

Zeitschrift



Barry and Eddy on the Outback Car Trek.

September 2018

IN THIS ISSUE:

2018 VW Spectacular
Split-window Kombi Cruise
Half-mile Gunnedah racing
1970-71 Hardie-Ferodo 500s

Shannons Eastern Creek
Outback Car Trek
Ash's favourite VW
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.

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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
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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
Andrew Dodd Automotive	Vintage Vee Dub Supplies
H&M Ferman	Volksbahn Autos Pty Ltd

25 years and over.

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

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15 years and over.

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10 years and over.

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Exoticars Service Centre	Mountain Mechanics
Forty Horse	Quik Strip
Just Kampers	Volkshome Automotive
MacKellar Service Centre	Volkswerke
Motexion	

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

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 4cl, 6cl & V8

Best Interior

Best Paint

Best Hot Rod

Best Overall

People's Choice

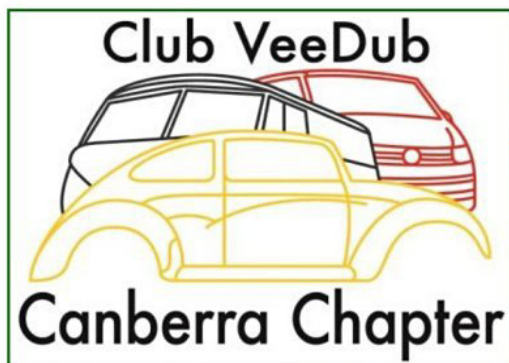
WE WANT YOU!

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.



clubveedubact@gmail.com



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

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

WARWICK DRAGWAY, WARWICK QLD SEPTEMBER 28-30TH 2018



WARWICK MOTORS WARWICK



• 2 Days of VW Drag Racing • Friday Night Dyno Power Runs • Saturday Morning Street Cruise & Show Warwick CBD • Saturday Evening Special Motorsport Presentation & Dinner • Great Food & Drink From the Club Canteen



www.vwma.net.au



It's on again! Boris' VW Picnic Day & Swap Meet 2018

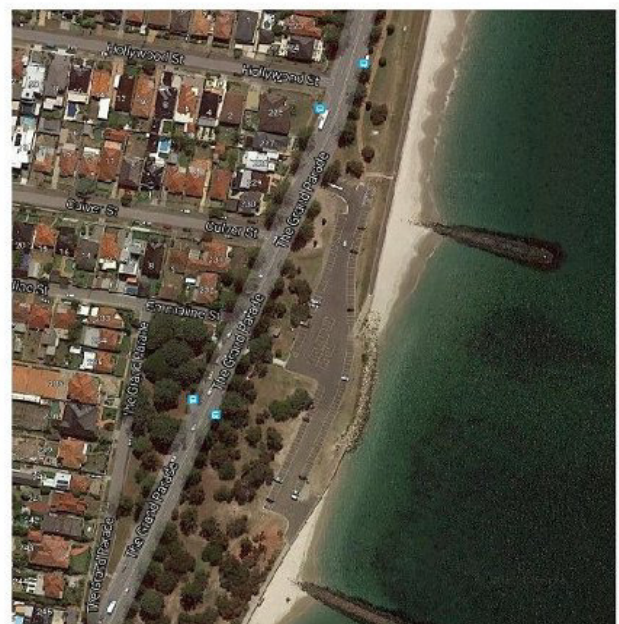
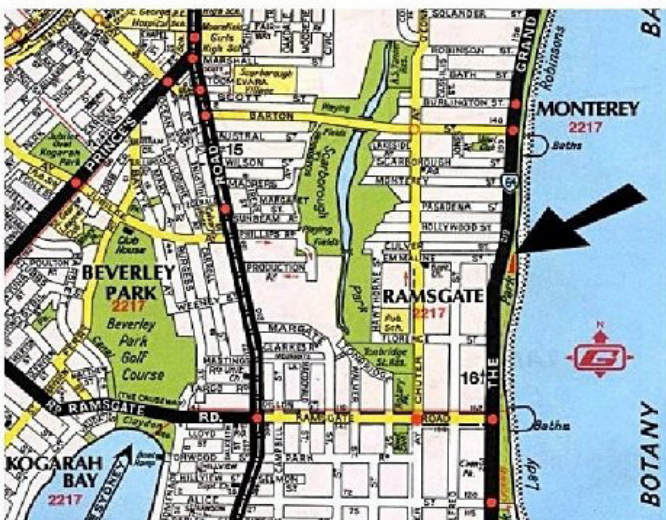
*** **SAME GREAT VENUE** ***

When: From 9:00am Sunday 4th November 2018

Where: Ramsgate Beach carpark, right beside Botany Bay.

Enter from The Grand Parade heading south. Turn left just past Hollywood St. Note - you can't turn right heading north.

- **Come rain or shine! Toilets on site.**
- **Juicy sausage sizzle, cold soft drink, hot coffee and tea available. Club shop open.**
- **Car Display (no judging or trophies)**
- **VW Car boot sale - clean out your garage!**
- **\$5 general entry. \$10 for swappers.**
- **All VWs welcome - air and water-cooled, old and new.**



Von dem Herrn Präsident.

Hi all, I believe we had a reasonable turnout for the CMC Shannon's Classic at Sydney Motorsport Park last month. I couldn't make it as I was getting my car ready for a race meeting. Also in August was the Split Window Cruise, reports and photos in this issue.

Coming up is the Herbie Drive In movie night which will be great fun, and the ACT German Auto day later in the month hosted by our Canberra Chapter. On the October long weekend is the annual Drag Racing at VW Warwick, and on the 4th November is Boris' Picnic Day. There are also a few other car shows we've been invited to, so check the calendar and write them in your diary.

We have been asked to supply a few parking marshals for the Sydney German Autofest on 28th October, if anybody can help can you please let me know.

Volkswagen Australia and their legal representatives have recently contacted many of the local aftermarket VW parts and service businesses, asking that for reasons of trademark infringement, the famous VW logo not be used. You might have noticed that a number of our business card ads have been altered to have the VW logo removed. Only genuine Volkswagen dealerships can use the VW logo in business activities. However, we are still allowed to use the VW logo for our club events and activities, so long as they do not relate to sales of Volkswagen vehicles, parts and services.

VW Australia takes this issue seriously. If organisers of such events have questions or concerns about the use of Volkswagen intellectual property or imagery, Volkswagen Group Australia may be prepared to confer with them on a case by case basis, provided the promotional event and any related documents do not relate to sales of vehicles, parts or services. VW Australia encourages those organisers to contact them directly, and have expressed gratitude for Club VeeDub's continuing assistance in this regard.

Our new Librarian Carl, with help from Phil, has recently done a stocktake and reorganisation of the Club book and DVD library, which is open for members' perusal and borrowings at each monthly meeting. Five new VW workshop manuals have been added this month, as well as four more DVDs and the ETKA electronic VW parts catalog. The library now has over 180 VW books. Members are invited to borrow a book from the library – see Carl at the meeting – and then return the book next month promptly so that others can borrow them.

If you have any old VW books at home that you no longer want or need, we will be grateful if you would consider donating them to Carl, and we can add them to the library for other members to borrow.

Most our members now receive our magazine Zeitschrift in full-colour digital format, which comes out much faster than the printed version and can read on any digital device. As for the printed version that some non-computer members and sponsors receive, it's now been four years since we changed our printer and went to a full-colour format. Bruce at Minuteman Press at Peakhurst goes a great job and I'm very pleased with the results. The old black n white printed magazines from 2014 and earlier look so old fashioned now!

Even though we couldn't afford colour printing then, you can still download full-colour PDF versions of all our older mags, right back to 2006, from our website. There are many hours of reading pleasure there for newer members who might not have seen these older issues. And also for older members who might have thrown out their old printed copies! Go to www.clubvw.org.au/zeitschrift and click on the year you are interested in.

Keep an eye on the Club Calendar and the flyers for coming events; springtime is a very busy time with lots of events coming up, and details are added and changed regularly. There 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.

Greetings from Canberra,

Firstly I'd like to apologise for not getting a report together for last month's magazine. With a busy life, new job and attendance to the VW Spectacular (aka McValla), time simply got the better of me last month and I failed to get a report drafted in time.

Well, McValla, as many have now dubbed it, was just fantastic. It was my first time and it definitely lived up to the hype. Having not been before, I could not compare to the old Valla Beach events and location; however I believe the Macksville showgrounds proved to be an excellent venue for such an event. Huge congratulations to the Pell family and their huge number of helpers who pulled it all together.

Whilst "new" events will always have teething problems and areas where improvements can be made, I believe the small number of hiccups was handled well and am sure the organisers will review their processes, consider lessons learnt and present us with a bigger and better event in 2020 – I can't wait. An article from my experience at this great event can be found in this edition of the magazine.

All our efforts here in Canberra are now focussed on our largest event of the year, **German Auto Day (GAD)**. Most of the planning has now occurred and the final polish on some issues is being sorted out to ensure this will prove to be another great event. **Sunday 23 September** is the date, so make sure you keep that day free and do your best to come along. Trophies, great food, great coffee, children's entertainment, beautiful location and great people are just a small part of this fantastic event. And don't forget the beautiful German engineering that will be on display.

This year we have added another event to the GAD, that being the **GAD Dinner**, held the evening before, **Saturday 22 September** at the big tent at Floriade, Commonwealth Park. The dinner will be a semi-formal affair with two courses and a complimentary drink on arrival. The cost is \$49 per person. All German car clubs are invited, so

you must get in quick to secure your tickets. If interested, please email Dot at clubveedubact@gmail.com

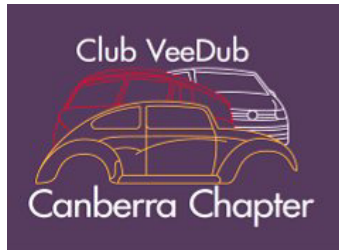
For our chapter members; please keep an eye on our Facebook page "Club VeeDub Canberra Chapter" and your email inbox for details on upcoming events. We also post feedback and pics from recent activities on the Facebook page and invite members to also post VW related info. The Facebook page is also a great way to get in contact with the committee with any enquiries you may have.

If you are not receiving emails from the club, please contact us so we can add you to the mailing list; or if you don't want to receive our mail-outs, also please contact us on our **new email address:**

clubveedubact@gmail.com

Cheers,

Willie



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.**

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. **VW Convoy - Meet at McDonalds Prestons (Ash Rd & Camden Valley Way) at 3:30pm for a 4pm departure. You'll need a tag for the M7.**

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.

Sunday 4th:- Boris' Picnic Day 2018. Yes, it's on again! At Ramsgate Beach car park, same venue as last year. Head south on the Grand Parade and turn left into the entrance just past Hollywood St. You can't turn right coming the other way. Display your VW in the sunshine, car boot sale to sell/swap VW parts, Club VW stand, BBQ sausage sizzle, refreshments and coffee available. Shine up your VW, old or new, and enjoy a day beside Botany Bay! \$5 entry, \$10 for swappers. For more info contact David Birchall on (02) 9534 4825.

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.

January 2019.

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

Thursday 10th:- Committee Meeting and magazine pack at the Arena Greyhound Sports Club, 140 Rookwood Rd. Yagoona (next to Potts Park).

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

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

Marktplatz.

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

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

Photos can be included 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:- VW Multivan T5 swivel seats x 2 and rear seater





bench, leather anthracite with seats belts and rear cargo cover. Also sell individually, used in good condition, fits T5 and T6 Transporter. Asking Price \$900. Contact Herwig on 0411 848724 or email drobodoc@gmail.com

For Sale:- I have an InterEurope manual for VW 1200 to 1600us good condition any one interested? Contact James Hitchen on 0408 269031 or email j.e.hitchen@bigpond.com

For Sale: - Mk5 R32 GOLF This Golf is in immaculate condition and has outstanding performance. Comfortable all leather interior with dual zone AC. All wheel drive, Auto with paddle shift, Cruise control, 18"alloys. The vehicle is registered till 10th September 2018 and has traveled 145,000 km. Located in Medowie NSW. Asking price \$11,000. For more details or to arrange an inspection, phone Mark or Leanne on (02) 4982 9566 or mobile 0423 514331

Wanted:- I'm searching for a **Golf Mark 1 convertible left roof latch**...does anyone have one to sell me, or any ideas how I go about it with your members? Please contact me if you can help. Cheers Kelly Mob 0402 118654 or email info@coastalclotheslines.com.au

2nd month 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

Trades and services directory.

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11B Harp Street
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Trades and services directory.

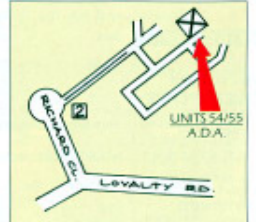
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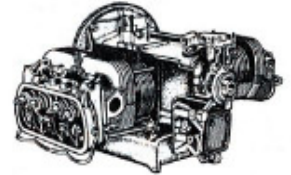


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Tiguan Allspace launched.

Volkswagen has confirmed pricing and specifications for the new seven-seat Tiguan Allspace, which launches this month from \$40,490.

The Tiguan Allspace is a 'stretched' version of the normal 5-seat Tiguan, with an added third row of seats at the rear for kids (not adults), plus a large boot. The wheelbase is 109 mm longer than a normal Tiguan, and the car is 215 mm longer overall. It's the first seven-seater VW has produced, despite the even bigger Touareg having been on sale since 2002.

In fact, the Allspace, at 4701mm long, is just 50mm shorter than the first-gen Touareg, which means it's longer than some equivalent mid-size SUV rivals like the Honda CR-V (4596mm) and Nissan X-Trail (4690mm), but just shorter than key rivals like the Hyundai Santa Fe (4770mm) and Kia Sorento (4780mm).

Visually there are not many differences from the front except for a raised bonnet lip and chrome grille across the range. On the side, the back doors are longer and the rear quarter window kicks up for a sleek wagon-like SUV look.

The range starts with the Comfortline, available with a 110 kW/250 Nm 1.4-litre turbo petrol engine and six-speed DSG in 110TSI (\$40,490 before ORCs) guise; a 132 kW/320 Nm 2.0-litre turbo petrol and seven-speed DSG in 132TSI (\$45,490) trim; and a 110 kW/340 Nm 2.0-litre turbo-diesel with seven-speed DSG as a 110TDI (\$46,990).

Only the very base 110TSI is front-wheel drive, the rest of the Allspace range uses 4Motion all-wheel drive.

Comfortline cars come with city-speed autonomous emergency braking, lane-keep assist, parking sensors and a rear-view camera on the safety front, while the interior is home to tri-zone climate control, an 8.0-inch Discover Media navigation system with Apple CarPlay and Android Auto, along with cloth seat trim.

Keyless entry and start, electric tailgate, automatic LED headlights, rain-sensing wipers, and fog-lights are standard, while the base car rides on 18-inch alloy wheels.

There are three options packages available: the Driver Assistance Package (\$1600), Luxury Package (\$4000) and Sound & Vision Package (\$3200).

The Driver Assistance Package brings blind-spot monitoring (nee side assist), dynamic high-beam assist and

adaptive cruise control with Traffic Jam Assist, while the Luxury Package adds leather seats – electrically adjustable for the driver, heated in rows one and two – and a panoramic sunroof.

Finally, the Sound & Vision Package (offered on both Comfortline and Highline models) adds the Active Info Display in place of conventional instruments, an eight-speaker audio system and a surround-view camera.

Moving up to the Highline gives you the choice of a 162 kW/350 Nm 2.0-litre petrol (162TSI, \$52,990) and a 140 kW/400 Nm 2.0-litre turbo-diesel (140TDI, \$54,590). Once again, they're both all-wheel drive, and both hooked up to a seven-speed DSG transmission.

Compared with the Comfortline, Highline models gain leather seats, heated first- and second-row pews, and a larger 9.2-inch Discover Pro navigation system.

It also gets active niceties like adaptive cruise control with Traffic Jam Assist, adaptive chassis control, adaptive high-beam, side-assist with rear cross-traffic alert, and emergency assist. It rides on 19-inch alloy wheels, too.

Highline buyers also have three options, in the form of the aforementioned Sound & Vision Package (\$3000), the R-Line Package (\$2900) and a panoramic sunroof (\$2000).

The R-Line Package adds sporty R-Line bumpers, side sills and a black rear spoiler, along with 20-inch alloy wheels on the outside, while the interior gets unique seats, stainless steel pedals, an R-Line steering wheel with paddles, a black headliner and scuff plates on the door sills. It also gets adaptive sports steering.

According to Volkswagen, the Allspace is a 5+2 designed for families with two kids, who might need to occasionally use the third row for soccer or movie runs. There's 270 litres of boot space with the third row erect, and 700 L with it folded.

VW is targeting the Kia Sorento and Hyundai Sante Fe with the new model, although the Peugeot 5008 and related Skoda Kodiaq shape as logical rivals, even if VW isn't openly mentioning them.

Volkswagen Tiguan Allspace pricing:

Comfortline 110TSI - \$40,490

Comfortline 132TSI - \$45,490

Comfortline 110TDI - \$46,990

Highline 162TSI - \$52,990

Highline 140TDI - \$54,490





New Crafter range.

Volkswagen Australia has begun phase two of the new Crafter van and cab-chassis truck rollout, expanding its presence in the highly profitable large-commercial-vehicle market.

The base manual-only Crafter Runner TDI340 has been on sale here since late 2017. Now, the next stage sees the arrival of higher-power Crafter TDI410 front-wheel drive (FWD) derivatives, with a new ZF eight-speed auto from the Amarok.

Order books are also open for a host of other versions ahead of their physical arrival here during early 2019. These include a TDI340 with automatic transmission, plus a range of RWD and 4Motion AWD versions, which Volkswagen Australia views as a huge opportunity. The previous Crafter, and the even older LT vans were always a poor second to the Mercedes Sprinter on the local market.

This time there'll be dozens of different Crafter variants to choose from — in medium, long and extra long van with three roof heights, plus single-cab and dual-cab chassis truck body styles with trays — before going further down the rabbit hole of customisation.

Considering the old model was RWD and manual only, it's little wonder VW aims to quadruple sales.

The new Crafter is a new-from-the-ground up offering made entirely by Volkswagen, not in a Mercedes joint-venture as was once the case. It'll rival the Mercedes-Benz Sprinter top-seller used by ambulance and postal services, plus the Renault Master, Ford Transit Heavy and Fiat Ducato.

Befitting its blank canvas approach, the Crafter is now produced in a new 3000-staff, 540-acre plant in Wrzesnia, Poland — where it's far cheaper to produce vehicles for the substantial European van market than Germany or France. This plant is part of a 10 billion Euro investment by Volkswagen.

VW claims this brand-new Crafter is "far superior" to its predecessor and rivals in terms of cargo area length and capacities, despite its dimensions being 'optimised' to suit urban delivery drivers and the like.

FWD Crafters have a cargo capacity maxing out at 18.4 cubic metres, a loading area 2.2 m high and up to 4 tonnes GVM. There's 1380 mm between the arches and a loading length of up to 4.85 m.

The RWD versions can have GVMs as much as 5.5 t with dual rear wheels, but clever engineering means there's an

extra 402 mm of loading width than before. AWD versions can shuffle torque between the axles via a Haldex-style clutch. A mechanical rear diff lock is optional.

Front-drive versions allow a lower loading floor by ditching the prop-shaft. RWD models are better at carrying heavy loads as the driven wheels are underneath, while the AWD models are good for muddy worksites. Choice is the order of the day.

There are two diesel engine offerings, the TDI340 and TDI410, mounted transversely (FWD) or longitudinally (RWD). Both are EU6 compliant and come from VW's new 'EA288 Commercial' family. There's an AdBlue treatment tank ahead of the filler.

The base unit makes 103 kW at 3500rpm and 340 Nm at 2000rpm, while the higher grade unit makes 130 kW at 3600rpm and 410 Nm at 2000rpm. Each tows up to 2.5 tonnes (braked), contingent on GCM.

The base transmission is a six-speed manual, but there's a new eight-speed automatic with torque converter — it's not a DSG. All have 75-litre fuel tanks, 303mm/300mm ventilated disc brakes front/rear, and MacPherson front/leaf rear suspension setups.

Depending on grades, the van's lengths range between 6 and 7.4 metres, with payloads up to 1.4 t. The cab chassis models can carry up to 1.57 t, far more than any mass-market ute.

The overhauled cabin was subject to more focus groups and other types of buyer research than you can poke a stick at, with VW making special mention of all the little hidey-holes for your smartphone, bottles, laptops, mugs, gloves, tools and package scanner, just to name a few.

The standard seats get fore/aft and height adjust plus electric lumbar supports and moving armrests, but you can also option special ergoActive seats with more cushioning for shocks, plus a massage function. There's storage underneath the front bench.

All versions have a window-ed partition between the cabin and loading area, which is itself accessed by rear barn doors and either single- or dual sliding side doors depending on what you option. There are 10-14 lashing rings and 2 x 12V sockets back there.

Standard equipment includes an 20.3-cm touchscreen with reversing camera display, and Apple CarPlay/Android Auto, cruise control/speed-limiter, rubber floors, A/C with pollen filter, LED reading lights, halogen headlights and a full-size spare.

Safety tech includes front and side curtain airbags for first-row occupants (dual-cab-chassis buyers with rear occupants), crosswind assist built into the traction control,





autonomous emergency braking, front/rear parking sensors and a driver fatigue warning.

Volkswagen will sell you active cruise control, blind-spot monitoring, lane assist, rear cross-traffic alert, electric folding mirrors, auto headlights and DAB+. There are four solid paint colours (white, orange, red and blue), metallic silver and grey, and pearlescent black.

Naturally there are various tougher suspension upgrades available top boost GCM, and various cargo area configurations you can get, notably heavy duty universal loading rails and matting. You can also get a second battery with cutoff relay/alternator with 180A.

About the only vehicles with more configurations and accessory options than the vans of this type are ultra-luxury limousines from the likes of Rolls-Royce.

Interestingly, VW Australia is working with a number of local body builders to offer fully warrantied Crafters with all manner of mods. It's also spruiking its 107-site dealer network as a key differentiator compared to the likes of Renault.

2018 Volkswagen Crafter range pricing:

Medium wheelbase/standard roof van

Crafter 35 TDI340 Runner FWD 6-speed MT	\$48,490
Crafter 35 TDI340 FWD 8-speed AT	\$52,490
Crafter 35 TDI410 FWD 6MT	\$52,490
Crafter 35 TDI410 FWD 8AT	\$55,490
Crafter 35 TDI410 4Motion 6MT	\$56,990
Crafter 35 TDI410 4Motion 8AT	\$59,990
Crafter 50 TDI410 RWD 8AT dual-tyre 4.49t	\$62,490
Crafter 50 TDI410 RWD 8AT dual-tyre 5.5t	\$65,490

Long wheelbase/high roof van

Crafter 35 TDI340 Runner FWD 6MT	\$51,990
Crafter 35 TDI340 FWD 8AT	\$55,990
Crafter 35 TDI410 FWD 6MT	\$55,990
Crafter 35 TDI410 FWD 8AT	\$58,990
Crafter 35 TDI410 4Motion 6MT	\$60,490
Crafter 35 TDI410 4Motion 8AT	\$63,490
Crafter 50 TDI410 RWD 8AT dual-tyre 4.49t	\$65,990
Crafter 50 TDI410 RWD 8AT dual-tyre 5.5t	\$68,990

LWB with more overhang/high roof van

Crafter 35 TDI340 FWD 8AT	\$58,490
Crafter 35 TDI410 FWD 8AT	\$61,490
Crafter 50 TDI410 RWD 8AT dual-tyre 4.49t	\$68,490
Crafter 50 TDI410 RWD 8AT dual-tyre 5.5t	\$71,490

Single cab chassis

Crafter 35 TDI340 FWD 8AT	\$48,290
Crafter 35 TDI410 FWD 8AT	\$51,290

Crafter 35 TDI410 4Motion 8AT	\$55,790
Crafter 35 TDI410 RWD 6MT single-tyre	\$52,790
Crafter 50 MWB TDI410 RWD 8AT dual-tyre 4.49t	\$56,790
Crafter 50 MWB TDI410 RWD 8AT dual-tyre 5.5t	\$59,790
Crafter 50 LWB TDI410 RWD 8AT dual-tyre 4.49t	\$58,290
Crafter 50 LWB TDI410 RWD 8AT dual-tyre 5.5t	\$61,290
Dual cab chassis	
Crafter 35 TDI340 FWD 8AT	\$51,790
Crafter 35 TDI410 FWD 8AT	\$54,790
Crafter 35 TDI410 4Motion 8AT	\$59,290
Crafter 35 TDI410 RWD 6MT single-tyre	\$56,290
Crafter 50 MWB TDI410 RWD 8AT dual-tyre 4.49t	\$60,290
Crafter 50 MWB TDI410 RWD 8AT dual-tyre 5.5t	\$63,290
Crafter 50 LWB TDI410 RWD 8AT dual-tyre 4.49t	\$61,790
Crafter 50 LWB TDI410 RWD 8AT dual-tyre 5.5t	\$64,790

Polo gains R-line option.

The local Volkswagen Polo range has been bolstered with the addition of a sporty R-Line Package, now available on Comfortline variants.

Priced at \$1500, the R-Line pack adds more aggressive bumpers front and rear with gloss-black accents, side skirt extensions in black grain, a diffuser-style rear treatment with chromed faux tailpipe finishers, a rear spoiler in high-gloss black, and 16-inch 'Sebring' alloys finished in Metallic Grey.

There's also privacy glass, front fog-lights with static cornering lights (previously reserved for the Launch Edition), and sports suspension under the skin.

Buyers can only specify the R-Line Package on the 85TSI Comfortline variant, which starts at \$19,490 with the six-speed manual, and \$21,990 for the seven-speed DSG automatic.

Also arriving this month is the new Polo Beats (from \$22,490) and GTI (from \$30,990), as we described in the July issue of Zeitschrift. The R-Line should help fill the gap left by the Launch Edition package, now sold out in Australia.





Golf GTI TCR for Australia.

The Volkswagen Golf GTI TCR has been confirmed for the Australian market, scheduled to arrive in local showrooms in the first half of 2019.

First revealed as the TCR concept at this year's Lake Worthensee VW show, the most powerful production Golf GTI ever gets an uprated 2.0-litre turbo four with 213 kW of power and 370 Nm of torque, sent to the front wheels via a seven-speed DSG automatic. This is exactly the same power output as the Australian-spec AWD Golf R, but with 10 Nm less torque than the R, which remains the top Golf model.

The concept version claimed to deliver peak torque at just 1600rpm, and features a mechanical-locking front differential as standard to help get all that grunt to the tarmac.

Other performance specifications include a limited top speed of 250 km/h, though buyers will be able to remove the limiter allowing for a v-max of 264 km/h.

Final specifications for the production model – which is still yet to be revealed but likely to be very much like the concept vehicle – will be revealed closer to launch. Volkswagen Australia has confirmed the TCR will be a "limited release special model" that will be offered as a "highly specified five-door" hatch. We understand the number will be less than 1,000 cars.

As a reference, the near-production-ready concept featured 18-inch alloys, upgraded brakes, a more aggressive body kit, revised exhaust tips, unique microfibre trim, 'Flash Red' interior highlights, and a 12 o'clock marker on the steering wheel.

Expect pricing to kick off in the high-\$40,000 or low-\$50,000 bracket, positioning the GTI TCR a step above the 'standard' GTI Performance but a rung below the now auto-only Golf R.

The Golf GTI TCR is scheduled to be revealed in production guise in Germany before the end of 2018. Stay tuned for more Australian developments.

Australian VW boss warns on engines.

Volkswagen Australia managing director, Michael Bartsch, has called for Australia's fuel standards and emissions

testing to be dragged into line with the latest European rules, lest we become a "dumping ground" for old engine technology.

Speaking at a recent briefing in Sydney, the VW boss said our current fuel standards put Australia at risk of becoming a "second-tier" market, and argued the transition to higher-quality, lower-sulphur fuel was as important as the switch from leaded to unleaded petrol.

"We're becoming outsiders," Bartsch told journalists. "It won't be long before vehicles are going to have to be produced purely for these really poor sulphur content countries," he said, speaking of Australia's fuel standards.

At the moment, local regulations allow 50 parts per million (ppm) of sulphur in premium unleaded, and 150 ppm in regular unleaded petrol. European rules allow a maximum of just 10 ppm. We're ranked 70th in the world for fuel quality, largely due to this sulphur content.

With WLTP (Worldwide harmonised Light vehicle Test Protocol) and Euro 6.2 emissions rules coming into force in Europe, ever more advanced emissions-cutting and fuel-saving technologies are being fitted to petrol engines apace. Volkswagen said our market is already missing out on engines from Europe because of our fuel, although it didn't go into detail.

Bartsch argues our fuel simply doesn't support the latest technology, and the problem is only going to get worse.

"If we don't move with the time, then ultimately it will become dearer here – it will become dearer from a couple of points of view," he said.

"There's always an opportunity cost when you don't get real choice, so we're going to lose choice here in Australia, and diversity in range.

"What that will do, it will give a competitive advantage to people who aren't moving. On top of that... we're going to be working in a smaller pool – cars being homologated specifically for the market – that will come at an additional cost," he explained.

A recent proposal by the Ministerial Forum on Vehicle Emissions suggested three possible courses of action to tackle our fuel quality, having ruled out adopting global best practice by 2020.

One option would see 91RON gradually removed from sale and replaced with 95RON featuring 10ppm sulphur as our base option, while another would impose the same sulphur cap, but maintain 91RON on the petrol station forecourt. A third option suggested a blanket 10ppm cap on all fuel, with no further changes. The proposal also offers



timelines ranging from 2022 to 2027 for the rollout.

The FCAI (Federal Chamber of Automotive Industries) said it favoured the most aggressive course of action when the Forum's report was released, arguing "we need certainty around these issues so the best products can be brought to Australia with clarity around what is the policy environment in which they will be sold."

That approach isn't favoured by all. The Australian Automobile Association (AAA) says "aggressive targets are likely to have a significant impact on what consumers can buy and what features they have", and argues that removing regular unleaded fuel from local forecourts would cost the 'average household' an extra \$423 per year.

Rather than rushing low-sulphur fuel to market, the organisation also wants the government to analyse its impact on older vehicles. It called on the transition to be managed so the cost of bringing higher-quality fuel to Australia isn't passed on to motorists. The AAA is calling for a staged rollout of low-sulphur fuel between 2023 and 2027, based on feedback from Australia's four major oil refineries.

Bartsch didn't pull any punches when addressing this point of view, suggesting the AAA and fuel companies are misleading the public on the issue.

"The fuel companies are pulling wool over people's eyes, the AAA is pulling wool over people's eyes as to what the real-world environment is," he told assembled press.

"We'll start seeing a lot of options drop off in terms of powertrains and engines that we can get," he later argued, prompted about the timeline laid out by the AAA.

"What you'll start seeing is that we'll start getting lower common denominator products and... we'll start paying more for the cars, because they'll start doing special testing and special engine runs, and keeping old model lines alive, and putting old engines down the production line to keep a few markets going," Bartsch explained.

"How long do you think that's sustainable for a country that only sells a million cars a year. It's not sustainable."

Euro Golf R detuned.

In further fallout from the WLTP testing requirements, Volkswagen has followed its Seat subsidiary in cutting power from its range-topping hot hatch, slicing 8 kW from the Golf R's output.

While the Golf R gets a watered-down 'hot-weather tune' in Australia, producing 213 kW from its 2.0-litre displacement, cooler European climes were granted access to the full 228 kW available from the EA888 turbocharged engine.

With stricter Worldwide harmonised Light vehicle Test Procedure (WLTP) coming into force later this year, Volkswagen has been forced to slap a more restrictive exhaust system on the car to cut nitrogen oxide on the test cycle, according to reports in Autocar, and the Euro output will now be 220 kW.

"In the context of new homologations, there are adaptations for the exhaust gas treatment and for the power output. From now on, all Golf R models will feature a 300PS (220 kW) engine," a Volkswagen AG spokesperson said.

In Australia, the Golf R line-up has been pared back to DSG-only, in keeping with the decision made about the GTI



earlier this year. The decisions are in keeping with the skinnier Golf range announced earlier this year, once again because of new WLTP regulations. However, there is no indication yet whether Australia's 'hot weather tune' engine will also be detuned.

The test means all model variants and trim grades (with different wheels, heavy equipment like sunroofs etc.) are assessed, forcing manufacturers to adapt (and trim) their line-ups accordingly. What impact that will have on pricing remains to be seen.

Along with the Golf R, the Seat Leon Cupra 300 has had its power cut because of the new regulations, becoming the Cupra 290 in the process.

New WLTP rules close VW factories.

Volkswagen has been closing its main factory in Wolfsburg for one or two days per week, from August until about late September, as it tackles problems caused by the new Worldwide Light vehicle Test Procedure (WLTP).

Reports from Automotive News in Europe say Volkswagen told employees about the closures over email last month. The report also says the Zwickau Golf and Variant factory will be shut on some days, while the Passat/Arteon plant in Emden will be slowed in the third and fourth quarter of 2018, as demand for mid-size cars wanes worldwide.

Locally, the changing production schedule caused by WLTP is already having an impact on the Volkswagen range.

The Passat range has lost its 206TSI flagship and Highline 140TDI variants, while the 2019 Golf range will kick off with the 110TSI Trendline later this year, as VW aims to reduce complexity from its range.

As we already know, the Golf GTI and R manual have officially gone the way of the dodo, too.

The new WLTP rules have been developed in tandem with European manufacturers, and test each individual variant of a particular car for a more accurate fuel-use figure. That means the impact bigger wheels, body add-ons and heavy options have on a car's efficiency will be taken into account.

The test cycle itself has been modified, too. It's longer, with a higher average speed than before, and involves more 'dynamic' driving. In other words, it's been designed to more closely mirror real-world driving.

2018 Macksville VW Spectacular.

We started by loading the Country Buggy onto the car trailer, then our gear and we hit the road for the 600 km trip up the coast to Valla.



We met up with some fellow club members and made good time to Valla Beach caravan park. I know the VW Spectacular show isn't at Valla any more, but we still decided to stay there; it's traditional.

We met up with other Club VW members staying at Valla, unloaded the Buggy and we all went to the pub for dinner.

On Friday we headed out to the race track at Raleigh to watch the VWs race.

After that we headed back to Macksville to check out the new venue. I was a little disappointed at this stage, as I had been used to Valla over many years.



We headed back to Valla Beach, where club member Zelko had prepared the biggest barbecue for everyone.

Saturday saw the street parade in Nambucca Heads. About 400 VWs blocked the main road again.

After that we all headed back again to the show at Macksville.

This year Volkswagen Country Buggies were at centre stage, celebrating 50 years since their short production run in 1968. I didn't count exactly how many there were, but there



were about 35. That's the most Buggies you will ever see together.

The new venue had filled up with Volkswagens of all types, and there was something for everyone.

My favourite Volkswagen by far was Andrew Dodd's Kubelwagen. He let me sit in it and pretend I was on my way to the front. It smelt so good inside, like old canvas. I've always wanted one so it made my day, thanks Andrew.



Saturday night we all headed back to the pub for dinner.



Sunday saw much of the same at Macksville. I did like the new venue but I was happy many of our club members had decided to stay at the old venue because we had the best of both worlds. Thanks Steve Carter.

I was impressed to see a lot of young people involved with the older cars and the amount of love everyone had for Volkswagens, old and new.

I would say that the Volkswagen Spectacular will be bigger and better than it ever has been in the year 2020. I'll see you there.

Ashley Day



Huge turnout for Volkswagen show.

The Nambucca Guardian News, 4 August 2018

You couldn't have asked for a better day for the Volkswagen Show and Shine at Nambucca Heads this morning.

Well over 600 vintage vehicles putted their way into the main street for the biennial event – with the lineup stretching all the way back to the water towers.



The gear heads were out in full force, grinding belly to pavement to check out the impressive rigs on show.

But there was so much to ogle even for the uninitiated spectators; one could have whiled away the morn just giggling at the array of witty and pun-tastic sticker detailing, or puzzling over how low those beetles can go.

The Nashos were getting their sizzle on, as was the Nambucca District Band who were whipping out crowd-pleaser after crowd-pleaser.

It seemed the whole of Nambucca came out for the spectacle, and the mood of the V-Dub visitors was jubilant.

In fact, after initial worry over the venue change for the event, word on the street is that most are now raving about the Macksville Showgrounds as a base camp – many have even taken to calling the event the Mac-Valla Spectacular.

The only dampener on the day's festivities was a group of over-zealous highway patrol officers who took the liberty of pulling over some drivers in the convoy for vehicular compliance issues just south of Nambucca Heads.

There was even a bunch of drivers turned back before



they reached the Show and Shine.

"It's pretty hard to not see this as a cheap way of revenue raising," one miffed driver said.

"They could have done the decent thing and gotten us on the way back – let us go to the show at least!"

Despite this one negative, the atmosphere is charged for the kick-on at the Showground this afternoon with markets, a swap-meet and an afternoon with the Little Ripper Band on the schedule.

After dinner, there'll be more live entertainment, followed by a charity auction, and if you feel like getting dressed up in your vintage duds, there's a Gatsby fancy-dress theme too.

Tomorrow, the week-long festival will close in a fireworks display at 5.30pm.

Shine on, you crazy diamonds!

Mel Davis

Our pilgrimage to the VW Spectacular. (aka "McValla")

After many years of trying to find the time to get to the infamous 'Valla,' this year I finally got there. It almost didn't happen on a number of fronts: a new job with no leave credits and during the busy training schedule; my Beetle still off the road undergoing restoration; my mate's back-up Beetle not passing its initial roadworthy inspection and requiring some repairs; and my wife's work asking her to go interstate to deliver some training. But we persevered, cried injustice and even resorted to begging (well I did - begging the wife to move her training...) and in the end it came off.

So my Beetle 'Roxy,' taken off the road a bit over 12 months ago now to fix up some minor rust issues, is still in many pieces after the rust was more severe than we realised - and finding previous body repairs that were not done very well, it turned into an almost full restoration. Sound familiar anyone?

Enter my best mate Phil - owner of a 1974 Standard Beetle with an original 32,000 km on the clock and a recently acquired 1970 1500 Beetle. As Phil also wanted to get to McValla, it was decided the 1500 would get registered and we'd take her. Phil had only recently purchased 'Agnes,' a light blue 1500 from its original owners. These owners had a small accident in Agnes around 5 years ago, where the rear bumper, LH rear guard and tail light were damaged. She was put in the garage and there she sat.

On start-up during the pre-purchase inspection, Agnes let the oil flow from the tappet covers; however she idled well and sounded sweet. "New gaskets - that's all she'll need." Yeah, right! New gaskets, an old rear bumper we had lying around and off to the mechanics for roadworthy. The list for rectification consisted of two front tyres, leaking fuel line at front, windscreen washers not working, both idler arm ball joints and rear tail light cracked. With these attended to and the roadworthy finally passed, the car was then taken to the registrar of the club Phil is a member of and paperwork was all in order and ready to present to the NSW motor registry. Trouble was it was a Friday and Phil and his wife were late

getting away to Sydney for the week. They popped into the RTA office in Goulburn on the way though and left with new historic plates for Agnes. One week to go!

Having just returned from Sydney the evening before, Phil turns up at my place on the Saturday morning we are leaving for McValla. It was decided to do an oil change, affix the new number plates and get moving. Of course all this took longer than expected and we missed the meet up time for other Canberra people travelling to Sydney. We finally got into Sydney just after dark and got an early night so we could get up in time to meet up with others on the other side of Sydney for our convoy to Macksville.



Having met up with a small convoy, we hit the road and headed north on Sunday morning. The convoy grew in size around Newcastle as we continued north in an attempt to get to Macksville before dark. Objective achieved (just) and after setting up camp, we found one of the large fire pits and started our week-long experience of making new acquaintances and sharing many yarns on all things VW.

While we were astonished that Agnes had got us to Macksville incident free, we woke on Monday morning to the smell of petrol. The fuel line under the tank was perished and Agnes had developed a drip from this hose (wasn't this replaced when the ball joints were done?) Luckily, one of our Canberra crew, Mandy, had spare parts on board and after about an hour or so of swearing and skinning knuckles, a new fuel line and filter were installed.

Our next issue came when we joined the cruise to Bowraville for a visit to the cinema and dinner at the pub. After coming from the cinema, another, more serious fuel leak was discovered in the engine bay of Agnes. The metal fuel line was routed incorrectly and had rubbed through on





the inlet manifold. Before we could even grasp the situation fully, Luke Pell and Andrew Dodd swung into action and were underneath Agnes removing fuel lines, connecting new rubber lines and another filter (once again supplied by Mandy) were installed - all was rectified in about 15 minutes. Disaster averted and still plenty of time for dinner and a few ales at the pub.

By the way, our heartfelt and sincere thanks to Luke and Andrew who didn't want any form of recompense for their work and genuinely enjoyed being able to assist fellow VW enthusiasts. A pair of legends!

That night saw new friendships made with the crew both Andrew and Luke were having dinner with. Many more tales of VW adventures and other shenanigans were exchanged and a thoroughly fantastic evening was had.

Whilst repairing Agnes at Bowraville the preceding evening, it was noticed that the pre-heating tube to the bottom of the manifold had corroded through and a substantial hole was present. A trip to the local auto store where muffler tape was sourced and another running "temporary" repair was made. Not only did this quieten Agnes down a bit, the back-firing and pop-pop-pop on deceleration was gone; and she was running great. I say "temporary" as I can pretty much guarantee that when we attend McValla in 2020, these temporary repairs will still be in place.....

For the rest of the week, Agnes ran well and we were able to enjoy the activities on offer. Many more acquaintances were made around those great fire pits and many contacts for VW advice, repairs and maintenance were received.

Over the course of the week, more and more people

piled in, including a number from Canberra, ensuring our camp was always a buzz of activity. It was such a great way to spend time with our fellow VW tragics, where no-one had to shoot off for work or family commitments. It was such a great way to re-acquaint with or meet new friends.

Our trip home was uneventful - a solid nine hours driving got us back to Canberra in one go. Agnes performed wonderfully and didn't miss a beat. Our wives still don't get it - no air-conditioning, no heated leather seats, no phone connectivity, no power anything - yet we both had grins from ear to ear and stated we couldn't wait to do it all again.

Bring on McValla 2020 - Phil and I have already started planning for our return.

Willie.





Our highlight of the day however was the lap around the track. This year though because we were on the other side of the track we got 2 laps. Janine and I were at the end of the line and got led onto the track with another group!!! Not sure if the Marshal doing the directing could tell we should've been let in with the VW's???

Anyway, I had some distance and time to make up to catch up to the VW pack. I planted it a bit and within no time (& a bit of screaming from Janine) we joined our Pack and was able to show the other Club how it was really done.

If you haven't been to this event before, I'd highly recommend it. It's for all ages and there's plenty to see and do.

CMC Shannons Classic at Eastern Creek.

Janine and I headed off to the Shannon's Sydney Classic 2018 on Sunday 12th August.

Although the weather was a bit questionable in the morning, it turned out to be sunny with a slight cool breeze.

This year we entered via Gate D off Peter Brook Drive, which saw us situated on the far northern side of the track, and we were ushered into our spot by Phil. Out of the 20 tickets available to us, there were only 13 VWs there to represent our Club!!! Where did the rest go???

Janine mentioned how great it was to see the love and attention all the car heads put into their cars. We did a spot of shopping at the many market stalls, saw clowns and face painting etc for the kids, and plenty of classic cars to check out. We couldn't resist doing a round of the track on the double-decker bus either.

Food was plentiful, although we'd suggest buying lunch just before the lunch crowd hit otherwise you're lining up for a while.

It's also a great way to meet and chat with other Club members.

We had a top day and we'd like to thank Club VeeDub for arranging to have the VW presence there.

Let's try for all 20 spots to be taken next year!!!!
Cheers

Dean & Janine Bassett







2018 Winter European Cruise
Simon Barnfield Photography ©2018

Split-window Kombi cruise 2018.

Thanks again to everyone who supported this years 2018 VW Winter European Cruise to Mt Wilson.

It really lived up to it's name with the cold & wet weather really adding a true meaning & real feeling to todays event. It was fantastic.....

The Kombis got together at Maccas at McGraths Hill



2018 Winter European Cruise
Simon Barnfield Photography ©2018



from 8am for breakfast and coffee, then we headed in convoy towards Richmond and the Bells Line of Road. The split Kombis were at the front, with T2 Kombis, Beetles and a couple of VW watercoolers at the rear.

We only had one VW Kombi not make it up the mountain this year – Juri's 54 Barny SC which developed some engine trouble up Bellbird Hill...thanks for your effort mate.

We pulled over a couple of times for photos, then stopped for morning tea at the Fruit Bowl at Bilpin. We filled their carpark! We all enjoyed a coffee, and maybe a delicious home-made apple pie.

We were going to stop for more photos at the Mt Tomah botanical gardens, but there were

too many VWs for one spot so we headed straight to the finish at Mt Wilson. We parked all the Kombis together on the camp ground area.

We chatted for a little while and admired the cars but it was very cold and a little windy so we got on the awards. Thanks again also to our Sponsors Andrew Dodd Automotive & Forty Horse.

Chris Creed at Forty Horse also produced the Event Awards & has made to order event Hoodies, T-Shirts & Stickers still available...



The deserving award winners were;
2018 Best Split Kombi presented by Andrew Dodd was awarded to Dave Becker's 1966 VW Westfalia Camper.

2018 Best Other Volkswagen presented by Chris Creed of Forty Horse was awarded to Marino Perillo's 1963 VW Beetle.

2018 VW Dedication Award presented by Simon Barnfield was awarded to Andrew Dodd due to his true commitment of over 4 decades dedicated to the Air Cooled Volkswagen.

Also a big thanks to Paul McKinley in surprising me with his personal award of VW Commitment much appreciated mate.

See you all next year...thanks again

Enjoy the photos. Cheers!

Simon Barnfield





Barry and Eddie's Outback Car Trek.

In June Barry Parks and Eddy Fleita took part in the charity Outback Car Trek, an organization which has contributed in raising money for the Royal Flying Doctors Service for the last 29 years.

This year the Trek Rally started at Tamworth in NSW and finished at Airlie Beach in QLD.

We drove almost 3,500 km through the country areas affected by the most dry season of the last few years.

On this Trek Rally, we shared with close to 90 cars plus the same number of support cars. All together along the way we were followed by nearly 300 people.

We went through many country towns that were expecting us. Sharing breakfast and lunch along the way was part of the challenge and bonding.

Sometimes we had breakfast at the local school that were waiting for us with very nice reception with

demonstrations of sport and dancing.

At the end of the day the whole group of people shared some local halls, where we discussed with others the experiences of the day.

The Outback Car Trek contributed to Royal Flying Doctor with \$1,500,000 for this year 2018. Of the 29 years the trek contributed to the RFDS buying 3 new aeroplanes.

Regarding our experience as a rally team it was really very challenging for us.

We didn't know each other as drivers so we found our confidence along the way.

The trek itself was very challenging with very hard country roads, as the weather was very hard.

The first problem was the dusty conditions but Barry knew his car and he keeps it in top condition.

The car was prepared by Stan Pobjoy





talk with photos and movies at the last meeting.

Yes a Wedge-Tailed eagle through the windscreen !

Eddy Fleita



which was in very good performance.

There were not many four-cylinder cars in the Trek, the majority were Holdens and Europeans cars. There were only 2 VWs – our Beetle and a baja.

We suffered only two problem, first the petrol pump, then a blown tyre.

But the big problem was a wedge-tailed eagle that flew through the windscreen!

The eagle landed in Barry's lap and bit his arm.

Consequences of this incident was that all worries and concerns about Barry being infected continued over the following few days.

But after these medical issues with Barry's doctors and the hospital, there were diversions through Mackay for extra care.

Finally we arrived in Airlie Beach, which was a great relief because of all the mishaps.

At the end we discussed all the experience in a Gala Dinner with the other competitors.

We have to thanks Club VeeDub for their sponsorship, as well AAA Tyre Factory and Stan Pobjoy for the performance of the car. I hope our members enjoyed Barry's



1/2-Mile racing at Gunnedah Airport.

On the 1st of September I ran my Beetle at the Race Revolution 1/2-Mile at Gunnedah Airport. I had previously run a similar event at Cooma Airport over 1000 metres in 2014 and 2015. Cooma Airport didn't want to have the event held there anymore, so the organisers had to find a new venue. The new half-mile (804.6 metres) distance was chosen as it's an international distance used by other land speed racing bodies, and Gunnedah Airport didn't have the required slow down area at the end of the racing surface for 1000 metre racing. Cooma's runway is 2,210 m long and allows regional airliners to fly in, but Gunnedah's runway is only 1,645 m long and only supports light aircraft and occasional warbirds, similar to Bankstown and Camden.

I've had a few issues with my Beetle like running into walls and breaking motors, but I managed to get it running in time to run at Gunnedah. While it was off the road the Subaru WRX STI (EJ207) motor was bored and stroked to 2165cc and made 305 kW at the wheels when tuned by DVS on the Central Coast at Somersby. Because the motor is turbo charged it had to run in the classic class 2D for vehicles between 3000cc and 5000cc.

Gunnedah like the rest of NSW is in severe drought so it was good to travel there and spend some money in local businesses; some businesses that sell alcohol received a fair bit of my money. The event organisers nominated a local charity "drought relief for kid's fundraiser", many racers including myself donated to this cause.

So after spending lots of time putting my Beetle back together I also had to finish putting my car trailer back together which I had taken off the road to refurbish. We left Friday morning for the drive up to Gunnedah towing an untested car trailer. Good planning and workmanship prevailed and we arrived to a very wet Gunnedah airport. A friend of mine Andrew who is also a heretic and drives a Subaru-powered '71 Fastback travelled up with us. We also met up with another VW racer, Glenn Torrens in his salt racing L-Bug (1303S). After having the car scrutineered we went and checked into our accommodation and then went

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into town for some refreshments.

Saturday race day was fine and was ideal for racing with light winds all day. I have an Adaptronic Modular ECU in my car which not only controls fuel, reads and adjusts tune according to E85 concentration and ignition but can be used to operate launch control. On my first run with launch control activated I rolled up to the start line, put my foot down flat and the car went to 5,000 rpm and made 2 psi boost. As the car moved forward the launch control disengages via signal from a speed sensor in the transmission and full RPM can be achieved which on this day was set at 7,300 RPM. I got a bit excited and fried my clutch. I came back into the pits and was going to put the car on the trailer but my son convinced me to let it cool off and give it another run without launch control.

After everything cooled off I was able to do 4 more runs taking it easy and win my class and finished 37 out of 80 cars. My best run was 19.541 seconds at 231 km/h.



2018 Race Revolution
Gunnadah Airport

Race Revolution
QUALIFYING COMBINED R1 R2 R3 R4 R5 R6

Qualifying

Issue 1

Page # 1

Pos	Car	Driver	Competitor/Team	Vehicle	Cap	CL	Qualify...Lap	Gap
1	2	EMMANUEL DALAKAKIS	EMMANUEL DALAKAKIS	JEEP CHEROKEE 2009	6900T	7E	R3 0:14.5570*	
2	3	ADAM NEISH	ADAM NEISH	NISSAN SKYLINE GTR R	3400T	7E	R5 0:16.2849	0:01.7279
3	26	CHRIS SKINNER	CHRIS SKINNER	NISSAN R32 GTR 1990	2600T	5D	R3 0:16.6180	0:02.0610
4	6	TERRY MCGRATH	TERRY MCGRATH	TOYOTA SUPRA 1994	3400T	7E	R4 0:16.8424	0:02.2854
5	61	REECE MCKINTOSH	REECE MCKINTOSH	AUDI RS3 2017	2500T	4D	R4 0:17.2700	0:02.7130
6	10	CHRIS CHARALAMBOUS	CHRIS CHARALAMBOUS	JEEP CHEROKEE SRT-8	6100T	5E	R4 0:17.5694	0:03.0124
7	21	LEIGH BARKER	LEIGH BARKER	FERRARI 488 2016	3900T	4D	R4 0:17.6338	0:03.0768
8	24	STEVEN MULLER	STEVEN MULLER	Vw GOLF R 2016	2000T	5D	R4 0:17.6349	0:03.0779
9	97	ADAM LAURA	ADAM LAURA	PORSCHE 997 TURBO 20	3600T	5E	R2 0:17.7156	0:03.1586
10	14	GRAEME HUDSON SIGLEY	GRAEME HUDSON SIGLEY	NISSAN GTR 2014	3800T	5E	R2 0:17.7523	0:03.1953
11	9	GARETH WIGGAN	GARETH WIGGAN	Vw GOLF R 2016	2000T	5D	R2 0:17.7981	0:03.2411
12	16	ABHINAV BHAN	ABHINAV BHAN	TOYOTA CALDINA 1997	2000T	5D	R5 0:17.8973	0:03.3403
13	70	ANDREW LINTON	ANDREW LINTON	TOYOTA SUPRA 1989	3000T	5E	R5 0:17.9629	0:03.4059
14	41	MATTHEW EACOTT	MATTHEW EACOTT	TOYOTA SUPRA 1995	3000T	5E	R6 0:18.0240	0:03.4670
15	93	MARTIN UPENIEKS	MARTIN UPENIEKS	PORSCHE 911 1977	3400T	3E	R6 0:18.1061	0:03.5491
16	62	TERRENCE HENDERSON	TERRENCE HENDERSON	HSV VF GTS-R 2017	6200S	5E	R1 0:18.1691	0:03.6121
17	7	ARTHUR KALANTZIS	ARTHUR KALANTZIS	PORSCHE 930 1985	3800T	2E	R2 0:18.2228	0:03.6658
18	50	JOHN HOULDER	JOHN HOULDER	FORD MUSTANG 2016	5000S	5E	R5 0:18.3154	0:03.7584
19	30	SCOTT TURNBULL	SCOTT TURNBULL	SUBARU WRX 1999	2500T	6D	R6 0:18.3176	0:03.7606
20	34	MILTON MILTIADOUS	MILTON MILTIADOUS	NISSAN SKYLINE GTS-T	2700T	5D	R6 0:18.4943	0:03.9373
21	17	GAVIN MILLER	GAVIN MILLER	TOYOTA SUPRA 1988	3000T	5E	R4 0:18.6072	0:04.0502
22	4	SALLY-ANNE HAINS	SALLY-ANNE HAINS	AUDI RS6 2009	5000T	7E	R2 0:18.6595	0:04.1025
23	23	ROBERT KOLIMACKOVSKI	ROBERT KOLIMACKOVSKI	CHEVROLET CAMARO 197	8200	5E	R5 0:18.6886	0:04.1316
24	13	DENNIS O'MALLEY	DENNIS O'MALLEY	NISSAN R32 GTS-T 199	4000T	5E	R3 0:18.7329	0:04.1759
25	69	ANDREW BROWN	ANDREW BROWN	TOYOTA SUPRA 1990	3000T	5E	R2 0:18.7459	0:04.1889
26	72	ADRIAN ROW	ADRIAN ROW	FORD FALCON G6E 2008	4000T	5E	R5 0:18.9383	0:04.3813
27	48	LUCAS HOLLOWAY	LUCAS HOLLOWAY	Vw GOLF R 2015	2000T	5D	R3 0:19.0145	0:04.4575
28	5	DARREN MAXWELL	DARREN MAXWELL	TOYOTA SUPRA 1994	3200T	7E	R5 0:19.0390	0:04.4820
29	67	CLINT DOMINE	CLINT DOMINE	TOYOTA SUPRA 1997	3000T	5E	R5 0:19.1032	0:04.5462
30	25	TOM SETHACK	TOM SETHACK	FORD EF FALCON 1996	4000T	7E	R4 0:19.1321	0:04.5751
31	79	KIERIN WOODS	KIERIN WOODS	TOYOTA SUPRA 1993	3000T	5E	R4 0:19.1572	0:04.6002
32	59	LACHLAN BRANCH-FERGU	LACHLAN BRANCH-FERGUSON	FORD FALCON 2015	5000S	5E	R5 0:19.1635	0:04.6065
33	20	ANDREW PROCTOR	ANDREW PROCTOR	NISSAN 300ZX 1991	3000T	5E	R1 0:19.2300	0:04.6730
34	427	MARK SGARAVIZZI	MARK SGARAVIZZI	HSV 427 2008	7000	5E	R3 0:19.3064	0:04.7494
35	46	MICHAEL DILLON	MICHAEL DILLON	FPV BF GT-P 2006	5400S	5E	R1 0:19.3068	0:04.7498
36	75	JUSTEN SIMPSON	JUSTEN SIMPSON	TOYOTA CRESSIDA 1992	6000S	5E	R4 0:19.5406	0:04.9836
37	22	STEVE CARTER	STEVE CARTER	Vw BEETLE 1973	2165T	2D	R4 0:19.5407	0:04.9837
38	54	DAVID DEAVES	DAVID DEAVES	HSV VF GTS 2014	6200S	4E	R1 0:19.5805	0:05.0235
39	29	BILLY GIAMPAOLO	BILLY GIAMPAOLO	HOLDEN COMMODORE SV8	5700S	5E	R1 0:19.5874	0:05.0304
40	37	MATTHEW BRANCH	MATTHEW BRANCH	FORD MUSTANG 2016	5000	5E	R5 0:19.6972	0:05.1402
41	8	MARTIN STEVENSON	MARTIN STEVENSON	HOLDEN HB TORANA 196	6100	3E	R5 0:19.7017	0:05.1447
42	45	TIMOTHY ANDERS	TIMOTHY ANDERS	FORD MUSTANG 2016	5000	5E	R5 0:19.7822	0:05.2252
43	55	IAN DUMPLETON	IAN DUMPLETON	HSV VE GTS 2007	6000T	5E	R4 0:19.8311	0:05.2741
44	28	TONY BOTIC	TONY BOTIC	HSV VE R8 CLUBSPORT	6000	5E	R6 0:20.2310	0:05.6740
45	82	CRISPIN LYNE	CRISPIN LYNE	BMW 335I 2008	3000T	4E	R5 0:20.2909	0:05.7339
46	89	JOEL WATKINSON	JOEL WATKINSON	MERCEDES BENZ E55 AM	5500S	4E	R4 0:20.3181	0:05.7611
47	64	NOEL CUTTIFORD	NOEL CUTTIFORD	MERCEDES BENZ E55 AM	5400S	4E	R4 0:20.3402	0:05.7832
48	81	LUKA BOTIC	LUKA BOTIC	HSV VE R8 CLUBSPORT	6000	5E	R6 0:20.3464	0:05.7894
49	63	PAUL VAN NEIJENHOFF	PAUL VAN NEIJENHOFF	HSV VF R8 CLUBSPORT	6200S	5E	R4 0:20.4015	0:05.8445
50	76	MARC SOBBEL	MARC SOBBEL	BMW M3 2016	3000T	5E	R5 0:20.4284	0:05.8714
51	53	BRENDAN CAUNT	BRENDAN CAUNT	FORD MUSTANG 2016	5000	5E	R5 0:20.4301	0:05.8731
52	44	STEVEN TALJAARD	STEVEN TALJAARD	FORD MUSTANG GT 2016	5000S	5E	R5 0:20.4433	0:05.8863
53	77	SIMON CAROLAN-WORK	SIMON CAROLAN-WORK	HSV VX CLUBSPORT 200	5700	5E	R1 0:20.4683	0:05.9113
54	57	MARK ROWLEY	MARK ROWLEY	HOLDEN LX TORANA 197	5700	2E	R5 0:20.5590	0:06.0020
55	88	DAN QUELCH	DAN QUELCH	FORD MUSTANG 2016	5000S	5E	R2 0:20.8400	0:06.2830
56	83	ASHLEY BAGDONAS	ASHLEY BAGDONAS	NISSAN 512 1985	2000T	2D	R6 0:20.9615	0:06.4045
57	32	TAYLOR WHITE	TAYLOR WHITE	HSV VE MALOO R8 2008	6200	5E	R3 0:21.0090	0:06.4520
58	60	LANI DRAHEIM	LANI DRAHEIM	HSV VE CLUBSPORT R8	6200	4E	R6 0:21.1389	0:06.5819
59	18	JAMIE SCHUMAN	JAMIE SCHUMAN	HSV VY CLUBSPORT 20	6600T	5E	R3 0:21.2914	0:06.7344
60	51	ANDREW MACPHERSON	ANDREW MACPHERSON	Vw TYPE 3 FASTBACK 1	2000T	2D	R4 0:21.3334	0:06.7764
61	78	TIM BLAKE	TIM BLAKE	SUBARU WRX 2016	2600T	6D	R2 0:21.3391	0:06.7821
62	38	JASON ROBINSON	JASON ROBINSON	HSV VY GTS 300 2004	5700S	5E	R2 0:21.3924	0:06.8354
63	92	LUKE BLYTON	LUKE BLYTON	NISSAN 300ZX 1989	3000T	5E	R4 0:21.3938	0:06.8368
64	43	RICHARD SHUMACK	RICHARD SHUMACK	BMW 135i 2013	3000T	4E	R5 0:21.4185	0:06.8615
65	85	JOSHUS SMEETS	JOSHUS SMEETS	FORD ESCORT 1974	2000T	2D	R4 0:21.6841	0:07.1271
66	56	JARROD BAKER	JARROD BAKER	FORD FAIRMONT 1997	4000T	6E	R3 0:21.7410	0:07.1840
67	71	CAMERON RICHARD	CAMERON RICHARD	FORD MUSTANG 2016	5000	4E	R6 0:21.7768	0:07.2198
68	35	BRENDAN MONCK	BRENDAN MONCK	BMW 335I 2008	3000T	5E	R4 0:21.7866	0:07.2296
69	84	GERHARD JACOBS	GERHARD JACOBS	TOYOTA COROLLA 1984	2000T	2D	R4 0:21.8295	0:07.2725
70	31	PETER TURNBULL	PETER TURNBULL	MITSUBISHI LANCER EV	2000T	5D	R5 0:21.9137	0:07.3567
71	73	BOB PARKIN	BOB PARKIN	HSV VL WALKINSHAW 19	5500	5E	R1 0:21.9442	0:07.3872
72	86	BEN CAMILLERI	BEN CAMILLERI	TOYOTA 86 2012	6200	5E	R3 0:22.1453	0:07.5883
73	68	ANTHONY PICKLUM	ANTHONY PICKLUM	FPV GT 2005	5400	5E	R2 0:22.2038	0:07.6468
74	27	ALAN RICHARD	ALAN RICHARD	FORD MUSTANG 2016	5000	4E	R2 0:22.6562	0:08.0992
75	66	GABBY SOUTHWELL	GABBY SOUTHWELL	FORD XR5 TURBO 2009	2500T	5D	R4 0:23.3177	0:08.7607
76	49	KYLE MORRELL	KYLE MORRELL	HOLDEN COMMODORE SV6	4D	4D	R2 0:23.5044	0:08.9474
77	80	ANDREW LEWANDOWSKI	ANDREW LEWANDOWSKI	MINI COOPER S 2006	1600S	5C	R1 0:23.5882	0:09.0312
78	42	OLIVER DREW	OLIVER DREW	SUBARU LIBERTY 2004	2000T	4D	R3 0:24.2423	0:09.6853
79	91	PAUL RICHARDS	PAUL RICHARDS	HOLDEN HR 1966	2800T	2D	R3 0:24.5829	0:10.0259
80	36	GLENN TORRENS	GLENN TORRENS	Vw BETTLE	1900	3B	R1 0:30.3138	0:15.7568



The runway at Gunnedah is very bumpy near the end. I think I'm going to look at some front aero, as it was getting a bit hairy at about the 700-metre mark and the car squatted the rear the whole length of the track even with short 30 mm torsion bars. I ran the car on 15-inch Porsche Cookie cutter wheels with street tyres on the front but Mickey Thompson ET Street drag tyres on the rear, I normally run on 18-inch Porsche wheels so the car sat a lot lower than normal, I also fitted a V Force whale tail to the car for the event.

I put a new radiator in the week before the event after it got a little warm driving back from the VW Spectacular, it worked perfectly. I used one from a 944 Porsche, really nice fit, thanks to the boys at Westside Mufflers, a VW Nationals sponsor for helping out again with welding fan mounts to the radiator and turning my stupid ideas into metal once again.

I have an intercooler temp gauge in the car which shows in and out temperatures, so I was able to keep an eye on intake temps. I use a Frozen Boost ice box which I fill with ice and I short circuited it to cut out the front mounted radiator which I run on the street to cool the PWR water to air intercooler. At the finish line my intake temps were 90 deg C after the turbo and 22 deg after the intercooler, I was leaving the line with after inter cooler temps of around 18 deg and there was still ice in the system after the run.

So I'm going to get hold of a front air dam, put a larger rear housing on my GTX3076 turbo as I went from a .82 to .63 rear housing trying get some better response when it was a 2-litre motor so I will go back to a .82 rear housing and go for some more killer wasps and of course I will see what I can do about a clutch. The Aussie dollar has gone south against the greenback so I will try something local if not I will see what Kennedy Engineering who supplied my current clutch can do.

The fastest Volkswagen on the day was Steve Muller in his Golf R, finishing with 17.635 seconds and 8th overall, faster than every Porsche and many exotics. Gareth Wiggan was 11th overall in his Golf R, and Lucas holloway was 27th in another Golf R.



Andrew Macpherson was 60th overall in the Type 3 Subaru-powered Fastback, and Glenn Torrens was the final VW in 80th place in his naturally-aspirated L-Bug.

The fastest car of all was not a Nissan GTR or Ferrari or Lamborghini, but rather a much modified Jeep Cherokee, with a twin-turbo 6.9-litre Hemi V8.

So as far as I'm aware I hold the 1/2 mile land speed record for an under 5000cc Beetle and classic car in Australia.

Steve

Ash's favourite Volkswagen.

I loved my favourite Volkswagen of all time, and the boys from Club VW Illawarra.

Back in the 'eighties the Illawarra area was a hotbed of VW enthusiasm, and they formed Club VW Illawarra as a branch of Club VW Sydney.

The guys are still around today, either as part of Sydney or the Shoalhaven VW club.

Many members were into modifying their VWs to make them go faster.

How did they do this?

They opened up their wallets, they shared information and they helped each other out.

Which brings me to my favourite VW of all time. This car was built by Dave Becker but was a collaboration of members Ian Hall, Michael Schymitzek ('Shimo'), Bruce Cornish, Fabion Carosso, Michael Jamison and Michael Carr. All of these guys knew how to make a VW fly.





was made to sell the oval.

The car was sold without the turbo motor or the Porsche wheels. They were sold separately, and the bug went on to a slower life. I'm not even sure if it's still around - let me know if you know it.

For too brief a time this was one of the fastest and prettiest Beetles in Australia.

Ashley Day



This car 'VW-1957' was built on a dialled double-joint floorpan. It had a 'cal-look' oval window body and polished Porsche alloys.

The engine was a 1776, which uses 90.5 mm cylinders with the VW 69 mm crankshaft. It had the compression taken out to 8 to 1 - not very high for a big VW motor normally - but it was also turbocharged. It ran an IHI turbo from a 1.8-litre Ford Laser (remember them?), a Renault Fuego Weber carb, an intercooler from a Saab 900 and it was run by a Haltech computer.

VW-1957 was very pleasing to the eye but boy was it fast, very fast. It pulled all the way to 235 km/h.

There weren't too many cars that could keep up with it. It would still give most modern cars a hard time.

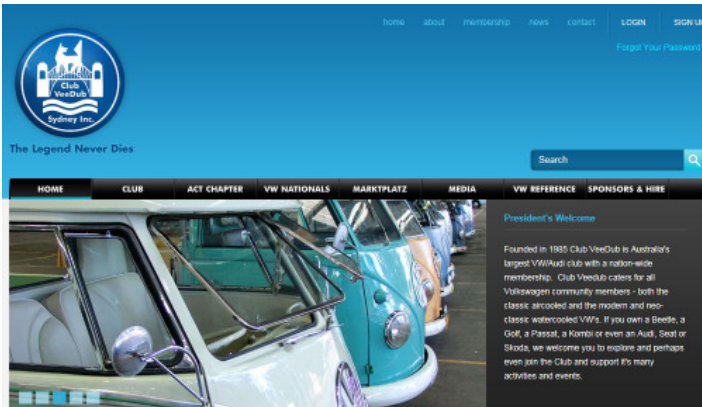
But as time went on Dave became a family man and the Beetle always demanded his time and money, so the decision



From our website 19.

Here are more messages left on our Club website by members of the public. All of these messages were posted over two years ago. They make interesting reading and show the sort of enquiries we receive almost every day.

All of these messages received courteous and informative replies from our committee – mostly from Norm, Raymond or Phil. It's great to receive so many diverse messages and requests from VW people everywhere. How would YOU answer these messages?



22/3/16 Hi there, I'm interested in setting up a stall at the nationals this year for the Kuch's Laser Products. <http://www.kuch.com.au/laser> I'm interested in knowing what the process would be to go ahead with this? Thanks Robert

24/3/16 Hi we have a rare build which is a VW Caddy Mk1 being built and integrated onto a Audi S3 Chassis and running gear with space from chassis and 600 bhp to show standard. I wondered if i could send you details. Thanks and best regards Ian

24/3/16 hi - I have just renewed my membership and just checking that I will be sent a new membership card in the mail? On the website it does not indicate that your membership has been renewed. many thanks. Rod

26/3/16 Hello- just wondering if you have a chapter in Melbourne? And is there is a similar event to the vw nationals meet held in Melbourne? Thanks Alice

28/3/16 I am publicity office of the Cooma Car Club... could I please have your contact e-mail address so I can send you e-mails about upcoming events... thanks Ian

1/4/16 Hi , my name is Dave Short , I'm calling from Cudgegong waters caravan park and would like to send you some info on some great accommodation deals if you could give a call back or send your e mail address , cheers Dave

2/4/16 Hi. I have a 72 VW Fastback and previously spoke to one of your members (be damned if I can remember his name or contact number... despite racking my brains) some time ago regarding a really terrific source for parts but can no longer find the details of the recommended supplier.... I was hoping you could assist please? Also, please advise any requirements

to join your club please. Many thanks Alan

3/4/16 Does the club have a tool library - I need to replace my daughter's Polos engine and am looking for an AFrame so I can remove the engine - I do have a block and tackle - also need the tools to lock the timing chain - do you have any contacts to assist me Alastair

5/4/16 Hey, As an automobile enthusiast, I have really enjoyed your website. I am contacting you today because I would like to guest write for your website. I am offering you high quality content that I would be writing particularly for you car club members. The topic would be along the lines of "How to Ship Your VW." Just to clarify, I am not asking to be paid for my contribution. In other regards, I would love it if you included my friend's car shipping company among your list of useful links. Have an awesome day! Looking forward to talk to you soon. Here is the link I would love it if you included. www.alautotransport.com/ Kind regards, Jenna

7/4/16 Hi, I want to enter my 1965 Kombi into the National Show and Shine for the first time. Just wondering what are the requirements for Standard and Modified Categories 7 & 8? Robert

10/4/16 Hi, Our local community group is running an event - Kurrajong a Buzz - in Nov - an event promote pollination and wondered if your members might be interested in doing a 'bug' drive through. We thought it might be fun for your members to have a drive and fun for us to promote. Love to chat further, Cheers, Lyn

11/4/16 Hi I want to let your members know bout Dubs By The River at Morgan, SA on the weekend of 10/11 September 2016 Please contact me and I can email a full event profile for you. Regards Terry

11/4/16 Hi, my Father made an ad for VW in the 60s in outback Australia when he worked at Clayton VW . Is there a copy somewhere, I would like to get this for him. The ad was filmed around the Devils Marbles I think in the late 60s. This is where they did the testing for VW Australia, Clayton Victoria . Thanks Terry

17/4/16 About to buy a '74 Kombi camper. Needs interior etc. can you advise the best place to purchase parts either in person or on line. Live near Newcastle Peter

21/4/16 Wish to rejoin club please Tony

23/4/16 I have a T3 Transporter which we've had for 23yrs, however, I cannot open the sliding door. I have found that the Bowden cable is not attached at the back somewhere as it is floppy. My manual doesn't give a proper breakdown, nor are there any youtube clips that explain how the locking mechanisms work. Is there anyone who could help me, and/or direct me to a website. Chris

26/4/16 Hi, I was wondering if your club is CAMS recognised? thanks! Ali

26/4/16 Hi, i have a Volkswagen Type 3 squareback. I

believe it is between 1966 and 1969. It is in excellent restoration condition with no structural rust and minor panel rust. It is a complete car. The engine is 10,000 miles old after a complete rebuild roughly 16 years ago. The car itself has done 60,301 miles. It was then put into storage for six to eight years with the owner went overseas. Some time after my dad purchased it and it has been stored undercover ever since. I was wondering if you could help me find out it value as i would like to sell it. If you would like photos, I can send some through by email. Thanks for your time, looking forward to hearing from you Tom

26/4/16 Looking for a lovely person who may be willing to use their Kombi for music video. All footage and images will be available to the owner free on request. Location for shoot is wilsons prom or Dandenongs Yvonne

29/4/16 Cannot get into website, lost password, new one sent by you by email, but does not work. Please help. Robert

2/5/16 Hi There, I have registered 2 Vehicles for the Nationals. Am I permitted to use Stanchions / Rope barriers to protect the vehicles? Also, do I bring the registration forms on the day, or do I need to submit them prior? Best Regards, Jamie

5/5/16 Hi there,I accidentally signed up to the club with the wrong email address & also purchased a show & shine entry ticket with this address. Could I please get these resent to my correct email? Thanks very much for your help! Tiffany

5/5/16 I have been scanning old slides and have come across 3 of my fathers cousin driving a VW in the Ampol (redex) trial with the number 43 (or 143) and am hoping to find out which year it might have been. Barbara

7/5/16 Hello!I am a fellow VW enthusiast and a proud owner of VW as well! My company manufacturers car accessories and have recently just released a new VW line and our very excited to do business with all vW lovers. We have some great stuff any car lover would enjoy . We also do custom keychains, frames, hitch covers etc. We would love to do business with you so please let me know if you would like me to send a catalog your way. Thank you for your time.Kind Regards,Elton

7/5/16 can not find my vin or model on your site114-2-704-323 can you give me more info on this bugg please Mark

8/5/16 Hi VW, I am looking for contact details for someone who fixes vintage VW's. My mother has been restoring one for a couple of years with the help of her ex-partner. We want to take the car and parts and see if someone can restore it. She is happy to pay but looking for someone who is trustworthy truly passionate about restoring these cars. She would ideally like someone who does it at home. She knows this might take longer but is happy to wait to have it done properly and more affordable. We are in Arizona. She's a really fun lady and when it's complete she wants to join a car club! Sara

11/5/16 Hi I own a 68 beetle that I just restored, I'm looking to get club Rego, wondering if I could join your club? What's

the process etc? Thank you Jonathan

14/5/16 hi there. I am chasing a reputable company to paint and repair my 40 yo combi. it is a camper, all original done in the factory. it needs paint to original, a good cleanup, with some parts , some apholstery,and tarpolen replacement. then theres the engine, unfortunately I had it replaced once, the only non original part.. so either replaced or re done. David

16/5/16 Hello club vw.I would like to enter my 75 vw campmobile in the show and shine this coming weekend. I have printed off an entry form from the vw nationals site. I was wondering who do I send my completed form to. Many thanks, Vince

17/5/16 Hi there,I have noticed that there is a webpage that talks about VW SUVs on your website - www.clubvw.org.au/history013 We have recently created a new webpage for the VW SUV range on the official VW website that could provide more information for your readers – www.volkswagenaustralia.com.au/suv-range I would appreciate if you could refer to this webpage on your website as a source of additional information. Kind regards, Anastasiia

18/5/16 motor code AEK Mr Amr Elsayed

19/5/16 Hi there,We are a Premium Hand Carwash & Detailing Company called GEOWASH. We are an International Carwash Brand with several Geowash stores currently operating in WA, VIC & NSW. You can know more about us on our website: www.geowash.com.au We were looking for an opportunity to sponsor at upcoming Automotive Events. You are kindly requested to provide us more information on how to be a sponsor, what are the different types of sponsorship's available and what are the associated costs. Looking forward to hearing from you. Nermeen

19/5/16 I have a 1965 vw beetle which has been converted into a beach buggy. Does this qualify for a historic vehicle? Ie registration? Barry

22/5/16 How do I become a member David

23/5/16 Dear Club VeeDub, can you advise if you have any EOS owners amongst your membership? I am a member and joined Oct 2015 but have not attended any functions yet. Plan to in the near future. David

23/5/16 Hi, I entered in Yesterday's VW Nationals and I was told my name was called out at the end but unfortunately I was at the back assisting in packing up a trade stand and missed it, is there some way I can check this? regards Neven

23/5/16 I have a vw convertible for sale 1964 lots of extras, running but not reg'd Please reply initially by email to confirm Thanks, Pam

24/5/16 Sorry, wrong info on previous email. 1968 1500 engin beetle. Spare parts ? Thanks for your help Cathy

1970 Hardie-Ferodo 500.

The 1970 Hardie-Ferodo 500 was the 11th running of the Bathurst 500 touring car race, and the 8th to be held at Bathurst. It was held on Sunday 4 October 1970 at the Mount Panorama circuit. The race was open to standard production sedans competing in five classes again, based on the purchase price of the vehicle.

Class A was for cars up to \$1,960. It was made up of Datsun 1200, Ford Escort 1300, Mazda 1300 and Toyota Corolla 1200. The new base Volkswagen 1300 Beetle could have been entered in this category, as it had been released in April of 1970 to join the existing 1500 Beetle. The VW 1300 was priced at \$1,899, but it only produced 50 bhp compared with 69 bhp for the Datsun 1200, 73 bhp for the Corolla, 75 bhp for the Escort and 78 bhp for the Mazda 1300. No one chose to enter a VW 1300 Beetle.

Class B was for cars priced between \$1,961 to \$2,400 and consisted of Datsun 1600, Fiat 128, Ford Cortina and 2.3 litre Holden Torana. The VW 1500 Beetle manual cost \$1,999 (or \$2,149 for the semi-automatic version), and would have qualified for this category. But with only 53 bhp it would not have been competitive against the 61 bhp Fiat 128, 75 bhp Ford Cortina, 95 bhp Holden Torana or the 96 bhp Datsun 1600. No one chose to enter a VW 1500 Beetle.

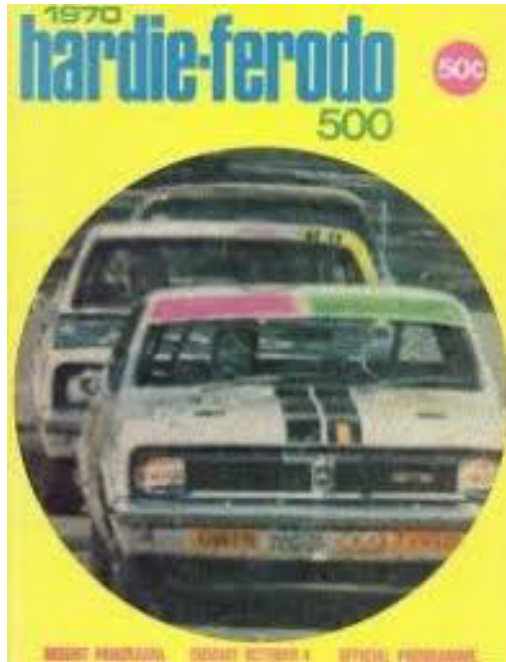
Class C was for \$2,401 to \$3,150 and saw a mix of two barrel carburettor Chrysler Valiant Pacer, 1.6 litre Ford Escort, 3.1 litre Holden Torana and Morris Cooper S. Thanks to price rises and the category cut-offs, the VW Type 3 1600 sedan (\$2,419) and the 1600 TL Fastback (\$2,519) would now have to fit into Class C, rather than the slower Class B that the Campbell/Murphy VW 1600 did in 1969. And still with only 65 bhp they would have been even less competitive against the 75 bhp Cooper S, 115 bhp Escort 1600, 160 bhp Torana GTR-XU1, and 175 bhp Pacer. Not surprisingly, VW dealer Gary Campbell did not enter the race this time.

Class D was \$3,151 to \$4,100 and featured only the four barrel carburettor Chrysler Valiant Pacer, a Fiat 125 and a Triumph 2.5 PI although a Ford Capri was also entered but did not start. No VW models were available for this category.

Class E was for cars over \$4,100. Apart from a single BMW 2800 and a Holden Monaro the class consisted mostly of the Ford Falcon XW GTHO Phase II, twelve of them. A possibility for VW entrants would have been the Audi 100 LS, which was sold for \$4,735 in Volkswagen dealerships. However with 115 bhp it would not have been competitive against the 192 bhp BMW, 300 bhp Monaro GTS 350 and 300 bhp Phase II Falcon GTHO. No one chose to enter an Audi 100.

Ford returned to the Mountain with a better, faster 'Phase II' version of the XW Falcon GTHO, while Holden opted for a dramatic change of direction, dumping the V8 Monaro for a hot version of its sporty little six-cylinder Torana, the GTR XU-1. Adding to the intrigue was the arrival of Chrysler with a seriously fast 4.0-litre six-cylinder Valiant Pacer.

The Torana had proved a revelation on debut at Sydney's Warwick Farm circuit, but the on the long straights and uphill climb at Bathurst, both it and the Pacer



were left exposed.

Race day saw Allan Moffat and Bruce McPhee on the front row of the grid in the GTHOs, Moffat having recorded a record time of 2 minutes 49.3 seconds, some three seconds under 1969's race record time.

The early laps featured a sensational duel between the Falcons and Toranas at the head of the field as the smaller Holdens out-braked the bigger Fords into Murray's Corner, sometimes two at a time. But after six laps in the lead, Colin Bond's Torana was passed by Moffat up Mountain Straight and his bright red GTHO settled into

a strong lead. Apart from the Toranas of Bond and Brock trying to stay with Moffat, the Valiant Pacers proved very quick and Des West fought his way up to second place after 50 laps. He even took his Pacer to the lead for a short time while Moffat stopped to refuel, but the Pacers were actually using more fuel than even the V8 Ford GTHOs.

As the afternoon wore on, the factory HDT Toranas started hitting trouble. Both Bond and Brock broke exhaust valves. While the nimble XU1s were very fast around the mountain, they could not keep up with the big GTHOs down Conrod Straight. Allan Moffat's GTHO was running like clockwork and untroubled by anyone in his mirrors. He lapped at a consistent two minutes 57, averaging 80 mph per lap. The pit area was quiet and there was an air of expectation that hung over the Ford camp. Moffat had eased up considerably while McPhee was only nine seconds behind in second place, which made Ford's position very secure.

Team boss Al Turner then held out a sign to McPhee saying 'HOLD'. In the press the following day it was quoted that McPhee was told not to win and a radio interview stated that he could have won. We doubt this very much at that late stage in the race, McPhee's car was way off tune while Moffat was not pushing his at all. Had McPhee tried to catch Moffat he may have blown his own engine while Moffat still had a lot of steam in reserve. The idea of team cars is to work together





and this was how the race was won.

The last three laps were packed with excitement as Tony Roberts, who had worked his way up to third place making it a 1-2-3 for Ford, left the track high up on the mountain, hurtling over the Armco fencing and rolling eight times. This left the two barrel Pacer of Doug Chivas in a comfortable third slot with Don Holland in fourth. But again fate was unkind as, on the very last lap with the checkered flag held out for Moffat, Doug Chivas blew a rear tyre out of Shell corner, only 100 yards from the finish. He saved himself from what could have been a nasty accident and pressed on to the pits for a tyre change. Had he known the lap positions he could have propped until Moffat had passed, taking out third outright but instead he was forced to complete the lap allowing Don Holland to take his line honours. Moffat finished the 130 laps 39 seconds ahead of Bruce McPhee in second place and the two Ford GHTOs were the only cars to complete the required distance.

So Allan Moffat scored the first of his four Bathurst wins. Bruce McPhee was once again second, although this time as part of the factory team, and running solo without the help of 'one-lap' Barry Mulholland. It was a 1-2 for the Ford Works Team and their Phase II GTHOs.

Third, a lap behind the Fords, was Don Holland driving a Holden LC Torana GTR XU-1. He was a Bathurst veteran who had co-driven the Mini 850 that was beaten by the VW 1200 of Barry Ferguson and Bill Ford back in 1963.

Defending winners Colin Bond and Tony Roberts drove separate cars in the event. Bond finished 16th in his Holden Dealer Team Torana GTR XU-1 after having led the early laps, while Roberts was lucky to survive what was the biggest accident in the race's history to that point when his GTHO Falcon crashed at Skyline only 6 laps from the finish. The Falcon spun backwards, leapt over the guard rail and rolled about 50 metres down the mountain before being stopped by a tree.

In the class battles, A was the closest fought between the Mazda 1300s and the Datsun 1200s. AMI's Corollas were not quick enough to keep up and they were also suffering brake problems. Roxburgh and Tapsall both in Datsun 1200's were on the same lap as Bernie Haehnle's Mazda 1300 with only seconds between them. The Mazda 1300 was quicker but did not have the handling. It was only



quick pit work by the Datsun team which kept them in front to the finish. John Roxburgh however rolled his Datsun 1200 in a big way on the 100th lap luckily escaping serious injury.

In class B the Datsun 1600 had everything sewn up from start to finish. WH Motors from Sydney were campaigning two cars, both dicing with each other at a frantic pace but one retired with panel damage on the 32nd lap. Doug Whiteford in the works entered 1600 blew a tyre but was back in the race after a short stop and finished second in this class behind the Don Smith.



Class C was the toughest to pick as the two barrel Pacers were a real threat to the Torana XU-1s. Doug Chivas in the Pacer and Don Holland, in a privately entered Torana kept up an hour long duel with the Torana eventually taking the lead. Behind Chivas was Leo Geoghegan in another Pacer, driving a consistent and steady race.

Class E was a Ford parade, with a lone BMW 2800 running a steady last. Stilwells GTHO had hit the bank at Forest early in the race when Richard Knight was driving and David McKay's was also out early with engine problems. Tony Roberts' GTHO expired just six laps from the end. Around Australia mariner Hans Tholstrup drove well to finish in fourth position behind Moffatt, McPhee and John Goss, followed by Bob Holden and Peter Wherrett, all in Falcon GTHOs.

1971 Hardie-Ferodo 500.

The 1971 Hardie-Ferodo 500 was held on 3 October 1971 at the Mount Panorama Circuit just outside Bathurst. It was open to production vehicles competing in showroom condition, with the field divided into five classes based on the purchase price of the vehicle. The race was the 12th in a sequence of annual 'Bathurst 500' production car races dating back to the 1960 Armstrong 500 at Phillip Island in Victoria. The race was moved to Mt Panorama in 1963, where it has been held since.

The purchase price cut-off figures for the five classes were adjusted slightly for inflation, although in general the cars contesting the race were very similar to 1970. No Volkswagens took part in the 1971 race.

Class A was for cars costing less than \$2,150. It was contested by Datsun 1200, Mazda 1300 and Toyota Corolla. The VW 1300 Beetle at \$2,095 was a possibility for this class, but with only 50 bhp it would have been outclassed by the 69 bhp Datsun, the 73 bhp Toyota and the 78 bhp Mazda. No one entered a VW 1300.

Class B for \$2,151 to \$2,500 had the smallest number of starters with just four cars, Datsun 1600 and Mazda Capella 1600. The new VW 1600 Superbug S debuted in April at \$2,144 and would have qualified in Class A at that price, but by the time the race was held in October it was up to \$2,265 and would therefore have had to run in this class. Even with 60 bhp, it would not have been competitive against the 96 bhp Datsun or the 104 bhp Mazda. No one entered a VW Superbug.

Class C for \$2,501 to \$3,150 saw a mix of Ford Cortina, Ford Escort, 2.8 litre Holden Torana GTR, Honda 1300, Mazda RX-2 and Morris Cooper S. The \$2,570 VW Type 3 1600 sedan and \$2,750 1600 TLE Fastback would have been eligible, but again with only 65 bhp would not have been remotely competitive against the 75 bhp Cooper S, 112 bhp Cortina, 115 bhp Escort, 130 bhp Mazda or 135 bhp Torana. No VW Type 3s were entered.

Class D for \$3,151 to \$4,350 featured Alfa Romeo Giulia, the E38 version of the Chrysler Valiant Charger, Ford Falcon 500 and 3.0 litre Holden Torana GTR XU-1. The Audi 100LS was eligible to run in this class, but only had 115 bhp. The Alfa had 112 bhp but was much smaller and lighter, while the Falcon had 130 bhp, the GTR-XU1 had 190 bhp

and the Charger had 280 bhp. No one chose to enter an Audi.

Class E was for cars over \$4,350. Apart from a single 110 bhp Fiat 124S, the class consisted only of fearsome XY Ford Falcon GTHO Phase IIIs. It was specified at 300 bhp for insurance purposes, but in reality produced considerably more - somewhere between 350-380 bhp, according to reports. Its worked Cleveland engine could pull 7,000 rpm in top gear. At the time the XY GTHO was the world's fastest four-door production car.

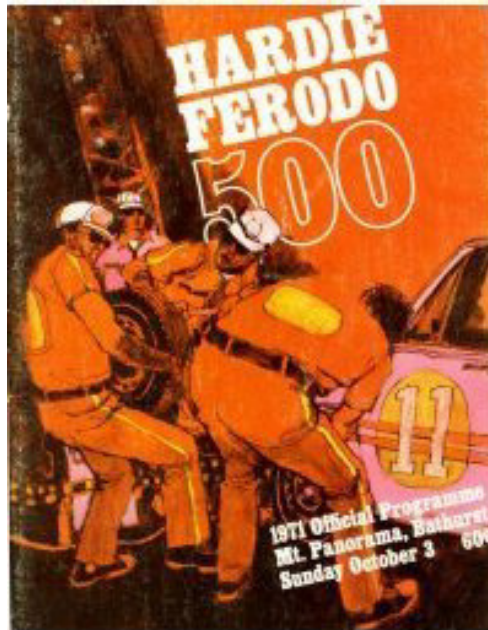
Thirteen Falcon GTHO Phase IIIs started in the 1971 Hardie-Ferodo, led by the works' cars of Allan Moffat and John French. Moffat again gained pole position, with a best lap practice of 2:38.9, a full 10 seconds faster than 1970. His team mates, John French and Fred Gibson completed the practice domination by putting their factory cars second and

third on the grid. The first non-Falcon was the Geoghegan/Brown Charger in position eight, and the first Torana on the grid was ignominiously eleventh.

The demoralised Torana and Charger crews had to hope for mechanical failures from the big Fords to stand a chance. As it happened, although five of the Falcons did fail to finish, only one of these was due to mechanical problems, the car of Trevor Meehan who suffered brake problems. Of the four retirements, the Gibson/Seton car had its differential fail after someone had accidentally put odd tyres on the rear; the Beck/Rush car

crashed, and Bob Morris's car overheated after a sheet of newspaper stuck over the grille. And Bill Brown memorably suffered yet another horrifying rollover, when his Falcon blew a tyre at McPhillamy Park and rolled along the top of the railway iron and wooden sleeper fence, the car being virtually cut in two.

Allan Moffat led the race all the way and never looked like losing it, but to add to Ford's triumph, Falcons also came in second and third (Barnes/Skelton and McKay), fifth (French) and seventh (Goss). The good result must have been



very pleasing to Ford, not only for their sales figures, but also for Howard Marsden, who took over the leadership of Ford's racing activities just before Bathurst and was confronted with the fact that the reliability of the modified Cleveland engines was still fairly unknown. The engines did hold together, and very well too, so the months of time and effort put into them were not wasted.

From the moment the starter flag dropped, Moffat immediately blasted into the comfortable lead he would relinquish only very briefly during pit stops. Ford 'works' cars were first and second as they completed the first lap with Des West and Phil Barnes holding third and fourth for dealer entries. The first incident came five laps out. Kevin Bartlett, who had to replace a blown engine in his Sinclair Ford GTHO during practice, tore through the field early to move from 30th to an amazing fifth. But in doing so, he had a brief skirmish with Colin Bond in the Dealer Team Torana and Bond pitted to change a flat tyre and straighten a mudguard. A lap later Bartlett too, had a flat but he was not able to make it back to the pits and changed the wheel on the Mountain.

With the excitement of the first few laps gone, the race settled into the pattern of the long grind. The computer began punching out progress lap positions according to information provided it by a team of lap scorers who were to become a major headache for the press and TV personnel almost immediately. By way of example, at the end of three laps, the scorers had unaccountably missed the Toranas of Holland and Leeds completely (among other things), a mistake which was to compound itself further as the race progressed.

Moffat opened a substantial lead on team-mate French during the first two hours - lapping steadily around 2 min 46 sec. But the third factory Falcon with Fred Gibson and Barry Seton sharing was in trouble. After having a tyre deflate on them the crew put on a tyre of slightly different size and the diff was unable to take the additional strain. They were among the first retirements. Most other cars were going well however, except for the Meehan/Cooke GTHO which had a severe brake problem and had replaced two complete sets in the first 30 laps before finally running out of both patience and replacements and calling it a day. Near the factory cars were the Fords of Phil Barnes (for Byrt Ford), David McKay (for Finnie Ford) and Bob Morris (for Mark IV Car Air Conditioning).

The devastating wind of practice had sprung up again and was making things most uncomfortable for all concerned - especially the drivers. Papers dropped by spectators began to



present a hazard and Moffat spent one period shortly before his first pit stop with the radiator partially covered by a Victoria Bitter beer carton. Team manager Howard Marsden sent out message boards to order him into the pits, but Moffat ignored them. He was the master of his GTHO and knew that its temperatures and performance were unaffected. Not so lucky in this respect was Bob Morris who also scored a paper blockage ten laps before a scheduled stop. His crew signalled to him and he kept close watch on the temp gauge which rose only slowly, so he continued. Shortly before the stop however the engine gave up through over-heating and it was later found that the temperature gauge had been faulty.

Doug Chivas blew a head gasket in his Charger leaving that class to Brock and Bond with Geoghegan and Beechey in the dice as well. And Moffat went on and on.



At this point, the unfortunate Bill Brown, victim of the 1969 first lap fiasco, did his slow-roll trick again. But there was no humour in it. His Falcon blew a tyre in McPhillamy Park Bend and rolled along the top of the fence. Watchers, live and on TV, were sure he would be killed or badly hurt but the roll cage, crash helmet, and seat belt combination did their job again and he was cut free from his upturned car, shocked, bruised and sore but otherwise brand new.



Bob Skelton took over the Byrt Ford car from Phil Barnes and held third outright in a close dice with David McKay. John French, all set for second, suffered fuel starvation late in the race for a double pit stop that dropped him a lap and let Skelton up.

Colin Bond, despite his early unscheduled stop was leading Class D and in fourth outright, indicating that the Toranas might have been closer to Moffat had it not been for



some bad luck. Moffat crossed the line alongside Bob Skelton, who was exactly a lap behind. He had dictated the terms of the race from the moment he put a wheel on the Mount. But the others were not disgraced. The Toranas and the Chargers were fast and reliable and probably deserved a better result.

The Holden Torana GTR XU-1 was a fantastic little performance car and remains today an all-time classic. However, if HDT boss Harry Firth and his men thought the XU-1 had a realistic chance of outright success in 1971 at Bathurst, then they hadn't counted on what Ford had cooked up with the Phase III version of the GTHO.



In the end neither the Toranas or Chrysler's new Charger E38 model provided Ford with much trouble. Moffat reigned supreme and it remains one of the easiest victories in the race's history.

No towing problems with a VW.

The Sun-Herald, Sunday 2 May 1971

In the VW Campmobile you have the perfect vehicle for the person who doesn't like trailing a big van behind - or wants to take a boat along.

VW have taken a standard Kombi van and by a well-thought-out layout and raised roof have made a four-berth sleeper-camper in the one unit. It has a stove, sink, refrigerator and can be used off mains power or the car's own

12V supply.

Gordon Bingham, of Lanock Motors, Ryde, lent me a Campmobile for a recent weekend and I gave it a 400-mile It performed beautifully.

With four adults in the Campmobile it got a bit congested, but for a retired couple or a family with two young children it would be ideal.

Fishermen, surfers, anyone who wants to get away from it all in all but inaccessible places, will find the Campmobile the perfect vehicle.

Of course, it has its faults: room is not enormous, but if you want more space take along a tent annexe (it's carried on the roof) and another room is added within minutes.

The Campmobile has easy entry, with the big sliding door on the near-side, and inside it's only a matter of releasing four straps, and the roof can be pushed up, giving 7ft (213 cm) head-room.

Under way, there's seating for six persons, with two up front, one behind the driver, and three on the big convertible lounge at the rear.

At night the convertible lounge becomes a double bed, and when the roof is raised, the base for the top bunk is folded out, concertina fashion.

Comfortable foam cushions for the mattress are carried behind the lounge seat during the day and can be fitted up top in a few minutes.

A small 2 cu ft gas/electric Electrolux refrigerator keeps all the food and drink cold, and a small two-burner LP gas stove does the cooking.

The stove fits in a little compartment that is covered over while travelling, and folds back to reveal the stove and the sink at the back.

Access from the front to back is gained by a walk through between the front seats.

Plenty of storage space is available. Light is provided by a 12-in fluorescent tube in the main area, with a smaller light in the driver's cabin.

Privacy is ensured by a full set of curtains that go right around the window areas of the Campmobile. Ventilation is provided by two windows in the canvas area of the pop-up roof with flyscreen coverings.

A small foldaway table clips on to the wall when not in use, and allows comfortable seating for two

Cost of the Campmobile is \$3656 plus \$300 for the raised roof.



Motorised vans like the VW Campmobile, with its folding raised roof and sleeping accommodation for four, make caravanning easy and enable you to take a boat along, too for some holiday fishing.



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