

Zeitschrift



Vale Ray Christie (here with Sue and Rob).

August 2018

IN THIS ISSUE:

**Vale Ray Christie
Ash's 1995 Golf Cabriolet
Bugs n Buses by the Bay
10-pin Bowling Challenge**

**Sue Maher's Red Terror
Metal to the Pedal
East Hills Charity Show
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 2018-19.

President:	Steve Carter president@clubvw.org.au	0490 020 338
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VW Motorsport Committee:	John Ladomatos Craig Adams Conie Heliotis	Eddie Fleita Martha Adams
General Committee:	Shirley Pleydon Zelco Jurkovic Conie Heliotis	Charlie Attard Joe Buttigieg Barry Parks

Canberra Committee.

Chair:	Willie Nelson	clubveedubact@gmail.com
Secretary:	Mandy Conway	clubveedubact@gmail.com
Treasurer:	Bruce Walker	clubveedubact@gmail.com
Registrar:	Willie Nelson	clubveedubact@gmail.com
Council/Events:	David Cook	clubveedubact@gmail.com
Social Media:	Dorothy Bryan	clubveedubact@gmail.com
Merchandise:	Jacqui Stenhouse	clubveedubact@gmail.com

Club VeeDub membership.

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

Monthly meetings.

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

Correspondence.

Club VeeDub Sydney
PO Box 324
Mortdale NSW 2223

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:

30 years.

Volkswagen Group Australia	Stan Pobjoy Racing Engineering
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25 years and over.

Aust VW Performance Ctr	Shannons Car Insurance
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20 years and over.

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ESigns	Wolfsburg Auto Melbourne

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MacKellar Service Centre	Volkswerke
Motexion	

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



Council of Motor Clubs Presents

The Shannons Sydney Classic



Find us on
Facebook



Sunday 12th August 2018

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, military vehicles, police vehicles, ambulances & fire engines. AND it's on rain, hail or shine. There's plenty to see and do indoors.
- The CMC Raffle for Prostate Cancer Foundation will be drawn at 2.30pm 1st Prize a \$3,000 Cruise Voucher from CRUISE EXPRESS.



- 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, 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**

**Sydney Motorsport Park,
at Eastern Creek**



WINTER EUROPEAN CRUISE



AUSTRALIAN SPLIT WINDOW KOMBI CLUB



Proudly Sponsored



2018

Australian Split Window Kombi Klub

"WINTER EUROPEAN CRUISE" to Mt Wilson NSW

for a BYO Picnic Lunch

Sunday 26th August 2018

MEET BREAKFAST : - From 8.00am at McDonalds McGraths Hill

Cnr Windsor Rd & Groves Ave

*9.30am Splitting from McDonalds

*10.15am Coffee Stop at The Fruit Bowl Bilpin

*11.00am Mt Tornah Lookout Photo Shoot

*12.00pm Arrive at Cathedral Reserve Mt Wilson



All VW Models Welcome



Split Kombis to Lead

Event Contact: Simon Barnfield
Email: kombis2u@gmail.com

Facebook Group Register: Australian Split Window Kombi Winter European Cruise 2018

The Love Bug

DRIVE-IN MOVIE

SATURDAY 15th SEPTEMBER 5pm

BLACKTOWN
SKYLINE DRIVE-IN

CELEBRATING 'THE LOVE BUG'S 50TH ANNIVERSARY !

Featured Film

'THE LOVE BUG' (Walt Disney Productions)

Gates and Diner open 4:30pm
Movie begins 6:15pm

ALL VOLKSWAGENS WELCOME!

Cricketers Arms Rd., Blacktown





APPIN WHEELS FESTIVAL

MAJOR FUNDRAISER PRESENTED BY
APPIN PUBLIC SCHOOL P&C COMMITTEE

SUNDAY 16TH SEPTEMBER 2018

10AM TO 3PM

APPIN PUBLIC SCHOOL - 97 APPIN ROAD, APPIN



Following a very successful inaugural Appin Wheels Festival last year with over 160 vehicles on display, we're doing it all again in 2018!

Please come along to this family friendly community event, enjoy a day full of fun and motoring entertainment with all these fantastic machines.

There will be Jumping Castles, Face Painting, Market Stalls, Hot Food and drinks, Major Raffles and Prizes.

Pinky will be announcing this event.

This is the Major Fundraiser for Appin Public School P&C Committee - with all profits distributed back into the school.

For all enquiries please contact Melissa 0420662396 or mlovelee@tpg.com.au

Check out our Facebook Page & Event  Appin Wheels Festival



Open to all makes/models of
Cars, Bikes and Trucks

*\$10 vehicle entry fee (payable
at gate, muster onsite by
9.30am)

*\$2 entry per person

*Kids under 5 free

Prizes awarded on the day to:

Top 15 vehicles

Best Ford

Best Holden

Best Truck

Best Bike

Best Engine Bay

Best 4cyl, 6cyl & V8

Best Interior

Best Paint

Best Hot Rod

Best Overall

People's Choice

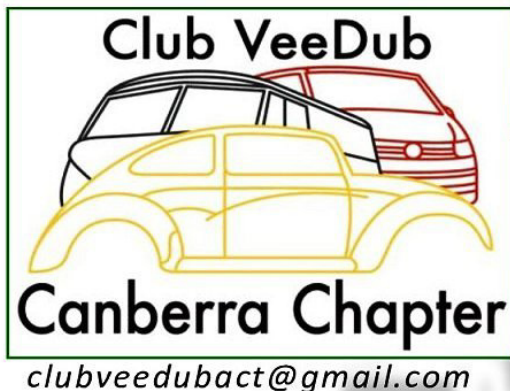
WE WANT YOU!

Do you want to be a part of this Major Fundraiser for Appin Public School P&C Committee.

We have a number of sponsorship packages available if your business would like to be involved in the 2018 Appin Wheels Festival.

We are looking for major sponsors to help with costs for running the event, and trophy sponsors starting at \$50.

We are also taking expressions of interest for Stallholders and Food Vendors.



SHANNONS

GERMAN AUTO DAY

A CELEBRATION OF GERMAN AUTOMOTIVE ENGINEERING & DESIGN

Venue: 'Pialligo Estate', 18 Kallaroo Rd, Pialligo, Canberra ACT

Check out the venue @ www.pialligoestate.com.au

PRE-GAD DINNER, SATURDAY 22 SEPTEMBER 2018

The German Auto Day Organising Committee would like to invite all participants to attend a pre-GAD dinner. The cost will be **\$49** per person

We will be wined and dined on a two-course meal (main & dessert), including a complimentary glass of wine.

Dinner will commence at 6.30pm in the Garden Pavilions at Pialligo Estate.

Please indicate your attendance (including dietary requirements) by sending an email to clubveedubact@gmail.com, noting that payment in full will be required by 31 August 2018. [Bank account details will be provided to you upon receipt of your booking request.]

SHOW & SHINE, SUNDAY 23 SEPTEMBER 2018

To be held at Pialligo Estate, address as above.

- ▶ Trophies will be awarded.
- ▶ 8am arrival for setup. Bring a chair, sunscreen & the camera!
- ▶ **ALL** cars must register at the **Club VeeDub** tent.
- ▶ Display fee collected on arrival: \$10 members, \$15 non members.
- ▶ Food & drink will be available on site.



Lennox Volkswagen - Phillip are once again proudly sponsoring our Club for this event.

We are grateful for additional sponsorship from these three local Canberra businesses: 'Canberra VW Centre Tuggeranong'; 'A&R VW Repairs', Mitchell; 'Kims Car Detailing', Belconnen



CAR & BIKE SHOW

AT THE

GERMAN CLUB

KEMBLA GRANGE

SUNDAY 23RD SEPTEMBER

TRADE STANDS, BBQ, DJ MUSIC, RAFFLES

\$5 PER VEHICLE FROM 9.30 TO 3.00

ALL PROCEEDS GO TO THE ROLLER HAWKS.

GRAB A WHEELCHAIR AND TRY YOUR

HAND AT WHEEL CHAIR BASKETBALL!

ALL ARE WELCOME

Von dem Herrn Präsident.

Hi all, well we had our AGM and annual elections for committee places at the July monthly meeting. I would like to thank the outgoing committee and congratulate our new committee members for stepping up and helping to make this club function. It's great to see many familiar faces taking on their roles for another year, and we also have some new faces on the general Committee. Carl replaces Joe as Club Librarian - thank you Joe for all your good work over quite a few years. Thank you Norm and Phil for running the meeting when I had to do shift work.

There are lots of events coming up, one will be over and done by the time you read this, the Volkswagen Spectacular at Macksville or MacValla as some people are calling it. I'm writing this report and then getting an early night before heading off early Monday morning for a whole week of VW fun.

Our main event for August is the CMC's Shannons Sydney Classic at Eastern Creek on Sunday 12th, one of the largest classic car shows in Australia. This year we are on the northern side of the track behind the grandstand. We only have 20 spaces allocated to us, so you must pre-book your spot with our secretary Norm to gain an entry pass.

For the second year club member Simon Barnfield has organised the Split Window Kombi cruise to Mt Wilson, on Sunday 26th August. All VWs are welcome, but we especially want pre-'68 Kombis to lead the cruise. There will also be a meal and drinks get-together the evening before - check the calendar for more details.

One of our new members Colin Adamson has organised a showing of the original Disney movie The Love Bug, at Blacktown Drive-In on Saturday night 15th September. This is an official Event Cinemas showing to celebrate the 50th anniversary of the release of the movie in the USA. Let's get as many VWs along as we can - in 1969, when it was first released here at the Chullora Drive-In, there were 400 VWs there. I wonder if we can do better now?

In September the annual Canberra German Autofest is on Sunday 23rd at the Piallago Estate Winery. Hopefully some Sydney members will make it down for the day. We have also been invited to the Appin Wheels car show on the day, for those not going to Canberra.

Then on Sunday 28th October is the Sydney German Autofest 2018, car show and family picnic, at Gough Whitlam Park, Bayview Ave Earlwood, organised by the Mercedes Benz club. Hopefully we can get a huge turnout of Volkswagens. And that's just a few things happening over the next couple of months! Check the club calendar and write the dates in your diary so you don't miss any.

There are lots of things to do with your VW so come along and enjoy your VW with like-minded people.

See you soon with your VW.

Steve Carter



Kanberra Kapitel report.

No Canberra report this month - Willie and the Canberra Chapter team are at the VW Spectacular at Nambucca Heads as we go to press.

The Canberra report will be back next issue - Ed.



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.**

August.

Sunday 12th:- Shannons Sydney Classic 2018 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, and a parade lap of the track for all show entrants. Club VeeDub will again have a Volkswagen display, 20 cars maximum. Cars should arrive by 8:00am. You must book with secretary Norm Elias at the monthly meeting to secure your reserved space and display ticket for the day.

Thursday 16th:- CLUB VW MONTHLY MEETING at the Greyhound Social Club, 140 Rookwood Rd. Yagoona (right next to Potts Park). Get the latest VW news and views, plus VW socialising, drinks, raffles, trivia and plenty of prizes. Lots of fun, all welcome. 8:00pm start.

Saturday 25th:- Kombi Bistro dinner get-together. For anyone who is looking for something to do on the Saturday night prior to the Cruise, we will be meeting at The Vineyard Hotel, cnr Windsor Rd and Boundary Rd, for a feed & get together from 6.30pm.

Sunday 26th:- Split-window Kombi Winter European Cruise to Mt Wilson in the Blue Mountains NSW. Meet at McDonalds McGrath's Hill (Windsor Rd & Groves Ave) from 8am for breakfast. Cruise departs at 9:30am. Coffee stop at Fruit Bowl, Bilpin. Photo stop at Mt Tomah Rest Area. Arrive at Cathedral Reserve, Mt Wilson, at 12pm for BYO picnic lunch. Trophy presentation at 1:30pm. A free event in which all VWs are welcome but split Kombis will lead the cruise! Sponsored by Andrew Dodd Automotive and Forty-Horse products. Please ensure your VW is full of fuel, food and drink before cruise departure as there is no fuel or food available at Mt Wilson (there are public toilets on site). Contact Simon at kombis2u@gmail.com for more info.

Monday 27th:- Canberra General Meeting at the Harmonie German Club, 49 Jerrabomberra Avenue, Narrabundah, at 7:30pm.

September.

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

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

Saturday 15th:- The Love Bug (Walt Disney Productions) screening night at Blacktown Drive-In, Cricketers Arms Rd Blacktown. In celebration of the 50th anniversary of the USA release of this iconic and much loved Disney VW film! Calling all Volkswagens to this special Event Cinemas 'Retro Line' screening. Tell all your VW friends and let's see if we can fill the field, like they did at Chullora back in 1969! Gates and Diner open at 4:30pm, make sure you arrive by 6pm. Movie screens at 6:15pm. General Admission per feature: 1 Car with 1 person \$12.50; with 2 people \$25.00; 3 people \$37.50; 4 people \$50.00 etc. All enquires to Trudi Manning, General Manager, Skyline Drive In Blacktown, (02) 9407 2743

Sunday 16th: Appin Wheels Festival 2018 at Appin Public School, 97 Appin Rd Appin. Calling all VW enthusiasts! Please come along to this family friendly community event, show off your VW, and enjoy a day full of fun and motoring entertainment. Jumping castles, face painting, market stalls, hot food and drinks, major prizes, trophies and raffles. \$10 entry at the gate. **Club VW Convoy meets at Uncle Leo's Caltex, Liverpool Crossroads, from 7:30am for an 8:00am departure.**

Thursday 20st:- 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 23rd:- ACT German Auto Day at Pialligo Estate Winery, 1/18 Kallaroo Rd, Pialligo ACT., organised this year by the Porsche Club on behalf of all German marques. All Volkswagens welcome; air, water, new, old, standard, modified.

Sunday 23rd:- Charity Car and Bike Show and Swapmeet at the AGA German Club, 636a Northcliffe Drive Kembla Grange. Organised by the Vintage Sprint Car Association. All Volkswagens are invited! \$5 per vehicle. From 9:30am to 3:30pm. Licenced German Club for food and drink, kids rides and music all day. All proceeds to Rollerhawks wheelchair basketball team. **Club VW Convoy meets at Uncle Leo's Caltex at Liverpool Crossroads from 8am for an 8:30am departure.**

Monday 24th:- Canberra General Meeting at the Harmonie German Club, 49 Jerrabomberra Avenue, Narrabundah, at 7:30pm.

Saturday 29th & Sunday 30th: VW Warwick Drags 2018. Two days of Volkswagen drag race action! Dyno challenge, street parade and static show, scrutineering and practice;

evening tappet cover racing and entertainment. Sunday racing all day. Great food and drink. Air- and water-cooled VWs welcome, stock and hotted. Pre-entry by Friday 21 September is mandatory; no entries on the day. Go to www.vwma.net.au/warwick for entries and all info.

October.

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

Sunday 7th:- Burwood Spring Festival Classic Car Show at Burwood Park, Burwood. the car show is part of the Spring Festival, with displays, food stalls, rides, stage show and entertainment all day. Club Veedub will have a Volkswagen display as part of the classic car show (\$10 entry). You must pre-book by 1 October to display.

Thursday 11th:- Committee Meeting and magazine pack at the Arena Greyhound Sports 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 28th:- Sydney German Autofest 2018 at Gough Whitlam Park, Earlwood, organised by the Mercedes-Benz Club of NSW. Come join us for the display day for all German makes - Audi, BMW, Mercedes, Porsche and Volkswagen. Bring your VW along (old or new) and join the VW display! \$10 entry per car. Food and drink stalls on site, trophies for the best cars. Cars in place by 9:00am.

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

November.

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

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

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:- Melbourne Day of the VW, at Yarra Glen Racecourse, VIC. Shown n Shine, trade displays, swap meet, and more. Swappers and traders enter at 8am, Public entry 9am, show entries close 11am. No dogs or BBQs permitted on the grounds. Celebrating 50 years of the 12-volt 1500 Beetle.

For more info contact the VW Club of Victoria
www.vwclub.com.au

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

December.

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

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

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. **This meeting is also the Club Veedub XMAS PARTY!** Bring a wrapped present (~\$5 value) to receive free drink coupons. Warm nibbles and snacks provided. 8:00pm start.

Marktplatz.

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

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

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

New ads.



For Sale:- 2014 VW MK 7 GOLF R (MY15) - 6 Speed Manual 2.0 Litre Turbo All Wheel Drive - This Sporty and sleek Hatch is in exceptional condition with low kilometres and has all the features to give you the confidence to make every drive fun, effortless and safe no matter what the conditions. The manual transmission shifts perfectly, coupled with hill assist and Adjustable Driver Modes makes it easy to

drive all day. One owner and non-smoker this car comes with log books and has only been serviced by Volkswagen dealerships with full service history and 2 keys. Features include paint and interior protection * 19" Cadiz Alloy Wheels with brand new Bridgestone Potenza Adrenalin RE003 Tyres * Tinted Windows * Keyless Entry/Start * Satellite Navigation * Bluetooth * Reversing Camera. Sold with Registration till June 2019. Asking Price \$34,000 Contact David Chow on 0407 240085 or email david.chow@hymix.com.au



For Sale:- I have a 1955 (according to the plate) split type 2 single cab ute for sale, any interest? The paint sticker says 'Paprika red'. There is minimal rust, the majority of the vehicle is rust free; for example the side/ rear gates are in super condition. The engine comes with the purchase, but not the transmission. If you are serious to purchase, I can send photos. No time wasters thank you. I am asking much less than it is worth. \$45,000. Call Steve on 0428 802579 or email draken1957@yahoo.com.au





For Sale:- 1973 VW Type 3 1600 Squareback. Very straight car in great condition. Little surf wagon. Slightly lowered, sun visor, roof rack, white walls with red rims and red roof. Want her to go to a good home. Great drive. Regrettable sale. Located in Western Sydney. Vehicle currently on club rego which is not transferable. \$11,000.00 Negotiable. I can be contacted on 0401 135381 or email RaynerKyl@cba.com.au
Thanks, Kylie Rayner

2nd month ads.

For Sale: Rare and cosmetically restored 1977 VW Beetle factory Cabriolet.

* 1600 twin port fuel injected motor, 4-speed manual transmission.

* Brilliant white exterior paint, a near new black factory convertible top with headliner and top hood, Original unmarked seats with new door panels and tunnel carpet in

great condition.

* New polished chrome Riviera style wheels with new tyres.

* New shocks and new brakes all round with discs up front, new suspension components, new door/bonnet and motor cover rubbers.

* Sports steering wheel, AM/FM CD radio, Empi short 'sports trigger' shifter plus plus plus plus.....

I am the 3rd owner of this 40 yr. rare collectable VW Cabrio. If you'd like to know more, give me a call Don on 0418 248288 or email winbloc@bigpond.net.au



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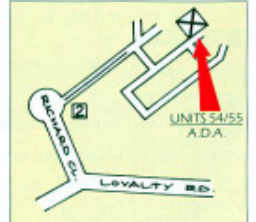
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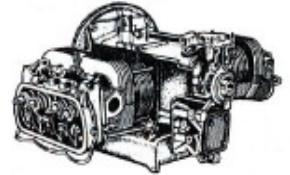


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trotted off round the corner and fell over and the badger gets back up and I thought, 'What an animal, that's bloody, that's impressive.'

"They run 40k a day they bloody attack the most venomous animals in the world and eat them and then when they get bitten - which they're not immune to - they pass out for a good few hours and wake up and continue eating.

"What happened was that he clawed the canastas off the big fella, going the old one-two. The big fella walked around the corner and fell over. The honey badger got up, shook himself, and just trotted off. For me, that was

Ripper Deals with the Honey Badger.

Volkswagen Australia have recently begun a series of advertisements for the Amarok, featuring former Australian rugby union player and 'larrikin' character, Nick Cummins – better known as the Honey Badger.

Nick was born in Port Macquarie in 1987 but considers himself a Queenslander as he went to school in Logan. He played national schoolboy rugby for QLD, then moved to Sydney to play for Randwick. He played professional Super Rugby for the Western Force from 2008 to 2015, and played 15 Tests for the Wallabies in 2012-14. He is currently contracted to the Japanese rugby club the Coca Cola Red Sparks. He plays on the wing.

Unless you are a rugby union fan, he is more famous here for his series of Aussie-style TV advertisements, such as his series of ads for Tradie underwear ("the ultimate tackle box"), Head and Shoulders shampoo, and Iron Jack Beer. He has worked for Tourism Australia, and done presentations for the National Geographic program 'Meanwhile in Australia.' He is currently appearing in the TV show The Bachelor.

Nick names himself after the honey badger because it's his spirit animal - on and off the field. He says he was inspired by the fierce fluff ball after watching it attack its prey on Animal Planet.

"The badge? Long story short, basically there was a documentary on National Geographic or Animal Planet, one of them Fox set-ups, and I watched this thing and this honey badger was going toe to toe with a male lion and it was underneath him, the underdog obviously," Nick revealed.

"But he's on his back, clawing away, one, two, and then bloody, the big fella (lion) got his canastas clawed off and he

outstanding."

Nick is now advertising 'Ripper Deals' on the Volkswagen Amarok. He is the first 'celebrity' to be used in Australian VW advertising since the early 1960s, when some VW ads in the Womens Weekly featured period celebrities such as trials driver Granny Hayes, film star Googie Withers, water-skier Bev Baumann, model Diane Masters, dancer Tikki Taylor, radio star Valerie Cooney and interior designer Countess Olga Sammartini.

2019 Golf updates.

Volkswagen Australia has detailed the updated MY19 Golf range this week, with a smaller model range and a new base trim set to arrive in dealerships this October.

The 110TSI base model has been culled, along with the manual Golf R, with the Trendline grade serving as the new entry point to the revised range.



These changes have been wrought ahead of WLTP, or 'Worldwide harmonised Light vehicle Testing Procedure' rules coming into force in Europe. The new test means all model variants and trim grades (with different wheels, heavy equipment like sunroofs etc.) are individually assessed, forcing manufacturers to adapt (and trim) their line-ups accordingly. What impact that will have to pricing remains to be seen.

The Trendline will maintain its current equipment list for 2019. That means the car gets autonomous emergency braking (AEB) with pedestrian detection, 16-inch alloy



wheels, a 20.3-cm infotainment system with Apple CarPlay and Android Auto, a leather steering wheel, rear-view camera, front and rear parking sensors, manoeuvre braking assist front and rear, auto headlights and wipers, lumbar adjustment for the front seats, along with LED daytime-running lights and tail-lights.



For 2019, the Comfortline gains keyless entry and start, power-folding side mirrors, and floor mats as standard equipment, on top of additional features like satellite navigation, dual-zone climate control, 17-inch alloys, chrome accents inside and out, along with a storage drawer under the front passenger seat.

At the top of the core range, the updated Highline gains the previously optional Driver Assistance Package as standard equipment, meaning adaptive cruise control with Traffic Jam Assist, blind-spot monitoring, rear cross-traffic alert, lane assist, emergency assist, park assist, and automatic high-beam are all standard.

Proactive occupant protection, selectable driving profiles, and a personalisation function are also included for MY19.

As before, option packages for the Golf include the Driver Assistance Package on Trendline and Comfortline, which brings the safety tech from the Highline, and the Sound & Vision Package (Comfortline and Highline), which adds the Active Info digital display, a 23.4-cm navigation system with gesture control, and a 400W Dynaudio sound system.

An R-Line Package will be offered on the Highline, bringing R-Line exterior styling, 18-inch alloys, sports suspension, progressive sports steering, and privacy glass.

The Golf's performance range has seen updates too, with the Golf GTI now getting the 'Performance' specification as standard equipment. As we report this month, that brings a more powerful 180 kW/370 Nm engine tune, a seven-speed DSG, larger brakes, and a mechanical limited-slip front differential, but no more manual option.

Also new to the GTI as standard for 2019 are the Active Info Display, along with the Driver Assistance Package – adaptive cruise with traffic jam assist, lane assist, blind-spot monitoring and rear cross-traffic alert, park assist and light assist are all standard.

Like the GTI, the Golf R gains the driver assist suite as standard, though it continues to be unavailable with the automatic park assist feature available on other models. The six-speed manual transmission has also been dropped for 2019, as the range is narrowed down due to the upcoming

WLTP emissions regime.

The performance range has seen an option pack shuffle, too. GTI variants are available with the Sound & Style Package, which adds 19-inch 'Brescia' alloys from the Performance Edition 1, a 23.4-cm navigation system with gesture control, voice control, and the 400W Dynaudio sound system, along with the Luxury Package – bringing Vienna leather upholstery, heated front seats, electric driver seat adjustment with memory, memory function for the exterior mirrors, and a panoramic glass sunroof.

Meanwhile, R buyers will pay extra for a panoramic sunroof, and the 400W Dynaudio sound system.

Stay tuned for a full pricing and specifications rundown for the MY19 Golf range in the lead-up to its launch in the coming months. VW wouldn't be drawn on whether we'd see a significant increase in price, save for the promise of a strong value equation. What that looks like remains to be seen.

Golf GTI Performance with DSG now standard.

Volkswagen Australia has announced the Golf GTI Performance will return in October, becoming standard fitment across the GTI range as part of a forthcoming 2019 model-year update.

After hinting at plans to release a Performance Edition 2 in the third quarter of this year, a global move to discontinue the 169 kW engine tune in the current Golf GTI led the local arm to specify the 'Performance' package for all MY19 Golf GTIs in Australia – meaning the 'standard' car will get more than just a power bump.

In addition to the updated 180 kW/370 Nm 2.0-litre turbo petrol engine, all Australian-delivered GTIs will get a seven-speed wet-clutch DSG transmission, an electro-mechanical front differential lock, along with updated ventilated front and rear brakes from the Golf R.

That's right, the car will be a seven-speed dual-clutch only, although the current model – now in runout – is still offered with three pedals, and will probably be the last manual GTI.

Paul Pottinger, general manager for communications for Volkswagen Australia, said the decision was driven by market demand, with more than 90 per cent of buyers opting for the dual-clutch transmission.

"We're quite open about it," Pottinger said. "You can get a manual now, while stocks last, but there's no manual





forthcoming (in the next model)."

Pottinger didn't rule out three-pedal special editions in future, although what they might look like remains to be seen. At the moment, the GTI Original – intended as a back-to-basics homage to the first-generation car – is imported as a 50/50 manual/DSG split.

"We make cars our customers want, and our customers are telling us this is what they want," Pottinger explained, at pains to highlight the difference between enthusiast media and the wider buying public.

"Second-time buyers for these cars, for GTIs and Rs having had a manual, are coming back to get DSG because it's quicker, it's more efficient and on the move we as humans just can't change gears as quickly as that – whatever tactile enjoyment... we might derive from it."

The extra grunt should see the GTI Performance sprint from 0-100 km/h in 6.2 seconds, 0.2 seconds quicker than the 169 kW model, on its way to a top speed of 250 km/h.

Meanwhile fuel use drops marginally to 6.5 L/100 km – down from 6.6 L/100 km – likely due to the extra cog in the newer wet-clutch transmission.

"Change brought about by the advent of Worldwide harmonised Light vehicles Test Procedure (WLTP) in Europe is one of the major challenges confronting European brands in this market, but we were able to take advantage of this situation to improve the best-selling car of its type," said Ben Wilks, Volkswagen Australia's new general manager of marketing.

"Such has been the demand for Performance Editions that making its specification standard is a logical progression, especially in terms of DSG, a transmission others are either trying to copy or cannot.

"Volkswagen has the unique ability to adapt and upgrade in this way, as opposed to carmakers that seek to emulate the GTI paradigm," he added, taking a swipe at VW's competitors.

Final pricing and specifications for the MY19 Golf GTI Performance are still to be confirmed, though local communications boss, Paul Pottinger, says: "Pricing will be sharp. It will meet customer expectations".

Currently, the manual Golf GTI kicks off at \$41,990 before on-road costs. The lack of a manual option in the updated range could see the GTI Performance kicking off closer to the \$44,490 mark of the current GTI with DSG.

Volkswagen Australia says the current GTI range "remains on drive-away", meaning customers can still get their hands on a manual or three-door GTI Original while stocks last.

Amaroks expand down and up.

Volkswagen is preparing a more affordable Amarok Core V6 to slot in below the current Sportline, with a manual option and a starting price below \$50,000.

Speaking with media at an event in Sydney, VW Australia confirmed the new model will be showing up in dealerships from October in eight-speed automatic guise. We'll be the world's first market to get an 'entry level' Amarok V6 model – although Volkswagen wouldn't necessarily want to use that term.



Details about a manual variant, complete with a differential lock, are being nailed down, but the three-pedal variant is likely to surface early in 2019.

According to Volkswagen Commercial, the model's specification has been informed by conversations with a number of Amarok owner clubs. It'll have four-wheel disc brakes, 17-inch alloy wheels, a rear-view camera with parking sensors, a 16.5-cm infotainment system and, in a move to make beach-loving Queenslanders happy, vinyl floors. You'll get 165 kW of power and 550 Nm of torque from its 3.0-litre V6 diesel.

The additional model is expected to give the V6 an 80 per cent share of all Amarok sales, up from the 70 per cent it currently enjoys. There are no plans to cull the entry-level four-cylinder range, with Volkswagen arguing it sells well with fleets, and occupies a space the V6 simply can't on price.

At the other end of the scale is the Amarok V6 Ultimate, which has been treated to a power boost ahead of the Mercedes-Benz X350d's arrival. The revised VW 3.0-litre V6 turbo-diesel produces 190 kW (200 kW on overboost) and 580 Nm, up 10 kW and 30 Nm on the range-topping Mercedes.



Thanks to the power bump, it'll now hit 100 km/h in a claimed 7.3 seconds (down from 7.9 seconds) and run from 80-120 km/h in 5.5 seconds, down from 6.0 seconds. Whether the more powerful engine tune will trickle down the range hasn't been finalised, although Volkswagen says it's working on it.

On the spec front, the Ultimate gains a new hero colour in the form of Peacock Green and a new bumper on the outside, along with a black interior headliner in keeping with the wider Volkswagen range.

Although pricing hasn't been finalised, and the Volkswagen team on hand wouldn't be drawn on exact figures, there will be a price bump over the current model, which currently retails for \$68,490 before on-road costs.

Rather cheekily, we were told it will cost "significantly less than a Raptor" when it launches. For reference, the Ranger Raptor will cost \$74,990 when it touches down, while the V6 X-Class is expected to be around the same mark.

VW drops the Passat 206TSI sedan.

The Volkswagen Passat 206TSI R-Line sedan has been dropped from the Australian line-up, leaving just the Passat wagon with the top-shelf powertrain option.

Volkswagen Australia's public relations manager Kurt McGuinness confirmed the changes, citing the introduction of the Arteon four-door coupe as the cause.



"The 206TSI Passat sedan has ceased production to reduce model complexity, given the arrival of the Arteon 206TSI," he said.

It's not just Australia that has seen the sedan-bodied Passat lose the 206kW / 350Nm 2.0-litre turbo shared with the Golf R; even the Passat's home market of Germany has seen the same change.

So now if you want a 206kW medium Volkswagen that isn't a wagon, you'll need to step up to the Arteon 206TSI R-Line, which starts at \$65,490 before on-road costs – \$7000 more than the outgoing Passat sedan with the same powertrain.

The Passat wagon continues to be available in 206TSI R-Line trim, however, priced from \$60,490 plus ORCs.

If you still desire a normal Passat sedan, it is still available in two versions here, the normal 132TSI and the

132TSI Comfortline versions. These are available from \$35,990 and \$42,490. Diesel versions such as the 140TDI have also been dropped from the local lineup.

Tiguan coupe coming...

The Volkswagen Tiguan could be getting a sporty coupe-style variant, according to a new report out of France.

L'Automobile Magazine claims VW is preparing a Tiguan Coupe for a European release sometime in 2019, serving a similar role for the standard Tiguan and Tiguan Allspace as the BMW X4 plays to the X3.



According to the report, the new crossover will still have five doors, but will carry a much sportier look on the outside and some tweaks under the skin to give it a more dynamic drive.

The article says the Tiguan Coupe will likely have a slightly different face to the standard Tiguan, and a reduced ride height – the 2015 CrossBlue Coupe concept (pictured below) is mentioned as design inspiration for the new model.

Inside, it'll feature the same dashboard design and layout to the standard car, though we reckon the inevitable sloping roofline will likely reduce headroom for rear occupants.

However, there's no source or official comment cited in L'Automobile's story, so the validity of these claims has to be called into question.

Regardless, we already know Volkswagen is planning a convertible version of the smaller T-Roc, and is planning a sportier version of the US-market Atlas, so a Tiguan Coupe isn't such a crazy idea anyway. And with Australia's ever-increasing love for SUVs, there would be a good chance of a Tiguan Coupe being sold here.

VW concepts at Wothersee.

Volkswagen has revealed a pair of concepts at the annual Lake Wothersee VW meet, created by the company's apprentices at its Wolfsburg and Zwickau bases.

The 37th annual meeting is the world's largest VW show and played host to tens-of-thousands of fans. It gives Volkswagen the chance to show one-off concepts and design studies, with the potential for future production.

For this year's event, two unique Golfs have been created by two teams of apprentices across 12 different vocations. Neither is slated for production, but they do show what could be done with the VW products in future.

Volkswagen Golf GTI Next Level.

The Wolfsburg team decided to up the ante of the iconic hot hatch, taking a GTI Performance and boosting the 2.0-litre turbo four-cylinder's power output to a massive 302



kW, paired with a seven-speed dual-clutch automatic.

In order to distinguish the hotter-hatch, the GTI Next Level is finished in a dual-tone paint scheme – white silver and deep black pearl.

There are also contrasting 'foils' shaped in forked arrows which, along with the body kit and interior strips of the alloy wheels, have been painted by hand.

Digital technologies influenced much of the GTI Next Level's design, including the exterior livery, along with the layout of the boot – which has seen the rear seats removed and mounts installed for loudspeakers and a subwoofer.

The apprentices have also programmed special smartphone apps to operate the electric-opening cargo floor, the retractable LED monitor and the LED underfloor lighting.

Golf Variant TGI GMotion.

Meanwhile, the Zwickau team created a special Golf Alltrack, powered by compressed-natural gas (CNG).

The 1.5-litre TNG engine develops 96 kW of power – rather mundane compared to the striking exterior – paired with a seven-speed DSG and all-wheel drive.

Volkswagen says the GMotion show car "shows that alternative powertrains are not only suitable for families but also for business use".



Finished in matte and gloss colours, the Golf GMotion's exterior features lashings of black, white and red throughout, making for a pixel-like camouflage effect.

The off-road inspired lower trims from the Alltrack specification are finished in red too, going with the theme.

Inside, the sports seats feature decorative stitching, sewn honeycomb patterns and an embroidered GMotion logo – though again, we have no images to show you.

Volkswagen's Zwickau apprentices also installed coil-over suspension which can be lowered by up to 40mm, along with a four-piston brake system.

Golf GTI TCR.

In contrast to the two student-built concepts above, the Volkswagen Golf GTI TCR Concept has also been unveiled at the 2018 Worthersee meeting in Austria – and this one is planned to begin production.

Said to be inspired by the Golf GTI TCR race car, the concept features a new front bumper with a sharper front splitter, a crisper set of side sills, TCR lettering along the



sides, a revised exhaust tip design, and a more aggressively-styled diffuser and lower rear spoiler.

Under the bonnet, the TCR's 2.0-litre turbocharged four-cylinder engine has been tuned to deliver 213 kW of power and 370 Nm of torque, the latter available from just 1600 rpm. It's very similar to the AWD Golf R's output, but here drive is sent to the front wheels only via a seven-speed dual-clutch transmission and a locking differential.

By default the TCR has 18-inch alloy wheels, an upgraded braking package, two radiators, and an electronically limited top speed of 250 km/h.

Options include 19-inch rims, a honeycomb applique for the sides, and dynamic chassis control with driver-adjustable shock absorbers. Buyers can also opt to remove the electronic leash, allowing the hot hatch to hit a v-max of 264 km/h.

On the inside, the GTI TCR is fitted with a new micro-fibre trim, illuminated scuff plates, 'Flash Red' highlights and stitching, a 12 o'clock marker on the steering wheel, and seats finished in a mixture of fabric and microfibre.

The production version of the Golf GTI TCR will reportedly debut before the end of 2018, and Volkswagen Australia has already confirmed that it will be coming to local VW showrooms in the first half of 2019. Stay tuned.



It was very good turnout of VWs, mostly old ones and some new. The weather was great. and we enjoyed watching our VWs shining in the sun.

The local Lions Club was there, making BBQ sausage sangers. The first thirty cars to arrive got a free coffee.

This part of Lake Macquarie has a number of interesting spots. It once had a railway line from Fassifern to Toronto, and although it closed in 1990 the tracks and station are still there. The Rathmines RAAF flying boat base is nearby. And there is a 250 million year-old petrified forest at nearby Blackalls Park.

It was a very enjoyable day.

Jeff Swords

Bugs and Buses by the Bay.

I recently went to the Bugs and Buses by the bay car show, organised by our Newcastle members Ian and Rose. It was held on Sunday 8 July.

It was at a different venue this year, at Fennell Bay Park (the Toronto Lion Park), just near the Main Rd Toronto bridge on the sunny shores of Port Macquarie.

We had a good drive up from Sydney. I took my Superbug, Wayne brought his blue Microbus and Kylie took her Type 3 wagon (which is currently for sale).



East Hills Charity Car Show.

I recently went to the East Hills Charity Car Show, held at Kelso Park, Panania on Sunday 15 July.

We met at McDonalds at Moorebank from about 8am for breakfast and coffee. We had about six VWs turn up.

Then we drove in convoy along Newbridge Rd, turned right at the aerodrome onto Henry Lawson Drive, and followed the river until we turned left and left again to get to



It was a good turnout, with maybe 20 more cars than last year. It was mostly Australian and American classic cars, but a few exotics as well and the Starsky & Hutch Ford Gran Torino was back. There was a good display of historic Police cars.

Some more VWs arrived late, including Ken who had to park his VW Type 3 sedan at the back.

There were a few trader stands selling model cars and auto accessories, and several food and coffee vendors, There was big queue at the wood fired pizza stand at lunchtime.

Many of the cars started to head off home after lunch, and the trophy presentation was held at 2:30pm. Wayne won a trophy for his Kombi Microbus and the black and white Beetle also won a trophy.

It was very enjoyable day.

Jeff Swords

Panania RSL, where the entrance was.

We arrived together and could park together. We were directed to our spots with big spaces between the cars. We had to then register in the office and attach our stickers to the windcreens.





many hundreds more members in our club than Flat Four. We would just have to bowl better if we were to beat them!

Wayne and Jeff were our main hopes – the first to arrive, Wayne our best bowler last time and Jeff a former league bowler. My own bowling is pretty bad, but we had high hopes for Kylie, Flinders, Marino and John. Noah was confident of a good score, while my daughter Lily and her new boyfriend Alex also added some potential.

So we 28 bowlers grabbed our shoes and we all chose a brightly coloured bowling ball of the right weight and finger hole size from the rack. Jeff brought along his own ball, which showed Flat Four that we meant business! We filled in the lane scores and the bowling began.

VW Club 10-pin Bowling Challenge.

On Saturday 21 July we competed against our friends at Flat Four for the VW Club 10-pin bowling challenge, at Campbelltown City Bowl.

It's been a long-standing tradition for us to take on Flat Four at 10-pin bowling, ever since we started back in the 1980s. It's always a great night out with our friends and have a bit of competition. It's only been for fun and we haven't really done it as often as we would like, but Club VeeDub has been the champion and trophy holder for at least the last 10 years.

The late Brian Walker was always a keen attendee at these bowling nights, even when his health prevented him actually bowling, so at his funeral service we agreed that we should hold another bowling tournament in his honour. Alison from Flat Four agreed to do the organising, and made the booking with Campbelltown City Bowl.

We met at the bowling alley a little after 4pm, with our lanes scheduled from 5pm. Alison had booked us for two games of ten frames each, and as a group we also got a nice discount. It only remained to see how many people would turn up to play for their VW Club – kids, partners and husbands/wives welcome.

In the end we were out-numbered by Flat Four – they had 18 bowlers, and Club VeeDub could only manage 10, which we thought was a pretty weak turnout for us, with

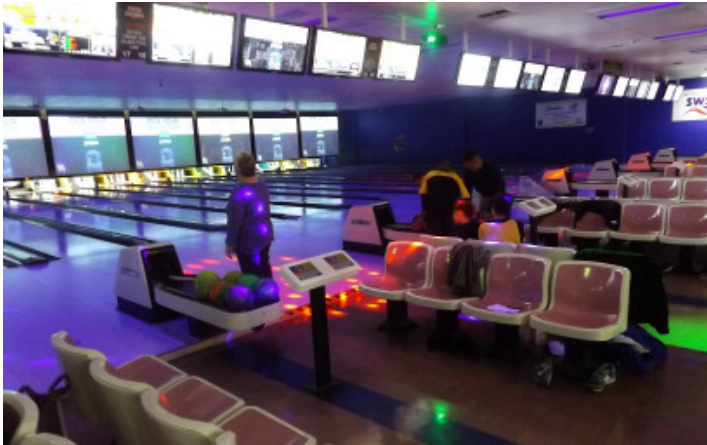
The kids (and Lily) took advantage of having raised bumper bars, which stop you bowling gutter balls – they are only for youngsters, sadly, as I sure could have used them.

At the end of the first ten frames, Flat Four had some very good scores and seven of their bowlers topped 100 for their game. Aiden bowled 101, Phillip and Stuart both 106, Alison 112, Nick 119, Rod 126, and Scott an amazing 147. They were going to be hard to beat.

As for Club VeeDub, I came close with 95, but not good enough. Jeff bowled 113, while Wayne and Noah fought for the honours over the whole 10 frames. Wayne finished with an excellent 152, but Noah beat him with 153, the highest score of the night!

After a short snack break the computers reset the lane





		Game 1	Game 2	TOTAL
Noah	Club VW	153	126	279
Scott	Flat 4	147	132	279
Wayne	Club VW	152	121	273
Phillip	Flat 4	106	137	243
Aidan	Flat 4	101	134	235
Rod	Flat 4	126	108	234
Jeff	Club VW	113	99	212
Alex	Club VW	84	127	211
Nick	Flat 4	119	84	203
Kaitlyn	Flat 4	87	112	199
Maddi	Flat 4	96	100	196
Stuart	Flat 4	106	81	187
Kylie	Club VW	83	98	181
Phil	Club VW	95	85	180
Lily	Club VW	84	92	176
Marino	Club VW	81	94	175
Alison	Flat 4	112	60	172
Di	Flat 4	81	88	169
Jenny	Flat 4	94	74	168
William	Flat 4	88	79	167
Aj	Flat 4	70	84	154
Flinders	Club VW	52	101	153
Kev	Flat 4	71	80	151
Amy	Flat 4	61	86	147
John	Club VW	76	64	140
Harvey	Flat 4	79	61	140
Jemma	Flat 4	69	66	135
Ethan	Flat 4	33	80	113
Club VW Average:		198.0		
Flat 4 Average:		182.9		

scores and we started our second and last game. Now the novelty had worn off and fatigue was setting in! It was impossible to be consistent.

This time only six Flat Four bowlers managed to top 100 – Maddi with 100, Rod 108, Kaitlyn 112, Scott 132, Aidan 134, and Phillip top-scoring with 137.

As for us, this time Kylie came very close with 98, and Jeff even closer with 99, but Flinders made it with 101. Wayne slipped to 121 and Noah beat him again with 126. But Alex was our best bowler this time with 127, on his first night out with the VW club. And he drives a Tiguan!

So to work out the results we added together everyone's scores for the two games. Amazingly, there was a tie at the top! Both Scott from Flat Four, and Noah from Club Veedub, scored 279 for the two games. But as Noah got the top game score of the night with with 153, he won the Best Bowler Trophy. Well done Noah!!

As for the best club, there are a number of ways this could be decided, but we all agreed to just average the overall scores for everyone – add up each club's bowling totals and divide by the number of bowlers. Alison and Lily took to this task with the calculator apps on their smartphones, and soon worked out that the winner was CLUB VEEDUB with an average of 198.0 for the two games. Flat Four was only just behind, with 182.9. We retain the bowling trophy until next time.

Everyone had a fantastic time, and after some group photos we jumped into our VWs and attempted to go to the Sizzlers across the road. However the queue there

was enormous, so instead we went to the Hooters restaurant a couple of blocks away, for a drink and a bite to eat. They were very good organising one long table for us all.

Thank you Alison for organising a fun night out! We will definitely do this again, so keep an eye on the calendar and the flyers for the next one – maybe after Christmas. In the meantime, I must go do some bowling practice...





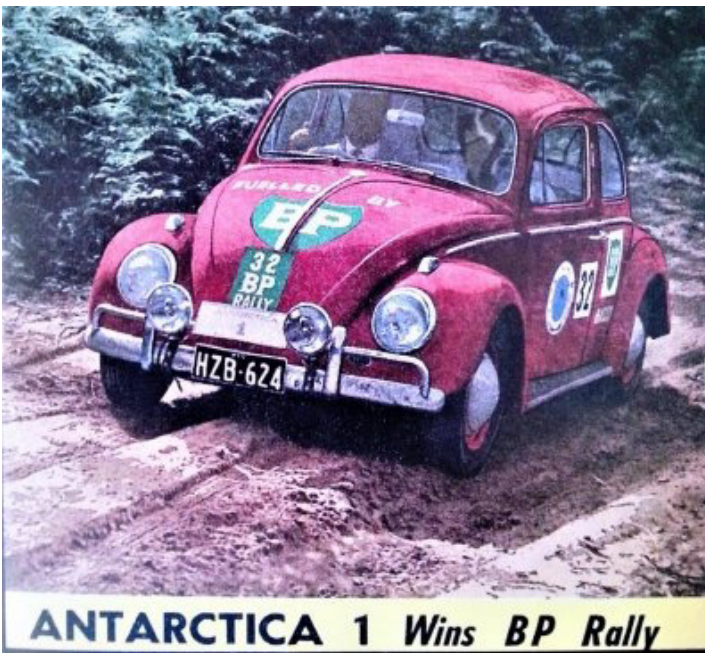
Ray and his family, May 2016

Vale Ray Christie.

It is with the greatest sadness that we advise you all of the passing of Ray Christie on Friday 13 July, 2018, aged 92.

Ray Christie was a man of many achievements in the rallying world of motor racing and endurance. He drove a Chev in the 1954 and 1955 Redex Trials; a Vanguard in the 1956 Ampol Trial, and then a Volkswagen Beetle in the 1957 and 1958 Ampol Trials and a 1500S Type 3 in the 1964 Ampol Trial. He drove a Simca Aronde in the 1960 Armstrong 500 at Phillip Island, but was more famous as a Rally and Trials driver, especially as official team for Volkswagen's Victorian office. He competed in many State and National rallies in the early 1960s.

Perhaps Ray's most memorable achievement was to drive Antarctica 1, otherwise known as the 'Red Terror,' in the 1964 BP Rally after it had returned from a year at Mawson, Antarctica. Incredibly, Ray and his navigator Joe Dunlop, won the rally outright in the 'Red Terror.'



Some of his biggest achievements were in long-distance driving. In early 1962 Evan Green and Jules Feldman (Modern Motor) set a new 8,100 mile (12,960 km) around-



Winner of 1964 BP Rally in Antarctica 1/Red Terror

Australia driving record of 9 days, 6 hours 22 minutes, in a six-cylinder Austin Freeway. Ray and Joe smashed this record only a few months later, driving a VW 1200 'Standard' sedan – in 7 days, 6 hours 9 minutes. Two years later, in August 1964, Ray and Joe broke their own record, this time in a VW 1500 'Notchback' sedan. They drove right around Australia in just 5 days, 22 hours 17 minutes. This record still stands and, in all likelihood, will never be beaten.

Our secretary Norm was privileged to meet and interview Ray in 2016, and his story appeared in the July 2016 issue. If you missed it, you can download the issue here:

www.clubvw.org.au/july-2016

Ray was a true legend in the Australian VW and motorsport worlds. Club VeeDub sends their sincerest condolences to Ray's family.

As a tribute to Ray, here are some period stories of other VW adventures in which he took part.

1966 VW-Mobil Performance Trial.

The Sun-Herald, Sunday 28 August 1966

Even Volkswagen themselves don't realise the sales potential of their locally-assembled 1600TS fastback saloon.

I say this after a 2,841-mile (4,575 km) trip this week in a fastback as co-driver to Victorian Ray Christie, who holds the Round-Australia record of under six days, made in 1964 in a VW 1500.

We were taking part in the longest (both in distance and time) and the biggest of over 20 performance tests conducted by the Mobil Oil Company during the last 10 years.

Mobil feels this is the way to test out cars which have been released since the last annual Economy Run was held.

These performance tests are confined to one make of vehicle, and this time seven Volkswagens participated from Melbourne to Rockhampton, via Adelaide.

There were four saloons - a 1300 'beetle', a 1500 sedan, a 1600 fastback and a 1600 Karmann Ghia - plus a 1500 station wagon and two one-ton payload commercials.

Mobil's Max Thomson, who was the director of the test and has taken part in every one of his company's motor sport activities since the first Mobilgas Round-Australia Trial in 1956, described the VW Test as the best to date.

The vehicles were exactly as sold to the public, and afterwards had been finely tuned by experts outside of the VW organisation.



This pick-up carried all this luggage, yet took part in this week's V.W.-Mobil Performance Test from Melbourne to Rockhampton. Here Eric Willington hands a bag to fellow driver Monty Love, while observer Judith d'Abbs looks on. Judith was the first woman to act as an observer with a men's crew in a Mobil Test.

The scrutineers were four members of the Victorian Police Motor Sports Club, who travelled as observers.

These men, with Sydney journalist Lance Lowe, and Melbourne accountant Judith d'Abbs, ensured there was no coasting and that all traffic regulations were observed.

Normal tyres

Max Thomson said the Volkswagens were the closest to showroom specifications of any vehicles to have taken part in these Mobil performance tests previously.

I agree, as the scrutineering sheets travelled with us in the car, and when not driving I took some notes from them.

The 1600TS fastback had a compression pressure of 135 lb (930 kPa), while the air-fuel ratio was 13.2 at idle; 14.2 at both quarter and half throttle and 13.3 at full throttle.

VW stuck to normal B7 tyres and did not switch to radials (which I have proved give as much as four more miles to the gallon).

This switch would have been allowed simply if VW had written to dealers informing them that radials were available as an extra priced option through the factory.

Thanks to Ray Christie's skilled driving, the best figures for the test came



RAY CHRISTIE



This 1600 Karmann Ghia saloon made its first public appearance in the 2,841 miles V.W.-Mobil Performance Test completed during the week. It was driven by Maureen Keady and Judy Gallagher and returned 44.1 miles per gallon.

from the 1600 Fastback, with 45.6 miles per gallon (6.2 L/100 km).

Then came the 1500 Sedan (John Alport and Rod Goode) with 44.8 mpg (6.3 L/100 km); then the 1300 'beetle' (Stewart McLeod and Dale Wilson), 44.3 mpg (6.3 L/100 km); and the 1600 Karmann Ghia (Maureen Keady and Judy Gallagher) on 44.1 mpg (6.4 L/100 km).

A 1500 station wagon used as a photographic unit and officials runabout by Max Thomson and Peter d'Abbs did an excellent 33.7 mpg (8.4 L/100 km) overall.

But the new line of one-ton commercials put up an amazing performance and kept right up to the 40 miles-an-hour (65 km/h) average set for the test.

A Microbus, with driver and three passengers, and weighing 33cwt (1680 kg) overall, did 33.9 mpg (8.3 L/100 km) due to the efforts of drivers Frank Kershaw and Peter Macnamara.

But best of all came from the pick-up, crewed by NSW VW club members Monty Love and Eric Willington, with 32.0 mpg (8.8 L/100 km). These two were the real heroes of the test. Each morning they loaded the baggage belonging to all the crews and then were off to keep up with the field.

Their pickup weighed one ton with a driver, and with observer and baggage 37cwt (1885 kg) overall.

During the last week of July the fastback had 1.3 per cent of the Sydney car sales registrations, compared with 4.5 per cent for the 1300 'beetle'.

Ray Christie was a newcomer to performance tests (where fuel economy rather than speed is important), while I was new to major competition in any kind of VW.

So we swapped information and adjusted our driving tactics day by day. But the fuel figures for the fastback never dropped below 45 miles per gallon (above 6.3 L/100 km).

Lowest figure was on the last day when

we were fairly confident of getting a good result, no matter how we thrashed the car while keeping under the Queensland absolute speed limit of 60 miles an hour (100 km/h).

On the stretch between Bundaberg and Gladstone, Christie averaged 51 miles an hour (82 km/h) - this included 13 miles (21 km) in third gear. As the car was so quiet, he did not even realise he was not in top gear!

The fastback has a top speed of 84 (135 km/h), though our best, on no throttle whatever, was 75 (121 km/h) on the run down from Mount Lofty to Adelaide.

It is a comfortable five-seater and has lots of combined luggage space in its front and rear boots.

The fastback is a real eye-catcher and drew spectators whenever we stopped for fuel or meals.

A Gala Day for the NSW VW Club is being held at the House of David VW agency, Lane Cove Rd North Ryde, starting at noon. There will be a barbecue with 20 cents for a steak with onions and tomatoes, and the cars from the VW-Mobil Performance Test are due to arrive at 1pm.

Members of the public will be able to take part in an economy run, using their own Volkswagens.

Unluckiest man on the trial was pick-up driver Monty Love, who drove on the final afternoon with severe appendicitis pains.

He was flown back to Sydney the next morning with obliging T.A.A. hostesses administering oxygen on the trip to keep him more comfortable.

Four hours after he reached Sydney he was operated on at Royal North Shore Hospital, and so will miss today's VW Gala Day at Eden Park, North Ryde.

Clyde Hodgins

An Australian Abroad.

New Horizons with VW, Issue #1 1965

"No matter how good you think your driving is, leave your car at your hotel in Paris and Rome and take a taxi when you go sightseeing."

This warning was sounded by well-known Australian trials driver Ray Christie on his return recently from a 10 weeks' driving tour of the Continent, England and the United States.

Ray's advice to anyone contemplating motoring on the Continent comes from someone well qualified to give it. Last year he climaxed 11 successful years of trials driving by winning the BP Rally, the most important event on the Australian trials calendar.

Ray won the event outright in Antarctica 1, the VW 1200 which had spent the previous 12 months at the Australian Antarctic base at Mawson. He has been driving VWs exclusively since 1958.

He also drove a VW 1200 on his recent trip, but despite his skill and experience - he has never been involved in any type of road accident in 22 years of driving - he refused to drive his own car in either Paris or Rome.

"Everybody drives flat out, and it can be really rugged," Ray said. "If you don't know for sure the exact route you want to follow, you can get into a lot of trouble."

His trip started when he left Australia on October 19, and flew to Western Germany where his first visit was to Wolfsburg, home of the parent VW company. There he took delivery of a VW 1200 deluxe that he had arranged to purchase before he left Australia. It cost him £A650, which included a radio and 12 months' international registration and insurance, both third party and comprehensive.

"Anyone who is thinking about doing a similar trip to mine ought to consider buying a VW in Germany," he said. "I drove mine for 8,000 miles (12,900 km) before selling it in the States and still showed a profit."

Though biased towards VWs because of his trials experience, Ray had two additional reasons for choosing a Beetle.

"Petrol in some of the places I went through sells for up to six shillings a gallon,

Where did the Volkswagen go?

...around Australia in a week
on Super Shell with Methyl Benzine

Further proof of the power of Methyl Benzine! On October 28, a VW Standard Sedan completed an 8,100 mile trip around Australia in the remarkable time of just over 7 days. The VW ran exclusively on Super Shell with Methyl Benzine, and Shell X-100 Multigrade motor oil. Super Shell with Methyl Benzine is the fuel used in the world's latest racing cars. With more than a pint of Methyl Benzine in every gallon, Super Shell is Australia's most powerful petrol. Try it in your car.

It's got to be good to be Shell



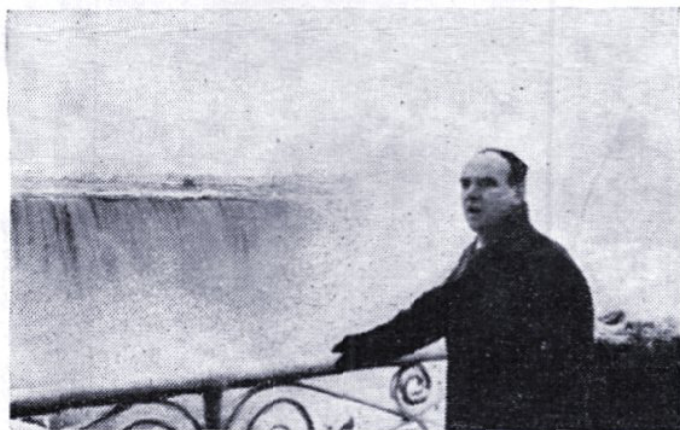
Among the places Ray visited were . . .



.. Wolfsburg .



. . . the Swiss Alps . . .



. . . and Niagara Falls.

and fuel can cost a fortune unless you're getting good mileage," he explained.

His other reason was that he had found extremities of temperature were no problem with the Beetle. This was important, as during his short tour of the U.S.A., he struck temperatures ranging from 10 to 100 degrees (-12 to 38°C).

After spending 10 days at Wolfsburg inspecting the company town and plant, Ray set off on a tour of the Continent which took him first to Sweden, then to Austria, down to the Mediterranean, through Switzerland and France and on to Belgium from where he had his car shipped to London.

Ray was extremely interested to see a VW Kombi performing official duties in the Great St. Bernhard road tunnel. This tunnel, built more than six thousand feet (1830 m) above sea level, links Switzerland and Italy through the Alps.

Traffic through the four-mile-long tunnel, opened in March 1964, is supervised by a maintenance crew in a Kombi. Supervision can be quite a job, as an average of 1,300 vehicles use the tunnel each day.

Ray spent four weeks in London, where he was entertained by the English VW distributors. However, the weather in London ran true to form, and after experiencing only three days of sunshine Ray was rather glad when he shipped his car to the States, following it himself by plane a week later.

Ray was again entertained by the VW organisation during the five weeks he spent in America and Canada. He spent the time visiting all the well-known tourist resorts but was again dogged by bad weather.

He was marooned in Chicago for two days by a snowstorm which paralysed transport for miles. With the thermometer registering only 10 degrees (-12°C), the snow on the roads turned to ice, and road travel was impossible.

However, Ray was able to enjoy warmer weather when he travelled south after the 'thaw,' visiting such places as Las Vegas, the Grand Canyon and Death Valley before returning to Los Angeles, where he sold his car to the local VW agent before flying back to Australia.

Sue Maher's Red Terror.

For those that can recall the eight page article back in July 2016 I wrote about Ray Christie and his rally achievements, particularly his winning the 1964 BP Rally in Antarctica 1, here is a story about the "resurrection" of Antarctica 1, by his daughter Sue Maher.

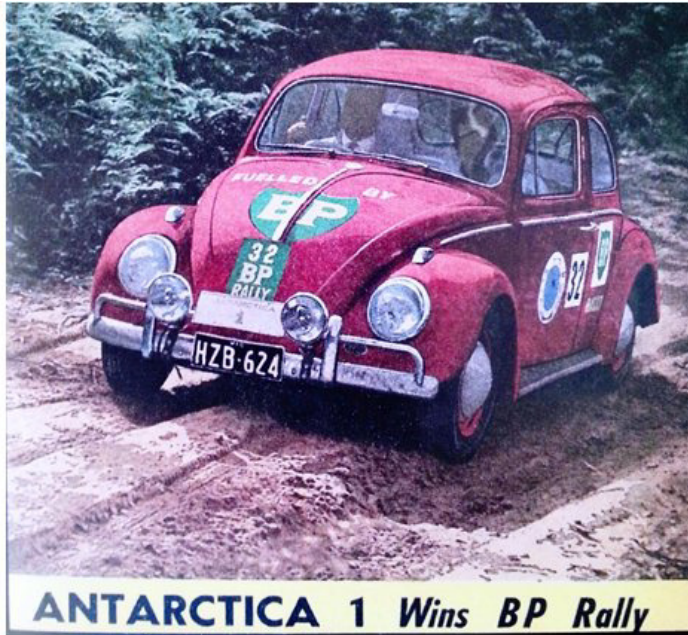
"Well I guess I have always had a love for the Beetle and VW in general as my father Ray Christie drove in many rallies with Joe Dunlop at his side as navigator for VW Clayton factory in Melbourne back in the 50s, 60s and early 70s. One of his many achievements was to drive a Ruby Red 1962½ model Beetle in the BP Rally in 1964, taking it through all types of terrain such as deep sand for miles, forest roads and bush tracks, winding around trees and stumps, dangerous washaways and creek beds and straight stretches of bush dirt roads winning out right. This Ruby Red Beetle was

known as Antarctica 1 later nick named the Red Terror as it had previously spent a year or more at Mawson Base in the Antarctic.

Last year my daughter Kylie and I decided to go to a VW show on the Gold Coast, Queensland, where I was drawn to a little red beetle. I was so excited to see a red Beetle. On further investigation of this Beetle, to my astonishment written in white marker on the window was "For Sale". Immediately, I felt the need to have this car. The motor sounded good, no rust, just a little rough around the edges and it just happened to be a 1962 model.

I found the owner, and after some consideration decided to buy it. Once getting the Beetle home, I felt that she really needed new upholstery. So off she went to AAA Upholsters in Labrador. After coming back from there looking pretty smart, I then felt that she really needed a paint job. That was done by Allen Walton who had a love for doing up old cars and previously had his own Spay painting business. This Ruby Red car was starting to shine like a diamond.

At this stage I decided to see if the old number plates were available. HZB-624. OMG they were, in black and white. So snapping up these precious letters and numbers as personalised plates was another milestone. Then I decided I needed the Antarctica 1 number plate. I searched high and low for many months trying to find someone that could do this for me and finished up going on line, ordering and hoping



Ray Christie and Joe Dunlop driving Antarctica 1 in the 1964 BP Rally



they would be right. It seemed a long 14 days wait for these plates to arrive. I could not open the package quick enough to find these plates just as I had ordered. Spotlights and checker covers was next.

The next step was the BP body decals and that precious Antarctica symbol. After a few weeks deliberating with a company called Wrap City in Ashmore and working with a guy called Kodie Walker and James, it became a reality. It was quite a challenge to get the Antarctica symbol right, but with the help from Kodie and Chris Ball who is from the Dub club on the Gold Coast, it was achieved. The decals were now ready to be put onto the car. Rims were also supplied by Chris Ball. I also acquired an old BP map and now one of the final pieces of the puzzle was the 1960s Airguide compass which I had sent over from the US. This was something as a little girl that always had intrigued me, these little letters that used to bobble around in liquid. After 12 months, Ruby Red Beetle, Antarctica 1, BP Rally, Red Terror, 1962 VW Beetle was recreated."

Sue Maher

Changes improve new 1962-and-a-half VW.

The Daily Mirror, Friday 18 May 1962

Another new Volkswagen is now available which is improved in many details over previous models.



Sue Maher 1964 before the BP Rally



Sue Maher June 2018



Proud daughter of Ray Christie and owner of the "resurrected" Antarctica 1 Beetle



Those who are familiar with the car know that since its introduction to Australia the Volkswagen has been progressively refined in practically every respect other than styling and basic design.

It is still rear-engined and it is still air-cooled.

The latest model is little different at first glance from the original one Dr Ferdinand Porsche made 30 years ago.

But the Volkswagen today is still the only cheap small

saloon which has heating, demisting, an all-synchromesh gearbox, electric wipers, windscreen washers, a go-anywhere all-independent suspension, and a host of minor but still important features and luxuries.

It has its faults too, but the overwhelming impression the Volkswagen gives is of sound engineering and of amenities which have kept up with public demand.

The improvements to the new model come under the heading of progressive refinements, but they are important enough to put the Volkswagen so far ahead that the others will never catch up.

The obvious exterior change is to the tail lights. These are now larger and mounted higher for better visibility.

The quickly seen changes inside the car are screw-in mounting points for front and rear diagonal safety belts, heater outlets at the rear and sliding covers to regulate the heater outlets at the front.

The bonnet is now spring-loaded and stays up without propping. The doors have checks and stay fully open. The bonnet release is on the driver's side and the fuel tank filler has been changed to prevent leakage when parked on a negative camber.

At the same time, there are important mechanical improvements. New handbrake and clutch cables reduce maintenance and should last a lot longer. A low-friction roller steering box replaces the sector type on previous models, and plastic bushes in the

steering tie-rods reduce servicing.

Finally the bad habit of earlier 40-bhp models of dropping out of gear on a trailing throttle or on choppy surfaces now seems to be cured.

The engine mountings and gear shift linkages have been modified and there is no trace of gear shift kick even under bad conditions.

On the road the Volkswagen still performs in the way which endears it to enthusiastic owners.

The performance is by no means alarming, but it accelerates briskly enough through the gears not to be left standing at traffic lights.

On the open road it readily settles down to a comfortable cruising speed of around 60 mph (98 km/h) and it is prepared to maintain this pace indefinitely.

Because of the high top gearing the engine loafs all the time and the car can be pushed to very high speeds on long highway downgrades.

The top speed of the Volkswagen on level roads is near enough to the factory-quoted figure of 72 miles an hour (116 km/h), but good models will reach about 75 mph (121 km/h).

The tendency of the earlier model 36-bhp Volkswagen to hang out their tails on corners has virtually been eliminated.

Fair average quality gravel roads are of course the Volkswagen's specialty and in good hands the car will humble just about anything on four wheels.



Sue and her daughter wearing overalls worn by Ray Christie in his rallying days



Ash's 1995 Golf Cabriolet.

What is your water-cooled Volkswagen going to be worth in the near future?

Using this 1995 Volkswagen Golf Cabriolet as an example, things aren't looking good.

I bought this car on Ebay two weeks ago for \$30.

The opening bid was \$30 and nobody out-bid me.

I did have to pick it up from Goulburn.

I remember a time when Karmann cabriolets were highly prized, but now with a little rip in the roof it's not even worth its weight in scrap.

You might think there must be something wrong with the car, but it's a good car with log books and every invoice from new. It has only traveled 175,000 km and it drives nice and the air conditioner pumps hard. It has no rips in the seats and is a five-speed manual.

It sold new for \$46,000 in 1995. So why did this car lose 99.93% of its value?

The best way I can describe it is that cars built after 1995 are throw-away items, just like your fridge or toaster.

Volkswagen dealers no longer have spare parts for cars of this age and parts can be hard to get at wrecking yards. Rego is also expensive.

Car companies are also pumping out thousands of new cars every day.



So what can you do with an old 1995 Golf Cab?

If I was to wreck this car, nobody is going to buy the parts. They'll sit there for ever.

My advice would be to store this car undercover until the year 2025, when it's eligible for Historic Rego. Or you could just get it registered and drive it into the ground.

A \$30 Golf Cab sounds good but really I should not have got involved in other people's rubbish. I'm just a sucker for a Karmann-built VW.

If you have the space undercover, why not store one of these cars for the future.

If there's one thing I have learned – it's the things we throw away that become valuable in the future.

Ashley Day



Metal to the Pedal.

If you've been reading recent editions of Zeitschrift, you're probably familiar with Larry's 1969 Malaysian Beetle. The exhaust issue was resolved, but then a new problem came my way to solve.

It must have all started with water getting inside the car; not surprising given the tropical downpours in Malaysia, but this car also has rust in the usual spot inside the front wheel well, so water can get onto the floorpan near the pedals. That rust has thinned out the floorpan near the accelerator pedal, causing the floor to stretch and act like a drum, so now the pedal sits up a bit high.

That change of height relationship has caused the track on the back of the pedal to sometimes misalign with the roller on the accelerator shaft. Presumably, when this occurred on the road, Larry just pushed down hard with his right leg. Unfortunately, the result was that the shaft got bent down towards the floor, so the pedal now hits the inner wheel well and the Beetle is bricked. I've never seen this before.

It took me a while to work all of this out, but finally I realise that the shaft holding the roller is bent downwards, but you can't exert any counter pressure on it or swing a hammer at it because it's hard up against the wheel well. If I'd had the gift of foresight, what I would have done is get some steel rod at least as strong as the shaft, clamped it on with multiple hose clamps and levered the whole thing upwards to the original shape. But no, all I can see my way clear to doing is to remove the whole pedal cluster and straighten the shaft on the bench.

I want to go ahead with this relatively major operation, but Larry has no tools, so I make him fork out 300 Ringgit (Malaysian currency, ? \$A100) before we can start. We get a nice socket set and all the usual VW air-cooled sizes of ring spanner.

The pedal cluster comes out and I remove the bent accelerator shaft, so we go looking for a local workshop with a bench vice so that I can clamp the shaft down strongly and bend/bash it back into shape. The first place we try has a V8 engine out of a recent Passat sitting on the floor out the front; that's encouraging, but no bench vice. The same severe lack of basic equipment is encountered at the next two places. Unbelievable! How do they get anything done? We eventually find a bench vice and hand tools at the Penang Science Cluster, where Larry and I both have worked on projects.

I get it straight and back to the shape I remember, greased up and reassembled. Then we go back to the car for



refitment of the pedal cluster. Now, replacing a clutch cable is one of my least favourite jobs and it's been a few years, but we're forced to try refitting that thing six times! Each time I try lining it up, go back to the wing nut on the clutch end of things and tighten up, it pops off. Finally we remove the cluster and I look at what might be causing this grief. Here's what I find:

The hook which the eyelet of the clutch cable, after 49 years of constant use, has worn away to maybe one quarter of its original width and, because it was so weak, has stretched as well. No wonder the eyelet kept slipping off!

I do a bit of internet research to look for solutions, finding a neat approach at Classic Bug Parts: the clutch pedal shaft is replaced with a remanufactured piece which replaces the hook with a bearing. Nice idea, but no right-hand-drive version is available. I email Ron to see if he can sell me the parts without welding them together, so that I could piece together a RHD version of his solution, but he declines.



Further searches show many sites which offer a complete remanufactured shaft with hook, but LHD only. What if I shipped one of those in, ground off the weld on the end and isolated the hook? I would have to do the same with the original 1969 part as well before swapping and re-welding in exactly the same position.



An aftermarket-quality shaft with hook. These go for as little as \$US4.29.

I thought it time to ask an expert's opinion, so I email

Boris at Vintage Veedub to find out what they normally do in such cases. I ask him which is the best of these three approaches:

1. add weld material to the worn-out hook
2. cut the worn-out hook off, and weld on your own reshaped one
3. replace the whole hook piece, as described above

I was hoping he would pick option 3, as I thought that would be the cleanest approach, but Boris' answer is:

"The pedal hook can be cut off and a new section of the hook portion welded fully all around back in. The second option is to gently bend the hook back and then building the worn out area with weld and finally filing a nice shape contour for the cable to pull on.

"Both options are tricky because the hook must be a perfect shape and length, and you don't have any others to compare it with.

"If the hook is just ever so slightly longer it will end up with a hard-to-operate clutch pedal, if slightly shorter you won't be able to fully disengage the clutch, we're talking in a couple of millimetres difference. If the filed out hook is not nicely shaped, you'll end up with an annoying clicking noise every time you depress the pedal as the cable moves from the extreme end of the hook to the more flat area and so forth."

A most helpful and informative set of procedures; thanks Boris. He added that the cheap replacement shafts are made of poor-quality steel and may not have the right shape. I decide to go with option 1 first, since it would be the least work, with option 2 as a backup in case things don't work out.

Now, I'm living in a cheap hostel in Malaysia, Larry lives in a high-rise apartment building and neither of us has the luxury of a home workshop. If it had been last year I would have had access to everything in my backyard garage: oxy, MIG, metal band saw, etc. Luckily, here in Penang, we have access to the Penang Science Cluster, which is mainly set up for members who want to do woodworking, but they do have a MIG welder, just nobody who knows anything about how to use it.

I had to talk to the right people, then source everything required to get the MIG going: the CO2 cylinder, negative lead, regulator and helmet. The cylinder was empty, so that takes a few more days to source and replace. I am pleased that the helmet is one of those polychromatic ones, which made life a lot easier while welding. I've seen people weld on the street here with no eye protection at all.

Meanwhile, Larry and I go looking for steel of the right thickness, just in case I would need to fashion a new hook. Amazingly, on the street we find a couple of pieces of scrap which are exactly right. That wouldn't happen in Australia. Back at the PSC, I do some practice welds on this stuff, just to get the feel for it and to crank up the Amps to the right setting.

The first thing I do is to make a cardboard template of the hook in its stretched state, then a template of how it should look, following photos from the internet, because, of course, I don't have an original. Then I bend the stretched hook back to the correct shape. I attempt to MIG up the gap where there should have been steel. Now, it's been a few years since I used a MIG, and getting the current and feed rate right is tricky. Thinking I've done an OK job, I proceed to grind down the excess with an angle grinder. What I am left with is something worse than when I started: the weld metal has



failed to penetrate and now the thinnest part is cracked. My sad attempt at MIGging up the missing metal

So, like it or not, option 2 is now the only option. I set about turning my cardboard template into a version in steel.



After about two hours with an angle grinder and files, I have this:

I was feeling quite pleased with this. For strength's sake, I had made it slightly wider than the original, intending to remove material only from the places necessary to make the cable align without getting stuck. Next comes a practice weld on our scrap metal. In order to get the best weld penetration, I grind the pieces into arrow shapes before

scrap steel with 45-degree reliefs at end



welding:

Satisfied with the results, I take the big step of slicing off the old hook and welding on the new. I prepare the real pieces in the same way, then clamp them together.

It all looked fine to me. The next step is to do a trial fitment of a clutch cable. We don't have a spare. I had nagged Larry about getting a spare if he's going to drive a Beetle around, but there is none, and I certainly am not going to pull the old one out. So we refit the cluster with the hook pretty



much as it appears here.
The job after welding

This is a big mistake. Everything goes fine until I try to put the wing nut on. The cable won't reach!. We pull it back out and the cable is kinked where it meets the eyelet. Obviously the eyelet is getting cocked and catching on the new, too-wide hook. We would have to get a new cable, just to check it out on the bench and take bits of material off where needed.

After about three weeks a new cable arrives from Kuala Lumpur. That's how hard it is here for the air-cooled enthusiast to get parts. I do the necessary eyeballing and grinding and am satisfied that all would now pull and slide smoothly.

Reassembly number 8, or 9, can't remember, goes smoothly. The clutch pedal feels good and it passes the Boris test, so I must have got the length just right. We go for a celebratory drink and drive around for a while. Smiles on faces. Then right out the front of where Larry lives, he goes to put the car in reverse and CLUNK!, the clutch pedal hits the firewall. Smiles wiped from faces, but there is one saving grace: it didn't happen in traffic and the car is parked out the front!

We make a bet. I wager that the weld has broken. Larry's opinion is that the eyelet has slipped off or the cable has broken. I won the bet.

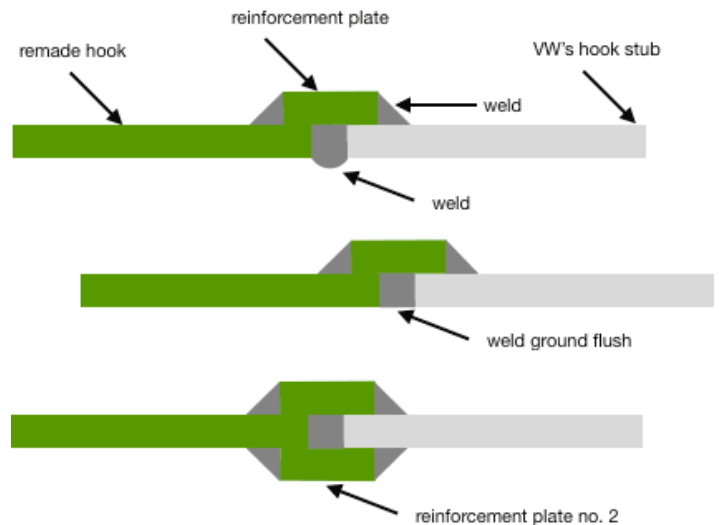
The proceeds of the bet is a craft beer, "Little Creatures." I really enjoyed that, but do not relish what is still to come. So far it has been weeks of work with nothing to show for it. Should I go with option 3 after all, or maybe option 4: get Vintage Vee Dub to source us a pedal cluster,



repair the hook and send it to Malaysia? After a while I decide to double down on option 2 but do it seriously this time.

My thinking now is that the idea of butt-welding is sound; I just need to carry it out like I really mean it, which means buttressing the original weld with mini plates on either side. I shorten the hook slightly, where the V had been cut into it, and do the same for the stub. The outer reinforcement plate would come very close to the circlip which holds the clutch shaft onto the brake shaft, so I would need to disassemble it. Luckily, PSC has a tool trolley containing the necessary circlip pliers.

I clamp three pieces together: the hook, the stub and one reinforcement plate, leaving a groove which is filled up with weld metal, then the weld ground down flush. Next I



weld around the reinforcement plate, then weld on plate number 2.

The day comes for final assembly. We can't get the pedal cluster through the hole in the tunnel! The new lump of metal is in the way. Larry suggests using an FBH, but my opinion is that if it needs a hammer to get it in, it'll need one to get it out as well, and I won't be a part of that. Luckily it leaves some gouge marks on the side of the hole, so we go to the nearest hardware store and buy a round file and springy magnet to pick up all the filings. One minute of filing and the cluster is in.

Larry has been driving the car for a couple of weeks now. The new hook was made from a piece of scrap and the VW one might have been hardened steel, but if it lasts half as long as the original, that's still OK. I promise him that I'm never going near the pedals again, EVER.



2018 VW Golf R Wolfsburg Edition.

At \$58K, the Wolfsburg Edition is all the Volkswagen Golf R you can eat. But do extra goodies without added performance make it desirable enough for the VW fan who wants it all?

It's fair to presume that if the Volkswagen Golf R Wolfsburg Edition is on your shopping list, you'll already have a good idea of the whats and whys that peg it at the top of the Vee Dub hatchback tree.

One is outlay: at \$57,990 before on-roads, it's twice the price of a mid-spec regular Golf, the 110TSI Comfortline (now \$28,990), and a 50 per cent premium above the entry point for the go-fast front-drive GTI, namely the three-door manual Original (\$37,990). In fact, even among the all-wheel driven, red-hot Golf R neighbourhood, you can save a cool five figures by tipping into the forthcoming manual Grid variant (\$47,490) rather than this all-you-can-eat Wolfsburg Edition.

If there's truth in concept that the Golf GTI is all the Volkswagen hot hatch performance you'll need versus Golf R representing all you'd ever want, then it's no long-drawn bow presuming those shopping the Wolfsburg badge not only crave all the pace and equipment you can stuff into the German five-door, they're wool-dyed Volkswagen fans, or at least sold on the popular 'cult of R'. Around \$58K is serious coin for a small hottie from a so-called "premium for the people" brand, given not dissimilar money also lands certifiably premium Mercedes-Benz and BMW badges in hottie small-car form in your driveway.

The DSG-only Wolfsburg Edition's \$2500 premium over the regular Golf R with the same self-shifting transmission looks decent value on paper. Fetching 'Pretoria' style 19-inch wheels replace the regular Spielberg rims, novel carbon fibre-patterned leather trim adorns the seats, you get exclusive 400-watt Dynaudio sound and carbon-fibre mirror caps. The Driver Assistance package, a \$1300 option on regular Rs, is fitted standard and includes adaptive cruise control, blind-spot monitoring, rear-cross traffic alert, dynamic light assistance and proactive occupant protection. Limited 300-unit production is also a nice dangling carrot.

That's atop the burgeoning list of needs and niceties fitted to the regular-issue Golf R. For the record, our test car misses out on the only equipment option available: the \$1900

panoramic glass roof.

Smart, inoffensive, plain: let's face it, solid white paint work with silver rims isn't the boldest statement seated on the road. Of course, the lack of go-fast pretension is the cornerstone of the fast Golf charm that, traditionally, has hardly harmed appeal to the broader buyer demographic. It is a colour/wheel sensitive styling: the dark blue metallic regular R sampled around the same time on Spielberg rolling stock was a real eye-catcher.

Climb in and one aspect hits you immediately: the cabin presentation is hugely endearing. It's not merely the

variety and quality of materials or the sound core design and ergonomics. Few cars of any price or segment have almost everything all in the right places. It feels utterly premium, not too racy, slickly modern, want for nothing yet unfussy, and it's hard to pick a fault. For a great many buyers, the Golf cabin space, especially the hot hatch stuff, is an absolute deal clincher.

Interestingly, it's the conspicuous Wolfsburg touch, the carbon-fibre-patterned leather embossing, that polarises most, though consensus in the CarAdvice Sydney office was one of "not as bad or uncomfortable as expected". In fact, appearance aside, there's nothing unusual about the funky textured effect.

Both the digital instrumentation – with its useful if not gimmicky degree of personalisation – and the slick smartphone-like interface of the 23.4-cm Discover Pro infotainment system are pure class, as fit and functional as anything outside the German premium crowd. Infiniti, Jaguar, Lexus and even Porsche, to name four certifiably prestige marques, could learn some infotainment tricks from a small five-door 'people's car'.

The Dynaudio sound is excellent, though I'd be fibbing to suggest there's a noticeable difference in ear candy without directly comparing it with a regular stereo system quality. As for spaciousness, general comfort and convenience, there's no less (or more) on offer than any other quick Golf five-door of the 7/7.5 generation, though if you're hoping for three-door sexiness you'll have to make do with a GTI. And, packaging wise, if the 380 L/1270 L bootspace is a bit tight, an extra \$2000 will slip your excessive family needs into a larger-bummed (605 L/1620 L) wagon version of the R Wolfsburg Edition.

The first disappointment in the Wolfsburg formula starts under the bonnet and ends at the tyres: there's no lift in performance credentials for this price-topping hatch variant. Yes, this current 7.5 generation brought with it a seven-kilowatt lift in the 2.0-litre turbocharged four's power figure, but what remains is the same 213 kW/380 Nm you find in the \$10,500-cheaper R Grid manual. Be it "hot climate tune" or not, none of Australia's Rs measure up to the 228 kW/400 Nm output combination offered in Europe.

Unsurprisingly, given the lack of any powertrain massaging, the flagship Wolfsburg's acceleration prowess is no fitter than any other Aussie R's 4.8 sec 0–100 km/h benchmark, which is 0.2 sec shy of the Euro (if all measured using DSGs). That's only two-tenths of academic straight-line performance, perhaps, but it does matter in context of the

Golf targeted to Volkswagen aficionados paying top dollar for the all-you-can-eat experience. Also, you can't have the Wolfsburg Edition hatchback either in three-door form or with a six-cog-manual gearbox.

But what a great all-round drive it is. The engine is smooth, linear and gutsy enough whether you're cruising or up it for the rent, and the seven-speed dual-clutch is well calibrated in automatic mode and satisfyingly assertive in its 'attack' setting. Also, typical of the VW/Audi DSG design, there's the ever handy tap-for-Sport gearbox mode with the transmission control to inject fire into the powertrain without having to clumsily dig through different drive modes.

Like any dual-clutch design (outside of Porsche's finest), drive it long enough and it'll have the occasional hiccup. For the hard-charging drivers out there, what persists is that slight frustration that you can't double-foot the brake and accelerator pedals at once, which is a handy left-foot braking technique on the track. Try it and the R just just kills engine torque. Worth considering is that this isn't so much a problem as an in-built, by-design mechanical sympathy measure to limit load shock through the gearbox.

In Comfort or Normal drive modes, the engine/transmission interplay allows swift progress without prompting the tacho needle to lunge for the redline. Even the muted 'blurts' as the engine cuts spark to rev-match during upshifts have a nice polished and precise nature to them. Activate Race mode and responses sharpen appreciably, though as has long been the case with the Golf R, it's more heightened sharpness for the road than a head-snapping kill mode best suited to race circuit use.

Realistically, the Wolfsburg Edition is no different to any other of the R breed, in that its most impressive red-misted persona presents itself during a swift Sunday morning backroad punt than it does if and when you don a helmet and throw it at a track. It's Race mode by name, not quite race-ready by nature.

Traction and drive from the 4Motion all-wheel-drive system is unflappable, and those advantages are plain as day exiting corners if you're measuring abilities against the front-driven GTI. But there are limitations to the all-paw system's talents: its talent for shuffling torque to the wheel, or wheels, in most need isn't as purposeful, elaborative or plain hardcore as some dynamic handling systems out there in high-performance land. It's good, but far from benchmark.

Tap your inner hooligan on the track and the ultimate R will dive, roll and understeer a little more than is, ahem, ultimately ideal. And yet there's still enough point in its chassis, accuracy in its wonderfully linear steering, innate balance in its poise and stability in its grip to outpace a GTI by some measure. That's the seat of the pants impressions of a big-dollar variant characteristically identical in nature to its more-affordable R kin that have long been capable of delivering a composed, sweat-free velocity quick enough to render GTIs a tyre-screaming, overdriven mess.

Most owners never track their Golfs, never have use for that ten-tenths advantage, but that doesn't really matter. When you're coughing up \$58K for a small Volkswagen, impressive talent should be in-built whether you use it or not.

Again, it's along Australia's often lumpy and

unforgiving backroads where those shades of softness and compliance translate in satisfying and ironclad safe transit point to point at a velocity that won't risk your licence yet still rewards with driving thrills. And given that around town the R Wolfsburg is a little terse over hard-edge bumps, there's a certain ride and handling balance at play skewed towards covering as many different driving situations as possible. And it's an impressively struck balance at that.

Balance is certainly the theme underpinning the Golf R. One big, if highly subjective, criticism of the Golf R, Wolfsburg or not, is that it's good at everything but lacks character – that it's highly resolved but lacks soul. The counter to this is that if Volkswagen had opted to inject a harder-core 'R' persona it'd almost certainly rob from other areas of the breed's goodness – comfort, liveability – when, in fact, it's balance itself that's long made the breed so appealing.

That said, amping up the niceties without any lift in sporting or performance prowess mightn't appeal to buyers hoping for a Golf R with added watts under foot rather than in the ears.

So there are perhaps two different ways to view the Wolfsburg. On the one hand, if money is no object and you're after the most complete Golf R, then the extra bundled goodies and low-volume exclusivity do, in our opinion, justify the \$2500 splurge. But if you're predominantly chasing pace, or hankering for a six-speed manual version, the regular R or the forthcoming, cut-priced Grid – an Aussie nameplate, incidentally – offer the same heat at much cooler prices.

Curt Dupriez, CarAdvice Comparisons Editor

Specifications:

Engine: 1984cc four-cylinder petrol with turbocharger
Bore and Stroke: 82.5 x 92.8 mm
Compression Ratio: 9.3 : 1
Output: 213 kW @ 5100 rpm, 380 Nm @ 1800 rpm
Transmission: 6-speed DSG, all-wheel drive
Wheels: 7.5 x 18", 225/40 R18 tyres
Performance: 0-100 km/h in 4.8 sec
Fuel Consumption: 7.1 L/100 km, 50-litre tank
Dimensions: 4264 mm (L), 1799 mm (W), 1442 mm (H)
Weight: 1435 kg
Turning Circle: 10.9 m
Warranty: 36 months / unlimited km
Service Interval: 12 months / 15,000 km
Price: From \$46,530 - \$55,330





corrugated; and even bush tracks and creek beds. As well, it was used in weather that varied from stifling heat to cold and raining. It came through it all with only minor, perhaps even trivial, complaints from the occupants.

Due to the weight savings, the full Trakka conversion adds only 250 kg to the VW, giving it an all-up weight of 1550 kg. But occupants, food, drink, water, fuel, clothing and bedding can bring the gross weight up considerably. Despite this and the smallish engine, the VW lopes along so well on the level, downhill, and through the corners that it maintains sufficient momentum to cope with short to medium climbs. Only long, steep, climbs slow it and even then, if the driver knows the vehicle well and wrings the best from it, it can surprise many other road users. Braking and

An a-Trakka-tive proposition.

Modern Motor magazine, March 1983

The Volkswagen camper van, in its many models and forms, has been a part of the Australian tourist scene for decades. During that time both the van itself and the camper conversions have undergone constant evolution. There was a time when we were less than enamoured with the concept because the early low-powered vans only went well when they were run with minimal load. Fit a heavy camper conversion and the weight to power ratio became such that the thing was painfully slow.

But all this has changed. The later VW Kombis (called Transporters now) - especially those with the 2.0 litre engine - have better performance, and the camper conversion manufacturers have taken enormous strides in weight reduction. Heavy laminated chipboard cupboards have given way to lightweight marine ply. Constant development of design has further reduced weight and increased comfort and efficiency.

The current VW now has increased interior space over the old model and, with its superb all-independent suspension and legendary strength and reliability, remains the standard by which all other vans are judged. They have yet to come close to matching it.

Similarly, in Australian camper conversions, Trakka Van Conversions of Chatswood in Sydney has led the way. In his own literature, Trakka's Dave Berry has committed himself to "making the best conversion even better." We borrowed his own VW Trakka conversion - the VW Transporter Bronco - and put it to a rugged test to see what it could do.

Occupied by two adults and three children, the Trakka van traversed highways, gravel roads from fair to dreadfully

handling are superb for such a vehicle.

We posted surprisingly good point-to-point times and even better fuel consumption figures with an overall average, covering a myriad of different types of driving including much first and second gear work, of 12.5 litres per 100 km.

The Trakka conversion is set up primarily for four adults or two adults and two children, though we found it worked well for two adults and three children. The rear seat is seven-eighths of its normal width and is trimmed in cloth. It folds down in two simple movements to make a bed capable of holding two adults. Alongside it, on the right-hand-side of the vehicle, is a wardrobe storage unit, and side storage units. Forward of this seat is a sink and a refrigerator with a bench top. A table folds and swivels its way from a hiding place within this unit. Behind the front passenger's seat is a two-burner plus griller stove with the gas bottles contained beneath it in a cupboard which, like the other cupboards, contains Swedish Elfa slide-in baskets to maximise the space.

The complete roof section lifts upwards on gas struts - just turn two handles and give a slight push and it raises itself - to give full standing room and an 'upstairs bedroom' which will sleep two adults or three children on a lightweight, but strong, platform. When the interior is being used for cooking



and general living, this platform covers the area behind the rear seat. When it is needed for sleeping, the platform is extended to double length, the slim mattresses added, and it's a bed. The headroom for most of the 'downstairs' area is then restricted to normal van height.

One aspect that makes the VW good for such a conversion is the walk-through facility between the front seats, made possible because of the rear-mounted engine. This is further enhanced in the Trakka by fitting a swivel base to the front passenger's seat so that it can be turned to face into the van, slightly offset to avoid the stove. At meal-time, if the weather is fine, two or three can sit at the table (more if you have a couple of portable stools) while others can sit on the floor in the side door opening. If the weather is bad, two or three can sit at the table, with two more in the front seats.

Not all of the cupboards can be opened when the lower bed is in use, or when the table is in use, so some planning of storage is advisable. But the Trakka is better than most in this respect and it took us only one day to sort out a suitable routine. The longer we lived in it, the more spacious it seemed to become. We even spent most of one rainy day inside and managed admirably.

Ventilation is provided by removing zippered covers over insect-proof mesh windows in the pop-top, and by mesh-protected, wind-out louver windows in each side of the van. When in motion, these louver windows provide the only real ventilation for those in the rear, yet aren't really designed for such use and tend to rattle. This is one area that could do with further refinement in the future. A locking system for the slide-out section of the upper bed would be a desirable improvement as well. In normal driving this was no problem at all but on corrugated downhill runs it vibrated forward and rattled noisily. This was the only major rattle. Of course various other things rattled as well on the rough roads but nowhere near as much as in earlier conversions we've tried. On the highway, the van was very quiet with the exception of wind noise when at or near the legal speed limits on the open highway.

Further examples of the clever design work in this conversion include the stove unit, which swivels in its entirety to the door opening so that cooking can be done from outside the van if desired (increasing the interior floor space) while the removal of just one pin allows the whole unit to be lifted out completely to cook elsewhere - further increasing the available space. We found ourselves doing this often. The stove can be left out of the van altogether when it is being used for normal commuting between holidays.

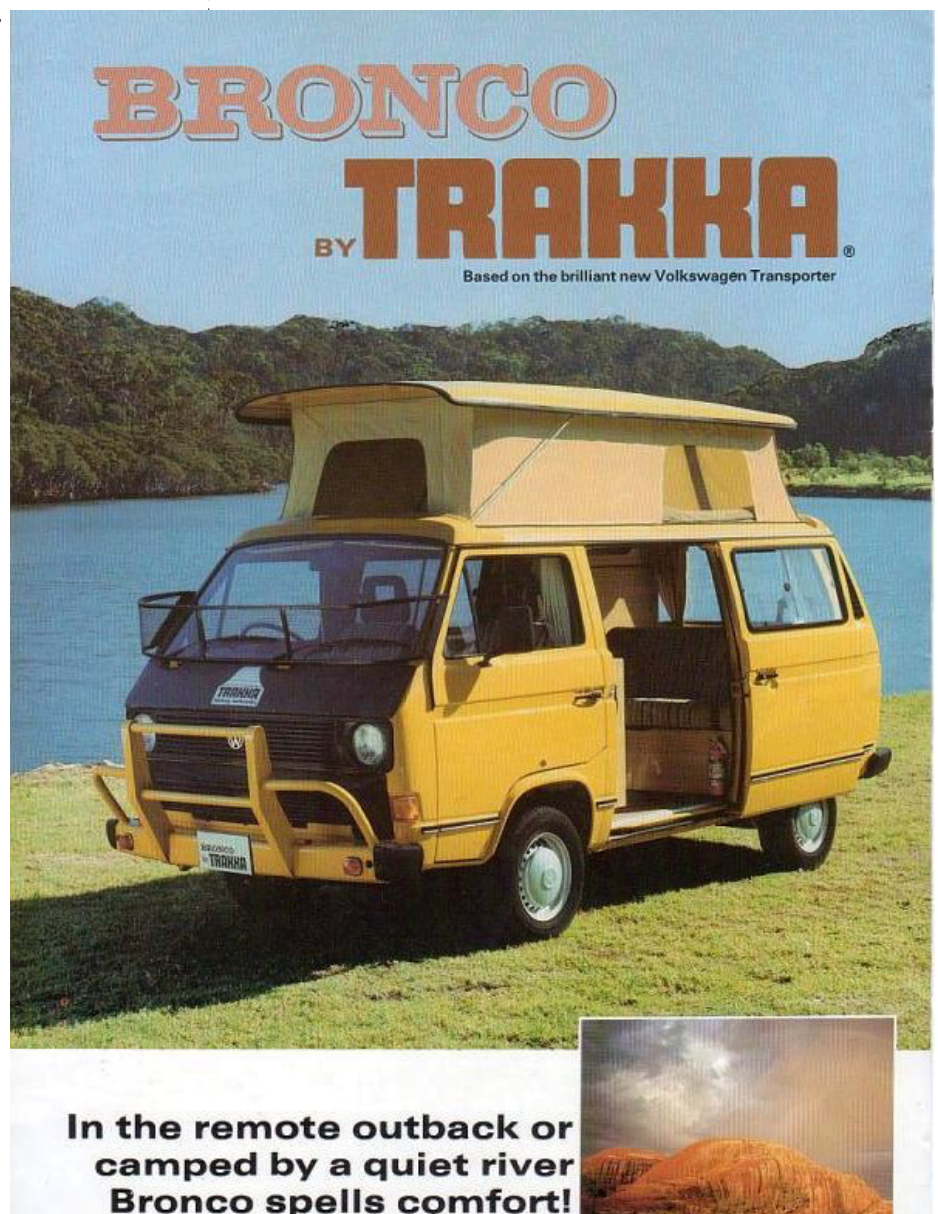
Water is supplied from an underfloor baffled tank, pumped via a silent electric motor to the sink tap at the turn of the handle. We used a tankful of water in two days. The refrigerator operates either from 240 volt caravan park mains, or from an auxiliary heavy-duty battery that is charged via the

vehicle's alternator, along with the regular battery. This extra battery, which also powers two fluorescent interior lights, is automatically isolated when the ignition is turned off so that a flat auxiliary battery has no effect on the vehicle's normal electrical system.

So, how much does all of this cost? Starting with your new \$11,480 VW Transporter, (or second-hand equivalent), the basic Bronco conversion costs \$5520. Our test vehicle also had: Front alloy 'roo bar (\$380); front panel bar to protect it from stone chips (\$77); front seat re-trim in cloth to match the rear seat (\$180); front cab carpet to match the rear carpet (\$205); swivelling front seat (\$175); white-spoked wheels and Pirelli P77 tyres (great handling on good roads, but we'd stick to standard wheels and tyres for greater versatility) (\$400 approx.); and a really top-line Eurovox stereo radio/cassette system with front and rear speakers (\$850 approx.). So you can be on your way for around \$17,000 or you can escalate yourself beyond \$19,000 if you want the full treatment.

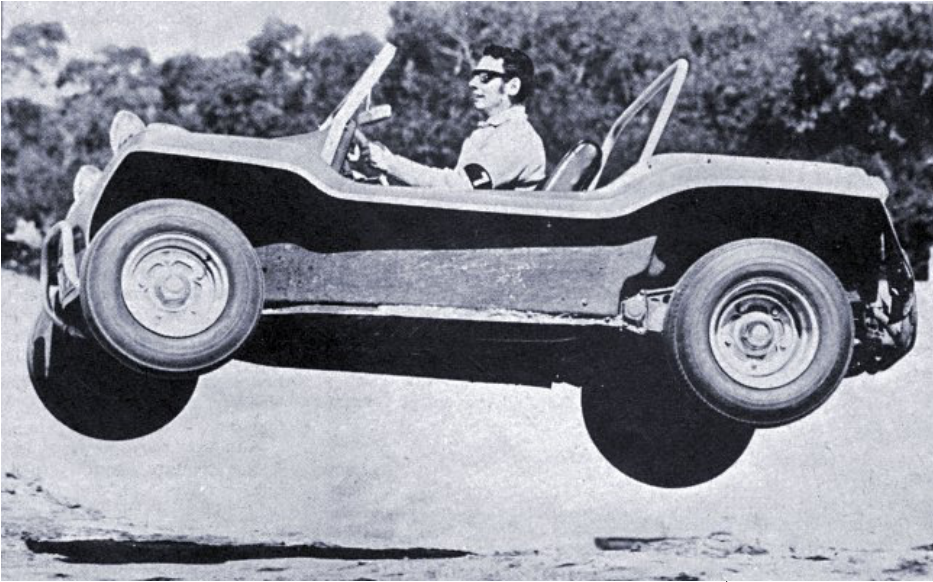
A lot of money? Maybe, but try pricing alternative ways of achieving the same ends to the same degree of efficiency and quality. Then the Trakka VW Transporter Bronco looks like good value.

Barry Lake



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BY
Based on the brilliant new Volkswagen Transporter

In the remote outback or camped by a quiet river Bronco spells comfort!



Buggy action abounds down south.

Hot Minis and VWs magazine, 1970

Driving a buggy is better than driving a car! If I needed any confirmation that buggies are booming in Victoria, I got it when I attended a 'bug-in' at the invitation of the Buggy Association of Victoria.

Firstly a little re-capping. The Association was formed about three years ago in an effort to consolidate the interests of a growing ban of sand-hopping enthusiasts. Membership is open to all . . . you don't have to own a buggy, you just have to be interested in them . . . at a cost of \$5 and \$4 for renewals. The Association has its own newsletter and it meets on the first Thursday of each month, at the Malvern Town Hall.

The group have something organized for every other Sunday. Once a month, on the second Sunday of the month, a 'bug-in' is staged. The following Sunday fortnight, a beach run followed by a barbecue or something of that ilk is run. For instance, two weeks before the meet we attended, the lads took to the fire access trails in the hills around Warburton. Through the snow and all, they pushed their buggies up the 4wd tracks. By all reports, this bit of modern-day pioneering was a roaring success.

But now to the 'bug-in.' Two sand pits are normally used . . . not at the same time, of course. Both are located within a mile or so of each other out at Frankston on the way to Cranbourne.

Believe us, the 20-mile plus (32 km) trip from town is well worth the trouble, and spectators are quite welcome. There's no charge to enter, even!

Association secretary Brian Lock familiarized us with the big problem of finding suitable venues, and told us of the plan to lease a new site.

More than 100 acres (0.4 km²) of dunes of all types make up the new pit and it's situated out of civilizations way in what amounts to virgin bush. The higher hills afford good viewing and the time trial routes are laid out with the onlookers in mind.

Normally three events are run per meeting. Different types of terrain are selected for each one. You can have one that's strictly up and down, with really steep climbs the order of the day and then another that's relatively fast with a series of high speed jumps plus something in between.

Overall winner for the day (points are awarded for placings in events) receives a trophy, financed by the 20 cents entrance fee levied on the competitors, per event, at the beginning of the day. Minor placings are noted with certificates to that effect.

Besides this an Association championship is staged. Points scored throughout the year count towards the final award of 12 months display of a perpetual trophy. Member Kevin Skues has a stranglehold on it for '69

but he was out of form a bit on the day.

The complexity of the pit we visited offered untold variations on the 'auto-cross-type' scheme that was being practised. Abrupt cliff-like climbs have all the units working at full chat and those who can't make it are assisted by pushers placed at strategic points.

The high speed jumps (steep but short climbs) are probably the best of all to watch. The basic dune buggies (as distinct from beach buggies) weigh approximately 8 cwt (400 kg) and have no trouble in getting well and truly air born in the best 'hell-driver's' fashion.

Most of the competing cars (about 20 in all) were dune buggies. The distinction between them and their blood brothers, beach buggies, lies mainly in the fact that 'beach buggies run the well-known 'glass buggy bodies. Dune buggies may just be an open steel frame with VW running gear. All but one of the dune buggies was VeeWee based. (The exception to the rule was a Vanguard unit that was making very tough going of all the courses.)



The general consensus of opinion seems to be that you can't go past the VW for this particular application. The beach buggies competing were handicapped by their extra weight and also their more civilized construction, which made slightly more gentle handling over the jumps, mandatory.

President of the Club, Howard Lambert, won the day with outright wins in two events. His dune buggy has the advantage of 1500 Kombi power. George Stewart of wheel-standing VW fame at the drags is another keen enthusiast. That his is the hottest of 'em all is not difficult to believe. It sure sounded that way anyhow.

The rest of the rigs were basic 36 horse donks with same model gear boxes. Safety regulations (checks are made at the beginning of each day) require lap-sash seat belts and a roll cage or a roll bar of very sturdy construction.

Those long willowy aerials are also a must. When you have a number of buggies using the sand at the one time, these give the clue as to whether there's someone flying along at the bottom of the hill you're just about to jump at maximum whack!

Our introduction to the best part of all in the sport (participation) came through one Ron Jordan. Safely secured to the old Holden bench seat, mounted beneath a full cage, he set off to show your correspondent the ropes.

Five minutes later you're getting used to the stinging sand which is flung up from every direction, the spring jarring jolts on landing and starting to enjoy every bit of it. Even the little grains of sand seem to add to the exhilaration. Then minutes later the intoxication is complete and you're thinking that you could go on doing it indefinitely!

Even better is the first drive.

Co-owners of one well-constructed dune buggy, Dino Voight and John Forte were kind enough to provide the machine. Large, bald conventional bags, mounted on massive rims and inflated to less than 10 psi gave the little four banger donk its bite. Custom 'glass seats were the last word in all important support and excess weight had been trimmed to the bare minimum. John Forte managed a runner-up slot to Howard Lambert at the end of the day in this car.

Thirty-six horses proved sufficient to push the brutal looking little beast up the steepest of dunes and on the hard-packed, flat stuff you even had the chance to select a third. For the most part though, first and second are the order of the day.

If you're thinking that those synchro-less changes back to first at speed are rough on the 'box, you're right but if Ron Jordan's buggy is any indication, the VW four speed trans-axles can really take it. His rig has been operative for 12 months and in that time, motor and gear box breakdowns of a serious nature have been nil!

On one occasion, a circlip on the gear box axle bearing came adrift but it was quickly remedied by fitting of a superior substitute before any harm was done.

We found there's a great deal to be learnt in the art of bugging . . . how to recognize the shape of hills in a second or so and then adjust speed and set up the car before you get to them; how to get the beasts to turn in the sand without massive, highly un-VeeWee-like, understeer. The loose surface gives the cars what can only be described as peculiar handling characteristics.



Actually they're rather pleasant – something like mud only more consistently slipping and sliding. The Volkswagen bits give the ideal weight distribution and minimum tonnage to take best advantage of these conditions – in fact you'd reckon that they were just made for the purpose.

Before finishing, we should point out that this is no strictly under-25 organization. Older enthusiasts are almost as prolific as the younger ones and in fact, the average age of the members would be higher by a few years than that of the majority of rod clubs. President Howard Lambert is 38 and responsible hands like these at the helm will help to ensure that the movement's image doesn't founder or become distorted.

The group is only small at the moment but it has a very keen nucleus and for sure, the tremendous potential (cheap participation, great fun, maximum spectator value) all but guarantees a rapid growth.

See you at the sand pit!

Roland Callan

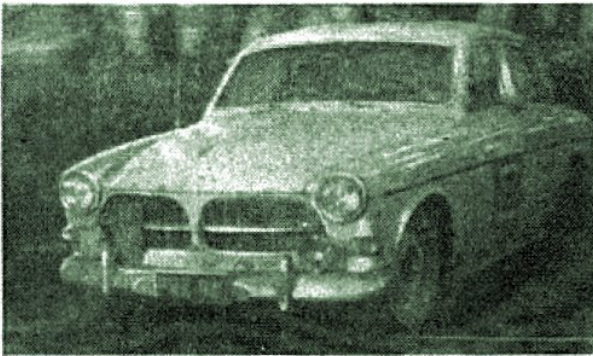
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Outright winner and 1st Class B — Volkswagen 'Antarctica 1' (Volkswagen Australasia)



Fifth outright, 2nd Class D — Ford Falcon (Ford Motor Co.)
Teams prize — Ford.

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In the 1964 BP Rally covering 2000 miles in Victoria and South Australia cars as different as VW's 'Antarctica 1', Bill Patterson Motors' Holden, Falcons and Anglias from

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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.



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