on low loader and set them up on his land

in an historic 'main street.' They also moved the former Kurrajong railway station building, from the branch line from Richmond that had closed in 1952. These buildings joined 'Rose Cottage' already in place, the oldest timber dwelling still on its original site in Australia (built in 1811).

The Village was officially opened in November 1970. Bill McLachlan died in 1971 at the young age of 54 years, and he and his wife Marie are both interred near St Matthew's church on site. The Village continued to prosper and grow through the 1970s, with more buildings, a miniature railway, a ferry on the lake and numerous agricultural, craft and educational attractions added.

The Village was sold in 1980 but the new owners could not make it work and it closed in 1984. The current community caretaker group was formed in 2002, and began the huge task of restoring and maintaining the site. They gained a 15-year operating lease from the council in 2005 and a \$100,000 grant to repair and restore the buildings.

The Village finally reopened on Australia Day, 26 January 2011. Many visitors who came to the Village as children, either with their parents or with their school, are now bringing their own children and grand-children to the Village. The Village buildings are now listed on the NSW Heritage register and the buildings will forever now be protected.

We wandered up and down and through the historic buildings, enjoying the rustic activities and attractions. The Village is in excellent condition and has been beautifully restored and filled with hundreds of historic artifacts. The miniature railway is not operating though, and will take some considerable work to restore and rebuild the track.

Thank you Jeff for organising the run to this historic Sydney attraction. It was a very enjoyable day.



Porsche wins Le Mans.

June 2016 saw the 84th running of the 24 Hours of Le Mans, the world's oldest sports car endurance race and probably the most famous motor race in the world.

There were sixty entrants across four race classes, the largest entry field since 1955. The top LMP1 class had three main teams competing – Audi, which has won the race 13 times since 2000; Porsche, which first won in 1970-71 with the legendary 917 and a record 17 times overall; and Toyota, which has competed for numerous years but never won. There were also privateer entries from Rebellion Racing and ByKolles Racing. Nissan pulled out this year and instead competed in the lower classes.

To spur innovation, teams have a great degree of freedom in designing the LMP1 drivetrains. For example, they can choose between diesel and petrol engines; naturally aspirated or turbocharged power, various displacements, and one or two energy recovery systems. The only limitation is the amount of fuel permitted per lap, with the limits proportionate to recovered energy. The most energy that can be recovered is 8 megajoules, which results in 4.31 litres of petrol or 3.33 litres of diesel being allowed per lap.

Toyota entered two examples of its TS050 Hybrid, which now runs a downsized twin-turbo 2.4-litre V6 petrol engine. It also features an 8 megajoule (MJ) hybrid system. The downsize from a 3.7-litre V8 was done according to the WEC's limits on fuel use.

The engine of the TS050 is mounted at the rear and spins the rear wheels together with an electric motor. A second electric motor powers the front wheels. These motors rely on energy, either drawn from the engine or recovered under braking, stored in a lithium-ion battery rather than the previous capacitor-based system. This allowed Toyota to move up to the more-powerful 8MJ hybrid class of the WEC. Peak output of the TS050 is a claimed 735 kW, half of that developed by the engine and half by the electric system.

Last year's winner Porsche returned to defend its title with two new examples of its successful 919 Hybrid. The Porsche system combines a turbocharged 2.0-litre V4 petrol engine powering the rear wheels, and an electric motor powering the front pair. The new regulations have caused Porsche to reduce output of the V4 engine to around 375 kW.

Electrical energy, stored in a lithium-ion battery, is recovered on the run from the brakes and exhaust gases. Using this stored energy, the electric motor provides an additional temporary boost of over 300 kW on top of the engine's 375 kW. It also provides a temporary 'through-the-road' hybrid all-wheel-drive setup. This means the 2016-spec Porsche 919 Hybrid produces a peak output of around 675 kW when both power units are in operation.

Audi has been the dominant force in top-level racing for the past decade but has lost out to rivals in recent years: Toyota in 2014 and Porsche in 2015. Audi still won Le Mans in 2014, but lost to Porsche last year. For 2016, Audi introduced a new R18 Le Mans Prototype designed from scratch, with almost nothing in common with its predecessor.

Specific areas of enhancement include the new aerodynamic features, next-generation lightweight technologies and modified hybrid system that relies on lithium-ion batteries for storage of recaptured energy rather than the previous flywheel-based system. Using lithium-ion



batteries was a strategy pioneered by Porsche and this year has been taken up by Audi and Toyota as well.

One area where the Audi R18 differs from its rivals is the choice of engine. Audi is sticking with TDI diesel power, in this case a turbocharged 4.0-litre V6. For the new R18, the engine is said to be around 10 percent more efficient. Another key difference between the R18 and its rivals is that Audi has chosen the 6-megajoule class, whereas Porsche and Toyota are both in the top 8-MJ class. It means the R18 recovers less electrical energy per lap but is able to use more fuel,

In the R18, the diesel engine sits at the rear and powers the rear wheels. An electric motor sits at the front and recovers energy under braking. This energy, which is turned into electricity, is stored in a lithium-ion battery until required by the driver, whereby it is sent back to the motor to spin the front wheels. With both power units at their peak, the R18 is said to be developing in excess of 750 kW. The minimum allowable weight of the car is 875 kg.

“With our new Audi R18, we’re setting a clear signal,” Audi motorsport boss Wolfgang Ullrich said at the reveal. “Audi continues to put the pedal to the metal in motorsport, deliberately relying on TDI – the world’s most successful automotive efficiency technology – at Le Mans.”

After four days of practice and qualifying under grey, damp skies the two Porsche 919s qualified for the front row of the grid for the start, with the two Toyotas starting third and fourth, and the Audis in fifth and sixth.

All day Saturday of the race start the heavens were opened up and the rain bucketed down. At the 3pm start time there was no let-up, and so the race began under the safety car for the first time in the history of the event. For several hours the field circled the track behind the safety car before the track eventually dried enough for the race to be green flagged. There was frantic trading of places at the front for several hours afterwards as the race sorted itself out.

However as the race went on, both Audis and the #1 Porsche of Timo Bernhard, Mark Webber and Brendon Hartley were crippled by mechanical issues. The Porsche required a water pump change and spent over two-and-a-half hours in the garage for numerous problems.

Potential pre-race favourites Audi had a nightmare race with continual mechanical problems which plagued both the #7 and #8 – with former winners Marcel Fassler, Benoit Treluyer and Andre Lotterer requiring a turbo charger change after the opening 90 minutes which effectively ended their charge before it began. The #7 Audi again struck trouble at the 12-hour mark, but was able to start again under electric

power to complete a full lap back into the pits.

This left just the remaining #2 Porsche and the two Toyotas in prime position to fight for the podium places, with the two Audis way behind after losing too much time in the garage.

Toyota's ability to run to 14 laps between pit stops gave the Japanese a massive strategic advantage over Porsche and Audi, by the region of one to two laps. The Porsches were a little faster than the Toyotas, but had to stop more often.

With the sun rising early on Sunday morning the #5 Toyota passed the #2 Porsche of Marc Lieb, Romain Dumas and Neel Jani and moved into the lead. The two cars stayed close together for most of the morning until a long pit stop put the Porsche almost a lap behind. The #6 Toyota was three laps further back, with the Audis almost ten laps further in arrears after their numerous problems.

As lunchtime passed and through the afternoon the Porsche #2 fought to catch the leading #5 Toyota, but as the 3pm finish approached the Toyota was still over half a lap in front. It looked like Toyota was going to claim its first ever win at Le Mans after six years of trying; it would be only the second-ever Japanese win after the Mazda 787B's win in 1991.

Then, on the second-last lap with only minutes to go, a sensation occurred which could make the 2016 Le Mans finish one of the most famous, and either heartbreaking or joyful, depending on which team you support.

Kazuki Nakajima in the #5 Toyota had a comfortable two-minute gap over the #2 Porsche throughout the second-last lap – but he suddenly lost power in his Toyota TS050 Hybrid heading into the last lap. He rolled to a stop on the home straight in front of thousands of shocked fans expecting to see a first Toyota victory at Le Mans. But as they watched in amazement, Toyota's heartbreak was Porsche's ultimate glory as Neel Jani duly passed the stricken Toyota and completed the final lap to claim victory and defend its manufacturer crown – leaving the entire Circuit de la Sarthe stunned.

Several members of the Toyota team could be seen in tears as Porsche inherited the lead, and ultimately the stricken car wasn't even classified after failing to make the chequered flag within the six-minute time limit required by the regulations.

Instead, the #6 Toyota of Stéphane Sarrazin, Mike Conway and Kamui Kobayashi was promoted into second place with 381 laps completed, 3 behind the winning Porsche. The #8 Audi of Loïc Duval, Lucas di Grassi and Oliver Jarvis took third with 371 laps, and the #7 Audi of André Lotterer, Marcel Fässler and Benoît Tréluyer was fourth with 367 laps. The #1 Porsche of Timo Bernhard, Brendon Hartley and Mark Webber finished in 13th place with 346 laps completed.

The unlikely win by the #2 Porsche of Romain Dumas, Neel Jani and Marc Lieb was the 18th for Porsche, the greatest number of wins by any manufacturer. Audi has won Le Mans 13 times; Ferrari 9; Jaguar 7 and Bentley 6 times. This was the second in a row for Porsche. Porsche previously won a record 7 in a row, from 1981 to 1987 inclusive.

The shockwaves felt saw the Porsche management and drivers head over to Toyota to commiserate their rivals who have lost out on a deserved victory.

Such was the devastation for the Japanese manufacturer, Toyota may feel a one-two result could have also been possible had the #6 car of Mike Conway, Stéphane Sarrazin and Kamui Kobayashi could replicate the sister car's pace in the final six hours but after fading to third Kobayashi tripped into a spin which condemned his car to miss out.

In the LMP-2 category, the #36 Signatech Alpine trio of Nicolas Lapierre, Gustavo Menezes and Stéphane Richelmi sealed the LMP2 crown, boosted by a surprise top five overall result after Toyota's failure.

The crew eventually claimed a comfortable three-minute victory from #26 G-Drive Oreca which was only realistically out of the frame for victory in the final 20 minutes after the last pit stop.

In GTE-Pro class, Ford produced an emotional result on the 50th anniversary of the Ford GT-40's first win in the 1966 race. Chip Ganassi's #68 Ford GT car of Joey Hand, Dirk Müller and Sébastien Bourdais fought off tough competition from the #82 Risi Competition Ferrari but the team's second place is still under review after being handed a stop-go penalty inside the final hour of racing for displaying the incorrect signaling light.

The team did not serve the penalty, as it would have missed out on the podium altogether with the top four finishing with one lap but duly denied Ford a clean sweep of GTE-Pro podium places with the #69 Ford in third and #66 in fourth position.

In GTE-Am, a perfectly-timed charge to the front saw #62 Scuderia Corsa Ferrari jump ahead of #88 Abu Dhabi-Porton Racing Porsche to take victory by a whole lap while the Italian manufacturer grabbed a double rostrum with #83 AF Corse Ferrari in third position.

263,500 fans came to watch the 84th edition of the 24 Hours of Le Mans, despite a record amount of rainfall in the ten days leading up to the race. The spectators were rewarded with one of the most memorable climaxes in the history of Le Mans, albeit one that will scar the Toyota team for some time.

The Toyota Team's one word Tweet after the race simply read: "Heartbroken."

Yet the Volkswagen Group fans went away happy, with Porsche winning and Audi third and fourth.



Spark myths.

A lot of experts offer all sorts of helpful hints for checking out your ignition system based on the colour or length of the spark you'll see when you hold the coil's centre-lead near a ground while cranking the engine.

Virtually all of that 'expert' advice is bullshit.

Faulty colour perception is a sex-linked trait that affects mostly males and is surprisingly common. (There is a form of monochromatic visual abnormality that affects both men and women but in those cases, which are extremely rare, they see no colour at all, everything is in shades of grey.)

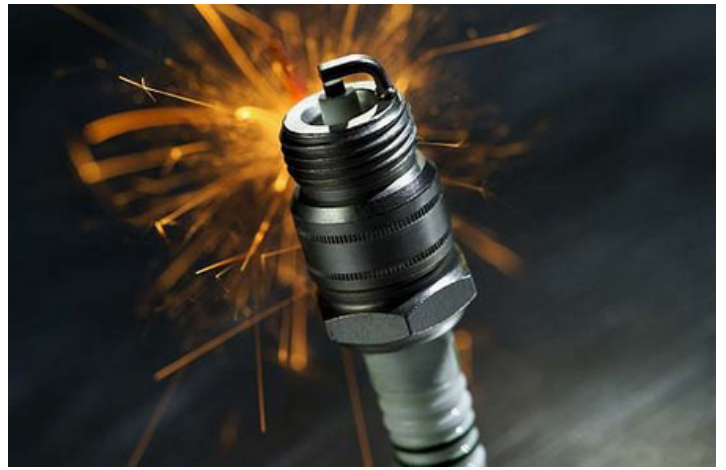
Show a classroom of would-be mechanics a colour slide of a spark - or even a picture of a car(!) and their descriptions of the colour will vary wildly. Bluish white, sez one. Except it was sorta reddish white to the guy next to him and purplish white to the guy over there.



The point here is that before you can use colour perception as a diagnostic tool you will have to calibrate your 'instrument' :-)

Second point: What gives the spark its colour to begin with?

If the spark took place in a vacuum tube, it will always emit the same spectrum. But if the spark occurs in air, the colour will be effected by the gases - and contaminants - that make up the ambient atmosphere. Damp day? Different colour than a dry day. Inside a shop with lots of exhaust gases



floating around? Different colour. Spray booth next door? Different colour.

The atmosphere (or lack of it) in which the spark occurs also effects the gap the spark can jump, as does the surface smoothness of the two surfaces. If you have a rough surface you can usually induce a relatively low-voltage spark to jump the gap. Two polished surfaces, you'll need a higher voltage to initiate the spark. (Why do you think it's unwise to stand under a tree during a thunder storm? :-)

The bottom line is that visually checking to see if you've got a spark tells you only that the induction coil and points are working. Any effort to evaluate the spark voltage based on colour or the length of the spark will produce a wide variation of conclusions even among skilled mechanics.

Here's a good basic rule for mechanics: Unless someone is shooting at you, don't guess. Measure.

Once you've learned to do something the right way and have done it for a while, your store of experience will become a valid guide. But don't assume your perception of a given phenomenon is universally shared. Perceptions are based on your senses. Colour perception in males varies widely and a surprising number of youngsters today are functionally deaf to certain frequencies, unable to hear some mechanical problems that are clearly evident to others. In the same vein, smokers and guys doing nose-candy often have no sense of smell at all, unable to smell a burned clutch or overheated engine that may be evident to you from a block away.

Vapour lock.

Gasoline, or whatever passes for gasoline nowadays, has a low boiling, typically around 90-95°C, the range depending on the formulation of the fuel, in that 'gasoline' containing a higher percentage of alcohol boils at a LOWER temperature. Pure ethanol boils at 78°C. And to make matters worse, the boiling point also decreases as the air pressure is reduced.

Heat your gasoline to its boiling point, it starts to do just that. Not like your tea kettle, but the liquid gasoline is still rapidly turning into gasoline vapor.

Did you get that bit about pressure? Reduce the pressure on your hot gasoline and it will start to boil at temperatures well below 90°C. The higher you drive, the lower the boiling point.

The pressure factor is really important if you have a fuel pump anywhere in your system and is of CRITICAL



the position of the carb's float-valve. But when the lower chamber is filled with vapour, the pressure of the return spring under the diaphragm simply compresses the bubble. Some of the vapour may get into the upper chamber but the bottom line is that within three or four cycles the fuel pump stops delivering fuel to the carb, the engine burns off the fuel in the bowl (if it's a real carb) then dies from lack of fuel.

That's the typical 'vapour lock' scenario. But there are others.

If the hot gas is in a pipe at atmospheric pressure, you're going to get SOME amount of vapour formation. In a properly designed fuel delivery system, your fuel pipe should ALWAYS have some degree of slope toward the carb, even when you are driving up a steep hill. The reason for that is to allow any vapour to travel UP the pipe and be vented from the tank and for any debris that got past your finger-strainer to

important is you're using the typical two-chamber automotive type pump, such as a stock VW mechanical fuel pump. That's because when the pump's diaphragm is pulled down it effectively REDUCES THE PRESSURE on the fuel that appears in the inlet-pipe of the pump. And if the liquid fuel is close enough to the boiling point, the drop in pressure fills the lower chamber with gasoline VAPOR instead of liquid fuel. (This is the classic definition of Vapour Lock, by the way. Which never happened on the early Fords because they used a gravity-fed system.)

Wanna know the main difference between gases and liquids? (They're both 'fluids,' by the way.) You can COMPRESS a gas whereas liquids are virtually incompressible. And that's exactly what your fuel pump does - it compresses the bubble of vapour in the lower chamber. The bad news is that compressing the bubble of vapour does NOT allow any gasoline to be pumped.

The really bad news here is that an automotive fuel pump (and most others) are not positive displacement devices. The outlet pressure of the typical fuel pump is not much, generally less than 1 psi. If the lower chamber were filled with LIQUID, 1 psi would be more than enough to push the check-valve off its seat and force liquid gasoline into the upper chamber, where it would be fed to the carb according to

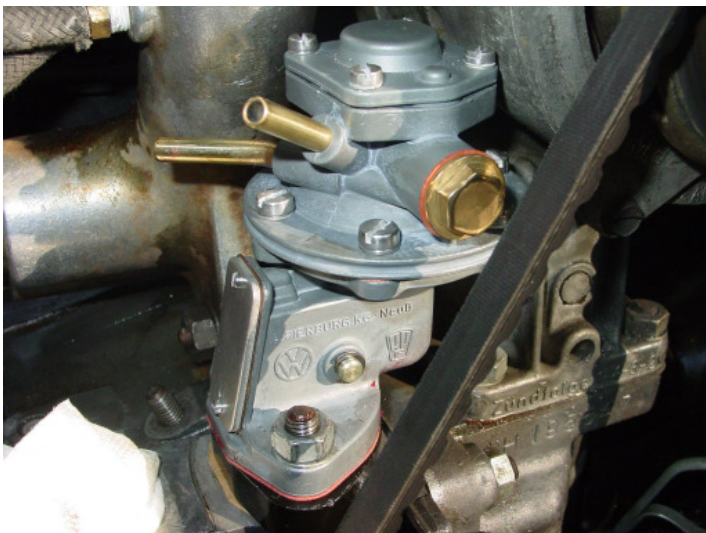
travel DOWN the pipe and end up in the gascolator. (Your fuel line is always sized to PERMIT the down-hill passage of any debris large enough to get through the strainer in the tank.) Sounds like plain old fashioned Common Sense but you'd be surprised what a rare commodity that has become :-)

One of the other vapour-lock scenarios is when the body of the carburettor becomes so hot that the flow of gasoline through the carb is not enough to cool it off. The gasoline boils and since the bowl is vented to the atmosphere, escapes. But in some cases, especially with automotive carburettors, the bowl is vented into the throat of the carb resulting in a mixture so rich that it can kill the engine. The Tillotson and, I think, most of the Zeniths, are vented directly from the bowl to the atmosphere but the Solex (all models) and most other automotive carbs dump the boiled-off vapour into the manifold.

As you can see, the root-cause of vapour lock is pretty simple, which makes its prevention a no-brainer. Unfortunately, in the case of the VW, in an effort to keep the costs down the fuel system violates a lot of rules, such as mounting a Solex carb on top of the engine, forcing you to use a fuel pump. Which is fine for a car, where you can pull over and park, but it's not real smart on an airplane. (Yeah I know, Rotax does it too. Of course, when you pay twelve grand for a 1300cc engine you expect it to come with fully insulated fuel lines.)

Bob Hoover

PS -- a lot of modern vehicles use positive-displacement pumps with pressures as high as 930 kPa (135 psi). Under that kind of pressure you don't have to worry about vapour lock. A pressure-regulator controls the feed to the injectors and any excess is returned to the fuel tank, which is usually fitted with a vapour recovery device and electronically controlled venting system, hilariously complex, ridiculously expensive and not repairable at all; replacement only. Which is one reason my daily driver is forty years old :-). Runs fine, thanks. And its emissions are barely a tenth of the legal minimum.





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It took a Volkswagen Standard Sedan to do it. 8,100 miles around Australia in 7¼ days.

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It's the kind of car you get from good basic design and years of work in perfecting every single part.

The kind that wins its class in the Armstrong

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People are calling it the "Rally" Standard.

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At the end of the trip our tyres were in fine shape and the radiator hadn't boiled. It can't. Volkswagen doesn't have a radiator.

The engine is cooled by air, not water, and you never run out of air.

But the car had its troubles.

We had to blow some dust out

of the brake-drums in our

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And we did use some water.

To wash it with.

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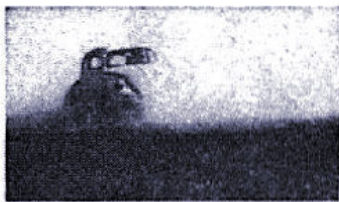


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VW 1500 SHATTERS ROUND AUSTRALIA TIME

*Incredible performance by men and machine
proves Volkswagen reliability and endurance again*

Back in 1962, a VW1200 made Australia two days smaller, by going round the country in 7 days, 6 hours, 10 minutes. But Volkswagen is a Volkswagen, whatever its shape. Now we've proved it. Ray Christie and Joe Dunlop have just pushed a stock



1962: VW1200 made Australia two days smaller then.

VW1500 as hard as they could around Australia. Fitted with Dunlop tyres and battery, fuelled with Shell, they did it in 5 days, 22 hours, 17 minutes. Melbourne, Sydney, Brisbane, Rockhampton, Mt.

Isa, Hall's Creek, Broome, Perth, Adelaide, and back to Melbourne. 8,044 miles, through some of the roughest country in the world. Imagined driving from Melbourne to Brisbane in less than a day, then facing another 6,876 miles, a lot of it with no road at all, at the same incredible pace.

That's what actually happened. We knew that if any car could do it, Volkswagen could.



Above: The incredible VW1500 sedan that slashed two days off the previous fastest time over the 8,044 gruelling miles around Australia. VW1500 Sedans from £1,125. VW1500 Station Wagon £1,215. VW1200 Sedans from £819.



Naturally, it looks a little worse for wear, but the things that mattered — the engine, gearbox, transmis-

sion, suspension, took all the punishment the Australian continent could give them.

All of which suggests two things: Volkswagen can handle any kind of conditions. And if you haven't test driven one yet, you should — on your kind of road, or ours.



Above: Navigator, Joe Dunlop and driver Ray Christie who says "the Volkswagen's performance even staggered us".

Inserted by Lanock Motors Limited, distributors for New South Wales and Volkswagen agents throughout the state

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| Das Resto Parts | QLD (07) 5568 0143 |
| Euro Revolution | 0430 435 489 |
| Evolution Car Hire (Cupid) | 0419 494 465 |
| Exoticars Service Centre | (02) 9683 2110 |
| Expert Signs | 0416 258 763 |
| Forty Horse T-Shirts | 0404 092 551 |
| H & M Ferman | (02) 9533 2722 |
| Harding Performance | QLD 1300 730 949 |
| Indian Automotive | (02) 4731 6444 |
| Just Kampers Australia | (02) 9645 7660 |
| Klaack Motors | (02) 9724 5901 |
| Kuch's VW Parts | 0438 834 139 |
| Kustom Kombi | 0414 857 259 |

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| MacKellar Service Centre | (02) 9939 2467 |
| Mick Motors | QLD (07) 3266 8133 |
| Mini Melts Ice Cream | SA (08) 8352 5202 |
| Mobile Auto Models & Toys | 0403 012 060 |
| Motexion Bulkheads | 1300 563 333 |
| Mountain Mechanics | 0418 426 487 |
| NRMA Vintage Classic Insurance | 1800 646 605 |
| North Rocky Mechanical | QLD (07) 4922 0555 |
| Quik Strip Bankstown | 0418 440 131 |
| Reliable Automotive Services | (02) 9438 3830 |
| Rod Penrose Racing | (02) 4272 9920 |
| Shannons Classic Car Insurance | 13 46 46 |
| Sky Performance | 0414 512 880 |
| Stan Pobjoy Race Engineering | (02) 6654 3694 |
| Subarugears | 0419 243 275 |
| Unicap Pty Ltd | (02) 4777 4006 |
| Vintage Vee Dub Supplies | (02) 9789 1777 |
| Volksbahn Autos | (02) 9688 2933 |
| Volkscare | VIC (03) 9729 9281 |
| Volkshome Automotive | VIC (03) 9464 0366 |
| VolksMüller | (02) 9679 2900 |
| Volkswerke | VIC (03) 9435 1868 |
| VW Classic Kirrawee | (02) 9521 5333 |
| VW Magazine Australia | QLD (07) 3806 1240 |
| VW Spectacular | 0427 695 203 |
| Wayne Penrose VW | (02) 4272 5644 |
| Westside Mufflers | (02) 9773 7244 |
| Wolfsburg Automotive | VIC 1300 370 310 |
| Wolfsburg Motors Sydney | (02) 9519 4524 |



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