

Zeitschrift



The 1970-81 Bradley GT.

November 2018

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

Club VeeDub membership.

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

Monthly meetings.

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

Correspondence.

Club VeeDub Sydney
PO Box 324
Mortdale NSW 2223

Our magazine.

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

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

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

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

We thank our VW Nationals sponsors:

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

*Bundeena Bowling
& Sports Club presents...*



Memory Lane Festival

25th November 2018

**49 Liverpool Street
Bundeena NSW 2230**

★ **CAR SHOW** ★

Trophies for best Kustom,
Hot Rod & Classic vehicle

4 Live bands playing in
the beer garden from 11-4

Club Restaurant
Foodie & Market Stalls

Plenty to see & do...

Catch the Ferry from Cronulla

*Bring the family &
support local business*

Follow our Facebook page for

event updates

@BundeenaBowlingClub

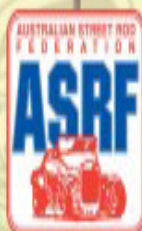
Plenty of show
parking

Gates open
at 9am

\$5 car
entry



S18/41



Trader enquires welcome please contact

Sharon 9523 7292 or 0422 490 743

sharon@bundeenabowlingclub.com.au

Car show enquires please contact

Leanne 0408 165 744

13th

Sunday

20th January 2019

Anniversary VW Summer Cruise



Meet at Uncle Leo's Caltex, the Crossroads, Liverpool, at 9:30am. Cruise departs 10:00am, short photo stop at Appin, and finishing at Stanwell Park at 12:30pm

If you are not up to a cruise, head straight to Stanwell Park beach and meet us under the Club VW Marquee!

Families and kids are all invited, with a gold coin BBQ lunch of sausages and rolls and ice cold drinks! There is a great playground and of course the beach! All donations on the day will go to the Cancer Council



ALL VWs welcome
See you there!!!

Craig: 0404 184 893

Matt : 0423 051 737

Sat 26 January

AUSTRALIA DAY
— IN PARRAMATTA —

#ausdayparra f | @



CARNIVALE



10AM - 4PM

Don't miss this annual showcase of classic vehicles including cars and motorbikes, fire engines, trucks, coaches and vintage speedway cars and bikes.

REGISTER YOUR VEHICLE

If you have a classic vehicle that you would like to showcase at CARNIVALE in Parramatta Park on Australia Day, register your vehicle below. Your veteran, vintage or classic vehicle must be over 30 years old and built before 31 December 1988 or be an identical model run-on. Registrations close on 23 November 2018.

www.ausdayparramatta.com.au/carnivale



Gerringong Motor Fest 16th February 2019 Michael Cronin Oval



Gerringong Lions Club will be holding its annual **Motor Fest/ Car Show on Saturday 16th February 2019 on Michael Cronin Oval Blackwood Street Gerringong.**

The Lions Club Gerringong is a not for profit organisation and **all funds raised from this event will be provided directly to a Cancer Research Project (TBA naming rights currently under discussion).**

This initial contact is to advise your club and determine if your club members may have an interest in participating in this car display day. We will be limited by numbers of participating vehicles, thought to be a maximum of **250-300 vehicles.**

About The Event

This year again our intention is to invite along the specifically collectable, performance and exotic vehicles both old and new. Prizes will be provided to vehicles in each category. Depending on the initial interest from car clubs and car groups we may this year for the first time make a theme of the event, I will wait until I hear back from clubs who are planning to support the event before deciding. In any case every vehicle club and vehicle type will be welcome.

We have allocated lots of room around each vehicle to ensure those participating can feel safe in knowing that there vehicle is safe whilst parked. **Entry for participating vehicles for driver and passenger is only \$5 each** to the vehicle participant/club member. A small charge of \$5 will apply for all other people including the general public. Any additional donations would be most welcome for a very important cause.

For your club members interest this event will be held on what is Gerringong's monthly market day in the centre of town (about 300 metres away) so will provide an excellent opportunity for members and partners to enjoy the hospitality of this wonderful seaside township.

This year like previous years we anticipate a healthy interest in this forthcoming event, hence the advice to you so early. **We would appreciate it if you would advertise this event within your club and your reply by 23rd November 2018 or sooner to advise us if you would like to be formally invited to participate (likely vehicle numbers would assist us greatly).**

Many thanks to you and your motoring enthusiast members.

Contact:

Keith Watson

Lions Club of Gerringong

Email: keithwatson3@bigpond.com:

Phone.: Keith Watson : 0401 777 130

Von dem Herrn Präsident.

Hi all, well there have been plenty of events to attend with your VW over last few months as the springtime usually brings out the good weather.

Our friends at Flat Four VW Club invited us to their second show n shine on Saturday 27th at Kiama, called the Shoreline Shakedown. Lots of our club members attended for what turned out be a very nice day after all the wet weather we have had, There's an article and photos about the event in this issue. The very next day was the Sydney German Autofest 2018 at Gough Whitlam Park, Earlwood, organised by the Mercedes-Benz club. The weather was again very nice and there was a large number of VWs and Audis on display.

As I write this report it's the night before Boris' Picnic day, but as the close-off for the Nov issue has passed, I don't think Phil was able to squeeze a report about the day into this issue. Look forward to photos of Boris' Picnic Day in the December issue, which will be a giant bumper issue.

Later this month on Sunday 18th is the Melbourne Day of the VW, at Yarra Glen Racecourse, I'm yet to attend this event, and can't make it this time; maybe next year.

Our club has been invited to the Bundeena 'Memory Lane Festival' car show, to be held on Sunday 25th November. It will be at the Bundeena Bowling Club. We're going to have a cruise there, so if you'd like to come along, meet us at McDonalds Menai from 8am for an 8:30 departure. This will be our last weekend outing for the year.

In December our monthly meeting will double as the club Christmas Party. We hope to see everyone at the Greyhound Club on Thursday 20th. Food and drink will be catered; don't forget to bring a wrapped present to the value of \$5 or so to qualify for free drink coupons. It will be our only event in December, so come along to celebrate the end of another fun VW year.

In the New Year will be the VW Summer Cruise, on Sunday 20th January. As usual we will be starting the cruise from Uncle Leo's to Stanwell Park, and we will again have the Club marquee and BBQ set up at the beach. It's a great day, so don't miss it.

VW owners have also been invited to again show their VWs at the Australia Day CarNivale, which is now held at Parramatta Park on Australia Day, Friday 26 January. You must book in with Parramatta Council to show your car – the link is:

www.ausdayparramatta.com.au/carnivale

Be quick, the close-off date is Friday 23 November. You must pre-register; you can't just turn up on the day. We hope to get a lot more VWs along in 2019.

If you have any ideas for other VW events we can run next year, please come along to a meeting and let us know.

See you soon,

Steve Carter



Kanberra Kapitel report.

Greetings from Canberra,

What a great time of the year it is in Canberra at present. Not too hot or too cold; but just right! Goldilocks would love living here in Spring. All the blossoms are out, new growth on the trees, lawns looking lush and green and, of course, all the beautiful cars are out and about on our roads.

No matter what your car tastes are, just about everyone is catered for this time of the year. We started the car show season with GAD (as reported in last month's magazine) and since then the All Ford Day, All Holden Day, American Car Show and other community car shows have been held. The Terribly British Day will be on soon, as will the French Connection.

The next big one for the local VW enthusiasts to join in with is the 'Marques in the Park' event at John Knight Park in Belconnen on **Sunday 11th Nov**. This is a free event hosted by the Council of ACT Motor Clubs, where all car enthusiasts are invited to come along and show their cars. Entrants don't need to be members of a club – just show up and park in Marque groups.

The Canberra Crew recently held their annual 'Cookies Fish and Chip Run' to Batemans Bay, where they met up with the South Coast Dubbers crew and cruised in to Corrigan's Beach where the local markets were held and Berny's Fish and Chips (a local institution) is just over the road. A report on this trip can be read later in this edition of the magazine.

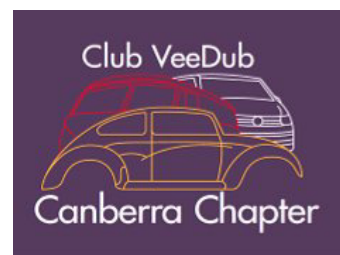
For our chapter members; please keep an eye on our Facebook page "*Club VeeDub Canberra Chapter*" and your email inbox for details on upcoming events. We also post feedback and pics from recent activities on the Facebook page and invite members to also post VW related info. The Facebook page is also 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.**

November.

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

Sunday 25th:- Bundeena Memory Lane Festival at the Bundeena Bowling Club. Gates open at 9 am, car entry \$5 with plenty of show parking. Trophies for best custom, hot rod and classic vehicle. Four live bands playing in the beer garden from 11 am till 4 pm. Club restaurant, foodie and market stalls. Enjoy a great day in beautiful Bundeena! For more info phone Leanne on 0408 165 744. **Join the VW Convoy! Meet at McDonalds Menai, Allison Cres Menai, from 8:00am for an 8:30am departure.**

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.

Sunday 20th:- VW Watercooled Summer Cruise 2019. Meet at Uncle Leo's Caltex Roadhouse, Liverpool Crossroads, at 9:30am for coffees, photos and VW chat. Cruise departs at 10:00am. Brief stop for photos at Appin, then to Stanwell Park by 12:30pm. Families and kids welcome. Gold coin donation for BBQ sausage sizzle and drinks. Large grassy park with club tent, kids' playground, kiosk, toilets and nearby surf beach. All profits to the Cancer Council. All VWs welcome, new and old.

Saturday 26th:- Australia Day CARnival at Parramatta Park. Celebrate Australia's birthday in 2019 with a day-long program of festivities. BBQ festival, family zone with kids' activities, rides, workshops and concerts. Hot 100 party, bar and rides, main stage concert and dazzling fireworks finale. Make your VW part of the huge vintage and classic car show! Pre-booking is compulsory, up to 23 November only. Register on-line at www.ausdayparramatta.com.au/carnival

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

February.

Thursday 7th:- Magazine Cut-off Date for articles, letters and For-Sales.

Thursday 14th:- Committee Meeting and magazine pack at the Arena Greyhound Sports Club, 140 Rookwood Rd. Yagoona (next to Potts Park).

Saturday 16th:- Gerringong Motorfest 2019 at Mick Cronin oval, Blackwood St Gerringong, from 9am. Organised by the Gerringong Lions Club for prostate cancer research. We would like lots of Volkswagens to join out display of over 150 classic cars. Some famous race cars will be there, and hopefully a former famous rugby league player who now lives in Gerringong. Town markets on the same day, a short walk away. \$5 entry for all show cars. For more info contact Keith Watson on 0401 777130. **Join the Club VW Convoy from McDonalds at Engadine (Princes Hwy) from 7am for a 7:30am departure – 95 km and 1 hr 10 min to Gerringong.**

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

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

March.

Thursday 7th:- Magazine Cut-off Date for articles, letters and For-Sales.

Thursday 14th:- Committee Meeting and magazine pack at the Arena Greyhound Sports Club, 140 Rookwood Rd. Yagoona (next to Potts Park).

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

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

May.

Saturday 25th:- VW Nationals Supersprint at Sydney Motorsport Park, Eastern Creek. We're back at this famous Sydney track, on the south 'Amaroo' circuit. VW racers wanted, air or water-cooled. Stock is OK! CAMS licence and helmet required. Phone Rudi Frank on 0418 442953 for information on licencing, registration and entry.

Sunday 26th:- VW Nationals 2018 at Fairfield Showgrounds, Sydney. Our biggest VW show of the year, with 44 peer-judged categories, a special concours category and 3 perpetual trophies. VW trade stands, new car display, VW swapmeet, kids rides, Club shop, German dancing, entertainment, great food and drink, VW fun all day.

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:- Hi, I have a **Super Bug, 1973** I would like to sell, safety check passed valid for one year, Registration until 28.4.2019. Is someone interested to have a look at it in Shoal Bay, NSW 2315 and buy it for around \$ 5500 Please contact Mr Andreas Gebauer on 0434617673 or email a_gebauer@hotmail.com

2nd month ads.

For Sale:- I have a 1969 VW Beetle 1500 which I have not used for a few years as it is not in top condition but I have kept it for sentimental reasons. However although I have had

several offers to buy it I would prefer someone who might like to restore instead of breaking it up for spare parts, so wondered if anyone in your club might be interested? I am currently away on holiday but will return on 9th October. Contact Mrs Pearl Moyseyenko on 6248 0337 or email pearlmoys@gmail.com



For Sale:- 1985 T3 Kombi, Koni shocks front and rear, Alpine cassette radio, front bull bar & tow bar. Rear seat folds down to bed. Rola roof racks included if paying full asking price. Asking Price: \$2000. Contact Merv Head on 0408 879865 or email mjhok@bigpond.com

For Sale:- Hi, I have a 1964 VW Beetle that I need to sell if you guys know of anyone that might be interested. It's all original and in great condition. I'm only selling it as a result from a divorce otherwise I would have kept it for a weekend driver. Contact me for any further information. Thank you, Mardi. 0402 167910 or email mbraunyy@gmail.com



Next Club Meeting:
Thursday
18th Oct.
8:00pm
Arena Greyhound Club.



For Sale:- Type 3 1971 Fastback. 1800 Engine, Oil Radiator, Electric Petrol Tank, Rego until December. \$11,500 Call Sal on: 0401 542 609

For Sale:- 2000 Volkswagen New Beetle. 2.0-litre 5-speed manual, only travelled 145,000 kilometres. Pampered and well maintained since new by a fastidious VW Enthusiast. You can attract plenty of admirers with this immaculate car. Genuine sale due to too many Veedubs in the shed!! Price \$6,500. Super cool!!! Contact Tony on 0479 156332 or email tonymudge@optusnet.com.au



For Sale:- VW Golf 1976 1600cc engineer certificate convertible on club H plates \$3300 Ono. Contact Des Drury at mausyda@hotmail.com



For Sale:- Very tidy 1970 Beetle. Red and cream colour. 2 door 4 seat sedan. 4 speed manual. 4 cylinder 1500 L petrol. Rear wheel drive. Refit by professionals a few years ago stripped to bare metal, repaint, new seals, hood lining, new seat reline and good tyres. I purchased the vehicle in 1995 and has always been garaged undercover at home. Serviced and cared for. It has never let me down. Starts on first go. 78,269 original miles on the clock. The vehicle registration is paid until July 2019. Overall this is a well loved car that has been looked after. Just beautiful to look at, great fun to drive and is an appreciating asset. Asking Price \$15,500. The car is at Abbotsford, Sydney. Contact Paul and Josie on 0414 971324 or email jegisto@optusnet.com.au



For Sale:- For sale 2000kg hydraulic engine crane folds for storage and disassembles for transport, in good condition. No longer needed. \$150. Contact Robert White on 0419 437132 or email rwjwhite@bigpond.com

Wanted:- Hi there hoping you can help me out. My father purchased a **1975 L bug** in 2013 and on the rear window it had your VW club sticker on it. We are hopping to find the original owner and history about the vehicle. Hopefully you can help. It has the original plates on it Rego **JYO-401** If you know this car, would you please contact me? Many thanks. Contact Mr Matthew Gallo on 0478 030463 or email matthewjgallo@hotmail.com

For sale:

Chrome Wheel Rim (no rubber) - 4 stud 14" (x4)
Steel Wheel Rim (no rubber) - 5 stud 15" (x4)
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Call Sal on: 0401 542 609

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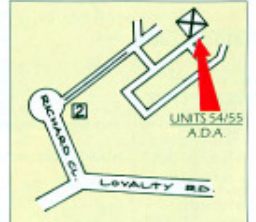
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Typical late model oil and filter service: \$315

(Using synthetic oil, German filters, 30 point safety check and VCDS Scan)

Typical early model oil and filter service: \$240

(Using mineral oil, German filters, 30 point safety check and VCDS Scan)

Contact us on: (02) 4627 3072 or 0423051737

Or call in at: Unit 20/6 Badgally Road,

Campbelltown, NSW, 2560

(Just off Blaxland Road)

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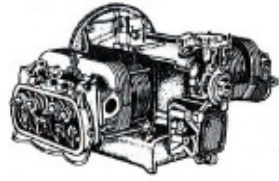


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infotainment system and the Active Info Display are standard, along with tinted windows and electrically-folding mirrors. There are two options: a panoramic sunroof (\$1900) and the Dynaudio audio system (\$1000).

2019 Volkswagen Golf R pricing
Golf R - \$56,490
Golf R Wagon - \$58,490
Golf R Special Edition - \$61,990 (NEW)

Up! R-line for Europe.

2019 Golf R.

Volkswagen Australia has announced pricing and specs for the 2019 Golf R, revealing it will also offer a limited-run Golf R Special Edition from this month with a louder exhaust and a few choice performance upgrades.

The headline act in the Special Edition, of which just 400 units will be available locally, is a titanium exhaust from Akrapovic. Not only does it save 7 kg compared to the standard Volkswagen unit, it promises to deliver a deeper engine note and more pronounced snaps, crackles and pops between gears.

There are also unique badges but don't worry, you'll still fly under the radar. The exhaust has been offered as part of a Performance Pack in Europe, but hasn't made the journey to Australia until now. Our car is distinct from the Performance Pack, though, with Volkswagen confirming its spec is specific to our market.

Along with the noisier exhaust, the car gets larger (340 mm) performance brakes with unique pads to shave another 2 kg from the base car, and offer stronger performance on the track. They hide behind 19-inch gloss black Pretoria alloy wheels, which themselves are 4 kg lighter than the regular units. Are you sensing a theme here?

Power still comes from a 2.0-litre turbocharged petrol engine making 213 kW and 380 Nm, put to all four wheels through a 4Motion all-wheel drive system and seven-speed dual-clutch transmission.

Inside, it gets all the gear from the standard car, along with a Dynaudio 400W premium audio system. Oh, and Turmeric Yellow Metallic paint is available. It'll be priced from \$61,990 before on-road costs.

As previously reported, the manual option is dead for the 2019 Golf R, along with the entry-level Grid specification. That means the range kicks off at \$56,490 before on-road costs, jumping to \$58,490 for the wagon.

City-speed autonomous emergency braking, adaptive cruise control with stop/go, lane-keeping assist, blind-spot monitoring and rear cross-traffic alert are all standard fit on the safety front, along with a reversing camera and parking sensors.

Rounding out the equipment highlights are keyless entry with push-button start, a 23.5-cm touchscreen

The pint-sized Volkswagen Up! has been the latest model in VW's range to get its sporty R-Line treatment, filling the gap between the core range and the full-fat GTI variant.

Offered as an optional package, the Up! R-Line gets a unique front bumper design with chrome fog-light surrounds, body coloured side sills, 'R-Line' badging, black roof and mirror caps, rear privacy glass, and 16-inch gloss-black alloy wheels.

Buyers can also take things a step further and opt for larger 17-inch wheels, which are available in 'black' or 'glossy black'. It appears the interior remains unchanged from the base car, with Volkswagen not mentioning any trim or equipment upgrades for the cabin nor providing any images.

A range of three-cylinder petrol engines is offered for the Up! range, alongside the all-electric e-Up!. The most powerful non-performance version of the Up! gets a 1.0-litre turbocharged three-pot petrol making 66 kW of power.



Pricing for the R-Line package kicks off at 795 Euro (\$1292), and is now available to order in overseas markets, namely Europe and the UK.

As for Australia, the Up! was dropped from the local line-up back in 2014 due to slow sales and the lack of an automatic option. Our version had a 55 kW engine. Since then, the Up! has been available in Europe with the option of a 5-speed 'ASG' automatic gearbox.

Even so, sadly, Volkswagen Australia hasn't changed its decision to cull the little Up! locally, so don't expect to see the R-Line on our roads anytime soon, if at all.

VW Takata recall underway.

Volkswagen Australia has commenced the first part of its Takata airbag recall, issuing a notice for the previous-generation Polo light hatch and Transporter van across various model years.

This particular recall involves the MY07-09 Polo (A4) and MY08-15 Transporter, with 4253 units and 13,717 units affected from each model line respectively.

In total, there's 17,970 vehicles affected by this initial notice, though VW confirmed last month that a total of 102,116 Volkswagen-badged models require repairs in Australia.

As with previous Takata campaigns, the faulty airbag's propellant could degrade over time due to a combination of high temperatures and humidity - in the case of the Polo and Transporter, it's the driver's side airbags that are affected.

If the condition occurs, the metal inflator housing could rupture if the airbag is deployed, sending metal fragments into the cabin. This poses a significant risk of serious injury, even death, to the vehicle's occupants.

Owners are urged to contact their local Volkswagen dealer, or the company's head office directly via this link to arrange the free replacement of the defective inflator.

Consumer notifications will be "prioritised based on vehicle age (oldest first)", and Volkswagen will contact owners when their airbag is to be replaced.

For more information, call 1800 504 076.



The Takata airbag recall affects more than 100 million vehicles and nearly 20 automotive brands around the world. Among those are more than five million vehicles in Australia, the equivalent of four years of nationwide sales.

Globally, there have been 20 deaths linked to the scandal, and 230 serious injuries. One Australian motorist lost their life to a faulty Takata airbag in July 2017, one month after another Australian driver was seriously injured.

In February 2018, the recall of vehicles affected by the faulty Takata airbags was made compulsory under law, with affected manufacturers required to replace all defective airbags by the end of 2020. Last month the ACCC added some 1.1 million vehicles to the compulsory recall.

According to the Australian Government, the risk of a defective Takata airbag rupturing may arise between 6 and 25 years after it is installed in a vehicle. In areas of high heat and humidity, the risk of rupture may arise between 6 and 9 years.



VW sticks with 3-year warranties.

Volkswagen Australia isn't yet ready to join the growing list of car companies offering factory warranties of five years or more. It will stick with its three-year/unlimited kilometre policy for the time being, though hasn't ruled out expanding this offer eventually.

In short, Australia's most popular European car brand claims buyers don't find its current consumer guarantees insufficient - pointing to the sales growth it's managed this year, and the fact German brands it sees as rivals, among others, offer equivalent three-year terms.

Volkswagen also points to the fact Australian Consumer Law protects people from defective purchases already (true, but not necessarily with the clarity or simplicity of a car company policy) and that the 'good will' policies it drums into its dealers oblige them to fix certain unreasonable vehicle issues that may occur, even after the warranty ends.

This is all in contrast to Volkswagen in the United States, which now offers a six-year/75,000 mile policy. That said, remember that VW has a few more image problems to contend with over there these days . . .

This week, Australia's number two brand, Mazda, joined the club, alongside the likes of Ford, Holden, Honda, Hyundai, Jeep, Isuzu Ute, Peugeot, Citroen, and Volkswagen's own subsidiary Skoda. Kia spans them all with its seven-year policy, used as a highly effective marketing tool.

In fairness, Volkswagen Australia is keeping company with rivals offering three-year warranties such as market leader Toyota, other top-level OEMs Nissan and Subaru, plus the fellow Euros Mercedes-Benz, BMW and Audi that it sees as rivals here.

Still, Volkswagen Australia's managing director Michael Bartsch was asked that a five-year warranty would surely make sense all things considered. Why not offer such



an extended policy with every new vehicle?

"It's obviously in the thought process, everybody is thinking about it," he said.

"We're taking a bit of different approach at this stage. First of all, most of our clients are more motivated by affordability, lease rates, serviceability, driveability . . . [warranty] is not what people are buying our cars for.

"And I think you have to put that into context. I think the market is pretty well informed at the moment that warranties are all pretty passé, because there's something called Australian Consumer Law, and that already gives customers a five year warranty.

"So I think whilst it looks nice on paper, nothing is for nothing, and we have it anyway without having it, so we are focusing at the moment where customers are putting their priorities when they're making purchasing decisions.

"We're in sync with all the German brands. I think a five year warranty might be appropriate for brands in other segment positions, but at the moment where we sit, we're putting our resources somewhere else.

"Toyota hasn't moved, Nissan hasn't, Subaru, even if you want to talk about the premium segment, [we match] Mercedes, BMW and Audi . . . That doesn't mean it won't happen, but I think at this stage when we see what's motivating our customers, it's not a five-year warranty that is ultimately determining who's buying our cars."

Bartsch said if the other German brands went with a five-year warranty, VW would follow. He then expanded into territory where many brands, including Volkswagen itself, do not usually tread - talking about past mechanical problems.

"At the moment we have a very strong liberal goodwill policy, our dealers know what is required," he said.

"If anybody looks at us and they'll know we stand behind the product, something we've been very focused on in the last 20 years. We had some challenges with the DSG [transmission], we don't refuse anybody, DSGs are fixed, pistons are fixed, any issues, we fix it.

". . . We have a very firm policy with the dealers: we would rather they err on the side of 'fix it and come talk to us', it's very clear what the expectations are with the Australian Consumer Law, and we are completely in tune with it. No argument," he concluded.

VW to replace within 60 days.

Volkswagen Australia will replace vehicles that are undrivable due to faults present within 60 days of purchase, as part of a new agreement with the Australian Competition and Consumer Commission (ACCC).

The new plan, inventively dubbed the 60-day policy, means owners won't need to demonstrate a major fault to score a replacement, provided the car isn't driveable. The guarantee goes beyond existing obligations under Australian Consumer Law (ACL), instead following recommendations of the ACL Review carried out last year.

"We are pleased Volkswagen will offer its new car



customers remedies in some cases beyond what the law requires and believe this positive step will be appreciated by new customers," said Sarah Court, ACCC Commissioner.

The company will also review past complaints and offer refunds, replacements or repairs to customers where their consumer guarantee rights weren't properly carried out.

"Volkswagen Group Australia welcomes the opportunity to co-operate with the ACCC at all stages of this process," the company said in a statement.

"This undertaking reinforces our existing obligations to customers. Volkswagen is the only car brand that publishes information on its website about the performance of each dealer based on the direct feedback of 80,000 customers annually."

Volkswagen isn't the only brand to change its internal policies after an investigation from the ACCC. Holden committed to stronger customer service guarantees after an investigation found Holden had "misrepresented" its right to deny claims, while Ford was slapped with a \$10 million fine over its handling of the PowerShift transmission debacle.

Hyundai committed to a voluntary undertaking in February, having worked in "good faith" with the ACCC on its policies.

There's more to the undertaking than just the new 60-day policy. A full list of the things Volkswagen has committed to under its section 87B undertaking is below:

- * Engage an independent expert to review relevant consumer complaints received in the 12 months prior to the date of the undertaking;
- * Engage an independent expert to review its complaint handling system to ensure that consumer rights are accurately considered, and consumers are provided with written reasons when a remedy they request is not provided;
- * Engage an independent expert to review its consumer law compliance program;
- * Engage an independent expert to review its dealer training material and the Dealer Warranty Handbook to ensure that they comply with the ACL;
- * Update its website to include information about how consumers can make a complaint and how that complaint will be handled and resolved;
- * Develop an online tool to enable consumers to search by VIN and obtain information about technical issues with their

vehicles and available fixes;

* Email consumers within 30 day of purchasing a vehicle about their consumer guarantee rights;

* Implement a policy whereby a consumer is entitled to a remedy if they experience a defect within 60 days of purchasing their new vehicle that causes it to become immobile and no longer drivable;

* Provide clarity around the start date of the Manufacturer's Warranty;

* Review its hard copy and online logbooks for representations that may contravene the ACL;

* Undertake a mystery shopping program to monitor compliance with the undertaking;

Provide annual reports to the board on compliance with the undertaking.

WLTP test process causing delays.

Just half of Volkswagen's existing model lines have so far been approved for emissions under new WLTP (Worldwide Harmonised Light Vehicle Test Procedure) regulations, according to reports from Europe.



While the old NEDC test determined test values based on a theoretical driving profile, the WLTP cycle was developed using real-driving data, gathered from around the world. WLTP therefore better represents everyday driving profiles.

The WLTP driving cycle is divided into four parts with different average speeds: low, medium, high and extra high. Each part contains a variety of driving phases, stops, acceleration and braking phases. The WLTP requirements are now bound in EU law and all makers are required to meet them.

According to Autocar, which quotes the head of Volkswagen sales and marketing for Germany, just seven of VW's 14 model lines have so far managed type approval.

"The new tests are more cumbersome and take two to three times longer than in the past. Even limited edition models need to be tested separately," Thomas Zahn told journalists. "The coming months will be challenging for us."

The upshot of the delays is, according to Zahn, extended delays on popular model lines.

Deliveries for some Golf variants have been pushed back by six months, leading to significant frustration among customers and dealers. Autocar reports the average lead time for the Golf has blown out to 14 or 15 weeks, up from six or 10.

Top-selling versions of the Golf are among those not yet certified, with Volkswagen running its test bench around the clock to get them approved. The entire Golf range is expected to be ready for sale by the end of November, while higher-volume variants will likely be ready within a fortnight.

Volkswagen reportedly has a stockpile of cars at its factories around Europe, and has rented space at Berlin's unopened international airport to hold vehicles that have already been sold, but can't be delivered until type approval is achieved.

As for Australia, the impact of WLTP has already played out locally for Volkswagen, with fewer trim levels being offered across a number of model lines here. There will be no manual Golf R or GTI for 2019, while the base Golf 110TSI has been culled as well.

The Passat line-up also saw changes earlier this year, with the 140TDI diesel dropped along with the 206TSI sedan.

World Time Attack Arteon.

Having created a race-ready Amarok V6 last year, Volkswagen Australia apprentices are preparing a special Arteon capable of hitting 100 km/h in less than four seconds for the 2019 World Time Attack Challenge in Sydney.

The boosted Arteon will have an exterior wrap by Simon Murray, a prominent Sydney street artist, but the really exciting changes hide beneath its skin.

It rides on a bespoke suspension from Bilstein and H&R, while the engine has been given a stage-three tune by Harding Performance. There are tougher brakes from APR and Volksmuller, and the standard interior has been made race-ready with a roll cage and seats from Bond Roll Bars.

Along with the acceleration goal, the team of apprentices wants to improve on the 1:57.01 Sydney Motorsport Park lap time set by last year's Amarok.

"Last year's team built something remarkable with their Amarok build car, and the reaction from our fans and the wider public was incredible," said Luka Popovac, Volkswagen Australia national customer experience and capability manager.

"It's vitally important that we recognise our top-tier





apprentices with out-of-the-ordinary opportunities like this that showcase the talent we have in our dealer network."

The standard Arteon is no slouch, thanks to a 2.0-litre four-cylinder petrol engine with 206 kW and 350 Nm - it's actually shared with the current Golf R, along with its seven-speed DSG transmission and all-wheel drive system. It'll hit 100 km/h in 5.6 seconds from the factory, leaving the apprentice team plenty of work to do.

The World Time Attack Challenge has been run annually since 2010. The idea was to create a truly international event where the best of international time attack teams compete on the same track at the same event. Teams represent not just the tuning shops behind the car in various classes, but also their country.

65 cars competed at the 2018 WTAC at Eastern Creek in October this year, including several souped-up VWs. The fastest VW was Joshua Muggleton in the Liqui Moly Volksmuller Golf GTI, with a lap of 1:45.43, finishing 20th in the ClubSprint class. The fastest in this class was a Honda Integra in 1:38.75.

In the Open class the fastest was a Honda Civic in 1:27.75, and in the Pro-Am class it was a Mitsubishi Lancer Evo in 1:24.63.

Overall the fastest car was the insane 1,500-bhp Porsche 968 of Barton Mawer in the Pro class, in 1:19.82.

The race Arteon is currently being built, ahead of its debut at the World Time Attack Challenge on October 12 and 13 next year.

Bonneville Jetta.

A highly modified example of the new US 2019 Volkswagen Jetta has achieved a speed of 338 km/h at the Bonneville Salt Flats, as part of the Utah Salt Flats Racing Association's World of Speed event.

This speed was enough for it to take out Southern California Timing Association's (SCTA) Blown Gas Coupe (G/BGC) class record.

The powertrain on the Jetta is based on VW's 2-litre, turbocharged EA888 direct injection engine, which now produces 600 horsepower (447 kW) at 8,500 rpm. The mechanicals have been noticeably upgraded with new rods, pistons, valves, cams and exhaust, and the turbo is swapped for a more potent one as well, but the block and crank are still stock.

But it's not just outright power that gives speed, as

the car's low drag coefficient of 0.27 also played a role.

The Bonneville Jetta also had to go through other changes in the attempt to set a new land speed record in its class. Bespoke wheels and tires were installed, along with a lowered suspension, and a limited-slip differential to boost traction. The numerous niceties inside and out that you'll find in the standard 2019 Jetta were removed to save weight, while a roll cage and a racing seat with harness had to be added for safety purposes. For the same reason, the cabin was fitted with a fire suppression system and two parachutes were attached to the trunk lid to help the vehicle slow down after its high-speed run.

The THR Manufacturing-built Jetta was aimed at the BGC/C class record, which meant it had to top the speed of 208.472 mph. VW announced that the Jetta is the new record holder, with a speed of 210.16 mph, or 338.15 km/h. The car was driven at the Salt Flats by experienced Bonneville driver Scott Goetz, who said the Jetta could even go faster if boost was upped.



"It was a terrific experience to drive this car on the salt," he said. "The car inspired a lot of confidence at very high speeds. I have no doubt that we could go even faster by running some more boost, but we are very happy to have the record, knowing that there is more to come in the car if we need it."

VW of America's Hinrich J. Woebcken also said that the production Jetta could gain more power. "This record underlines the sporty credentials of our all-new Jetta and also gives a hint at the future of the GLI model, since this car uses a modified version of the GLI's powerful EA888, 2.0-liter TSI engine," said Woebcken.



The Toy Department.

Some time ago Aldi stores released a neat split-window Kombi in 1/43 scale pulling a huge speed boat. Nice little combo but a common Welly variation seen many times before.



I decided to improvise the scene and make a little more realistic and modern with a Dual cab Amarok I bought on line from China for about \$15.00 AU.



Nice detail to the model supporting a nice sports bar opening front doors, bonnet and tail gate - even has activated alarm and lights when you open the doors and the usual pull back fiction get up and go. Over all a very detailed model and even licensed by VW.



Any way - the theme was changed so that the Amarok was pulling the T1 and T2 on trailer, and a more likely and common sight these days.

Tony Bezzina

The Beetle.

So the 'Beetle' goes out of production again. Haven't we heard that before.

The Aussie 6-volt Beetle ended in 1968. The Superbug ended in 1975. The last Australian Beetle ended in 1976 (although the last old-stock weren't sold until early 1977).

The German Beetle ended in 1978. The South African Beetle ended in 1979. The Beetle Cabriolet ended in 1980. The Brazilian Beetle ended twice – first in 1986, then again in 1996. And the Mexican Beetle, the last one, ended in 2003.

At the launch of the Golf 4-based 'New Beetle' at Darling Harbour in January 2000, I sat in the 'new' bug and jumped out straight away. I hated the dashboard, it was so long.

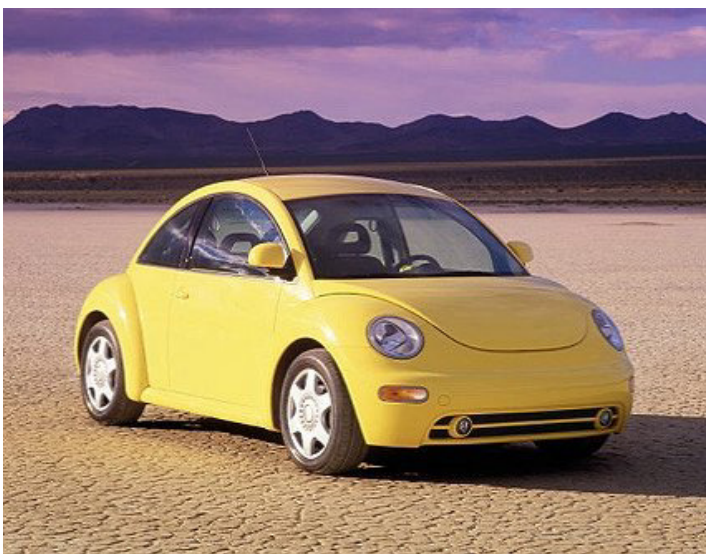


The Mexican-made plastic interior made me feel car sick. The car was too cutesy and looked like it was made for girls only. The old Beetle was for everyone.

I've tried over the years to like them, but for me it was easier to buy a Golf.

As the years have gone by, all cars have plastic interiors and long dashboards and now I'm used to them.

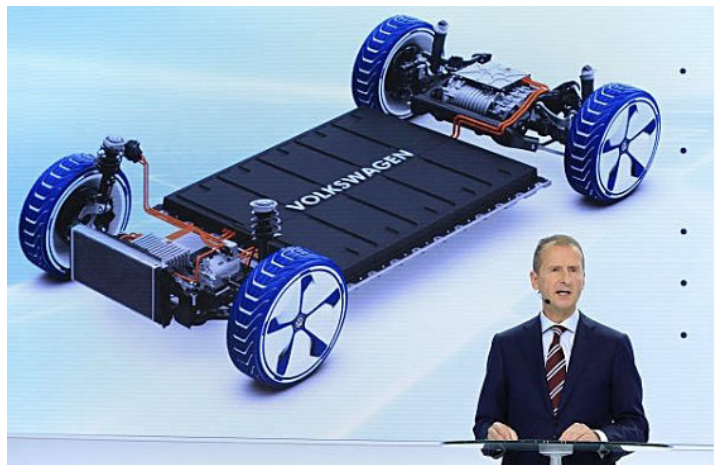
The problem is that it looks good externally but I don't



want to drive one.

The redesigned 'Mk2' Beetle that appeared here in 2013 had a better dash but started to lose the beetle shape. I think most people just buy a Golf instead, like me.

But don't fear. You know an fully electric bug will be in



Volkswagen's future. I've got no doubt that it will be back at some stage.

I just hope it's not so cute and a little bit more like the old car.

So really it's just the end of petroleum Beetles.

And until they build and sell an electric Beetle, just go and buy a Golf.

Ashley Day





T4 – a future classic!

Future classics normally come from cars you would never pick. Most of the time it's the opposite to what you might think.

It's hard to pick what might be going up in value and to stay a step ahead of everyone, but I think it's easy to pick the T4 Transporter as a future classic.

Available in Australia from 1993 to 2004, they are well built and designed for safety. They were the first front-engined VW transporter, and the first with a choice of wheelbases.

The T4 came with four or five-cylinder petrol engines or five-cylinder diesel, and later a VR6 petrol engine for the Caravelle. I prefer the four-cylinder because it's much less complex and the five-cylinder isn't that much faster.



Really, only buy one with a manual gearbox.
And T4 will be a classic but I would choose a Trakka camper, a single- or double-cab ute, or maybe an old ambulance.

Ex-tradie or work units are mostly looked after and serviced properly.



Always check for service history.
T4 rust-proofing was a lot more effective than on the T3, so serious corrosion shouldn't be a problem.
The best ones are ones that haven't been fiddled with.
Avoid the ratty, rotten ones that have already been lowered and generally tinkered with.
Good ones will easily make it to vintage rego (30 years old), in less than five years' time.
Happy hunting

Ashley Day



10 Little VW Drivers.

VW Club of NSW 'Club News', September 1971

Ten little Volksie drivers, cruising down the line; one had heavy foot, then there were nine.

"Speed limits are set for your safety."

Nine little Volksie drivers, the hour was getting late; one dozed a moment, and then there were eight.

"A tired driver is a dangerous driver."

Eight little Volksie drivers, and the evening seemed like heaven; one showed off his driving 'skill,' and then there were seven.

"Drive sensibly and sanely at all times. A car is no place for a clown."

Seven little Volksie drivers, their lives were full of kicks; one bought a whiskey bottle, and then there were six.

"Petrol and alcohol are a deadly mix. Don't drink when you drive."

Six little Volksie drivers, impatient to arrive; one jumped a traffic light, and then there were five.

"Don't gamble years of your life to save a few seconds."



Five little Volksie drivers, touring near the shore; one viewed the scenery, and there were four.

"Careful driving demands alertness at all times."

Four little Volksie drivers, happy as could be; one passed upon a hill, and then there were three.

"Never pass another car when your vision is obscured."

Three little Volksie drivers, busy yes it's true; one neglected car repairs, and then there were two.

"For safety sake, always keep your car in top condition."

Two little Volksie drivers, the day was nearly done; one forgot to use his lights, and then there was one.

"Slow down for dusk or darkness; adjust your driving for existing conditions."

One little Volksie driver is still alive today; by following the safety rules, he hopes to stay that way!

A true Type 3 story.

Volkswagen Club of NSW 'Club News', August 1966

I recently pulled up at a large 'full service' petrol station to refuel my VW 1500. A glamorous uniformed damsel approached the rear of the car with nozzle at the ready, and the following dialogue ensued.

ME: "It's in the front."

GIRL: "How many?"

ME: "Four (gallons), but it's in the front."

GIRL: (having located the front end), "How do you open it?"

ME: "Wait a moment, I will do it."

(Open bonnet and remove filler cap)

GIRL: (Firmly inserting nozzle into spring of bonnet catch)

ME: "Not there, in the petrol tank!"

GIRL: "Oh, how silly of me, OF COURSE, I AM TRYING TO PUT IT IN THE RADIATOR!"



SURE GOT A BIG RADIATOR FOR A SMALL CAR, MISTER.



Flat Four Kiama Shoreline Shakedown.

On Saturday 27 October our friends at Flat Four VW Club organised another 'Shoreline Shakedown' car show at Kiama. It was the second time it was run, and it was bigger and better than last time.

The venue was Black Beach Reserve, just off the main shopping strip and left under the railway bridge. It's a sunny, grassy park just beside the ocean, right next to where the Kiama Markets were being held, and a five-minute stroll from the main street shops and cafes. A fantastic venue!

Rod and Alison from Flat Four had asked me to help

with the PA system and music, so I was there at 7:30am to help set up. The market stalls were already up and several VWs were already there. Phil and Alison set up a marquee for me and I set up the PA system (the one we use at the Nationals) and my laptop with over 500 cool '60s summer surfing songs to play.

The VWs were soon arriving, passing the Flat Four tent and were marshalled to park together on the grass – Kombis up the back and Beetles on the left and right. Some Type 3s and a few modern VWs also arrived and these were parked with the Beetles.

It was great to catch up with friends and admire the VWs shining in the sun with the glistening ocean in the background. Some people even reported seeing whales playing out to sea. Over 60 great VWs of all kinds, sea breezes, and a great bunch of fellow VW enthusiasts to share





Bursons Auto Parts; Southern Classic Cars (VW dealer); Albion Park Cellars; Autobahn Albion Park; Marriage Celebrant Jane Mckay; Westside Mufflers; Vintage Veedub Supplies and Toyworld Kiama.



Sydney German Autofest.

On Sunday 28 October the Mercedes-Benz Club of NSW hosted their annual Sydney German Autofest at Gough Whitlam Park, Earlwood. It's more-or-less a three-part park, with a soccer style field at the front, a round grassy tree-surrounded meadow at the back and one more oval-shaped field off to the right.

The show keeps getting bigger and better, and this year the MB Club asked if some Club VW members could come a



stories, experiences and smiles with. How could life get any better?

People wandered among the cars, then through the local markets and up to the main street cafes, then back again. It was a really relaxing, enjoyable day in a great location.

The raffle draws were at 1pm, followed by some prizes giveaways and one or two awards. Flat Four even gave me a voucher and a packet of Lolly Gobble Bliss Bombs as thanks for the music – many thanks!

The event was a resounding success and something to look forward to again next year. If you missed it this year you really missed out.

Thank you to Rod and the team from Flat Four who put on a fantastic day. They would also like to thank their sponsors who made the day possible:

Wollongong Auto Excellence; Rod Penrose Racing;





bit early and help with marshaling. Steve and Zelko put their hands up and arrived early to help, but the MB Club had enough helpers already. The VWs were directed to park on the meadow at the far end, next to the Porsches and Audis. The BMWs and micro-cars had the third field, while the Mercedes, the traders and the food stands had the soccer field.

It was a good turnout of VWs, more than the Porsches and Audis but not as many as the Mercs – the day doubled as their annual concours so they were the dominant marque, as usual. Still, we're getting there, and each year there are more VWs. . .

Even one of the catering trucks was a VW Kombi, so who knows, in a few years we might out-number the other German marques.

The weather was good, sunny but a bit windy, and we enjoyed wandering among the cars. There were some cubic





dollars on display among the more expensive marques, forever out of our reach even if we won lotto, but it's nice to look and pretend.

Thank you to all the VW drivers who came along, and to the MC Club who organised a very professional event. It was a very enjoyable day and hopefully next year we can get even more VWs there.

New range of VW commercials.

The Sun-Herald, Sunday 14 August 1966

Conducted by Clyde Hodgins

A new range of Volkswagen commercials introduced this week have increased payloads, with more power, but a lower compression ratio.

In announcing the 1966 range, VW managing director, Mr Alan Gray, said the increase in payload from 15cwt (765 kg) to 1 ton (1000 kg) had been achieved by the use of heavier components in front and rear suspensions, plus the fitting of six-ply tyres instead of four-ply.

Modifications to the 1493cc engine have increased horsepower from 51 to 53.

Compression is down from 7.8 to 7.5, giving a cooler-running motor that is completely free of 'pinging.'

The engine has a larger carburettor, with a 30mm bore (previously 28mm).

It incorporates a modified cylinder head now used on all VW vehicles, with improved cooling and reduced tappet clearances for quieter operation.

With a greater load capacity the modified front axle has enlarged tubes, reinforced king pins and a stronger stabiliser bar.

Both front and rear brake drums and wheel bearings have been reinforced and the heavier rear axle incorporates stronger reduction gears and case.

A hollow rubber buffer has been fitted to each rear axle tube to prevent bottoming with the increased payload.

A new press-button catch on the rear engine compartment lid facilitates opening and access to the motor, and an improved gear selector gives more positive changes.

The modifications are incorporated in all the VW commercial vehicles, which are made up of the Kombi, pickup, delivery van, double cab pickup, microbus and container van.

Prices of the one-ton payload commercials range from \$2,350 for the pickup to \$2,771 for the microbus, and \$3,076 for the container van.

Test pickup van from Ronstan Motors, Lakemba.

Clyde Hodgins



Uses for the VW commercials are many, as here Richard Noble even uses a Kombi van to carry his Shetland stallion.



VOLKSWAGEN

SALES - SERVICE - SPARES

RONSTAN MOTORS

859-867 CANTERBURY ROAD, LAKEMBA

75-2900
75-7151





Cookie's Batemans Bay Fish and Chip Run.

The Canberra Chapter recently held their annual 'Cookies Fish and Chip Run' to Batemans Bay, driving through picturesque Bungendore and Braidwood and then down the notorious Clyde Mountain. We stopped at the Nelligen Pub where the crew from South Coast Dubbers and some from the Shoalhaven VW Club met us to join the cruise through Batemans Bay and on to Corrigan's Beach.

The trip down the hill was uneventful; however there was a smell of hot brakes lingering in the air as I came through as tail-end Charlie. In a turnaround for our events, the Beetles were heavily outnumbered by Kombis this year. We



also had a Type 3 Squareback join us, as well as Steve's bright red Beach Buggy.

On reaching the Rotary Park at Corrigan's Beach, the cars lined up and there was much chatter and banter with our fellow VeeDubbers, before checking out the local markets. From there it was on to what gives this event its name, some Fish and Chips from Berny's. This shop has been a local institution in the 'Bay for many years and it's easy to see why. Big helpings of beautiful fresh fish with thick chips, potato cakes and calamari rings was on the menu for me and my son, Angus. Neither of us could finish our meals; however we were both completely full and satisfied.

The trip home was also uneventful and a few made their own way back at different times, with one staying on for a couple of days 'down the coast'. A short stop at the Braidwood Model Car Shop is a normal occurrence and this





trip was no different. Plenty to look at with some great VW models for sale. Nothing new for me, but a few ideas should anyone ask what I want for Christmas!

Overall, a great event and one that gives Canberra and surrounding area VW enthusiasts a chance to stretch the legs of their cars and see how they go out on the open road.

A huge thanks to Dave Cook who organised this event, including having T-shirts and stickers made up. There was no fee for coming along; however the club likes to rattle the can at these events, with this year seeing all funds raised going to Soldier On.

Willie Nelson

Samila Beach Party.

Purely through making the effort to talk to VW people at a previous event, I found out about the Songkhla Aircooled Camping Party.

There was no web site for the event and I never found out anything about the VW clubs in question. But I had a bit of a feed of information from Cliften Nathaniel, a Malaysian VW identity who is famous for having driven in a convoy of Transporters from Malaysia to Hannover and back. Through WhatsApp, Cliften provided me enough information to get Larry (see previous articles) and myself to the venue.

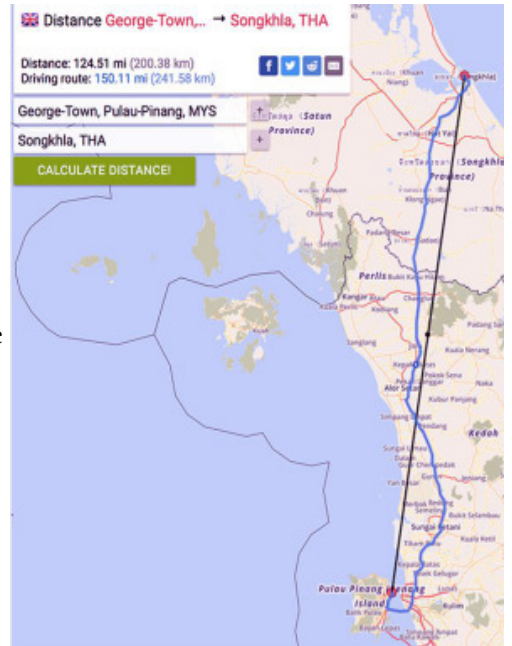
I was unsure when to arrive, where to stay and how long to stay, the sort of questions

that Westerners take for granted as essential. I booked two nights' accommodation at a hotel close to the venue; lucky guess, as the beach is seven km long. Everything communication-related in Thailand and to a lesser extent, Malaysia, is much fuzzier than what we're used to.

Larry's 1969 Beetle, which I'm sure you've read about already, was our means of conveyance. If you or I were to go on a round trip of 483 km, we would make sure everything mechanical was in tip-top shape, and to Larry's credit, he did try to get a service done, but when his VW specialist mechanic said he didn't have any valve-cover gaskets, I said, "just leave it."

We embarked on the journey from Penang to Songkhla, which is in a foreign country, with an engine needing a service, rear wheel bearings grinding, suspension crashing through holes, loose steering and no spare tyre. But we made it, and more importantly, made it back as well.

Referring to the map, I live on Langkawi, the large island in the middle. Larry lives on Penang, so I had to get the ferry to Penang first. To get off Penang you can take the car ferry or go over one of two bridges. The route north is mostly toll-based expressway



within Malaysia; smooth sailing. At the border you need to get a permit to import your car and arrange vehicle insurance for the duration of your stay. Complex, unclear; the sort of procedure that you could only carry out smoothly if you've done it before. We asked some friendly Malaysians who even let us follow them in their car to the insurance agent.

On the Thai side of the border the road deteriorates, no expressway at all, but I noticed that Larry's mood improved. We wasted no time in re-familiarising ourselves with some local wildlife (see over:)





Progress along Thai roads was much less swift, but at least the food was good. We had to negotiate a lot of traffic near the city of Hat Yai, but there was one advantage of our route: from the border it was all straight ahead, directly to the event location, as it turned out.

The venue was right at the beach with a great view and lots of tree cover. It was divided into the camping zone, stands for food vendors, an area where businesses selling VW equipment had their wares on display and the party zone: tables and chairs and a dance area right in front of the stage, which was crowned with a giant VW logo. Right near the stage was the stand of one of the major sponsors, Chang beer.



Can you picture this working in Australia?



Mr. Joe makes a great Pad Thai. The stools are embossed with a VW logo.

Larry and I spent Friday checking out all the cars as they arrived and Dub-talking. The language barrier wasn't too high; those taking part were mostly from Thailand, but I

imagine that if you're Thai and into air-cooled, you would have gone to the trouble to learn some English; visitors from Malaysia, where English is spoken well, and various other nationalities. There was another Australian, a fellow from Wales, Mike the VW-head from California, Singaporeans, Indonesians and a couple from Poland, who had come to Thailand specifically for the event and to get married!



An original 1967 Transporter, once owned by the Thai royal family.



but now owned by the most prominent event organiser (sorry, I can't remember any Thai names, they're too hard). Here he shows off the 1967-only sliding door and the factory-fitted fold-out step.

Friday night: time for beach partying. The music was great, a Thai band doing reggae, even singing with the Jamaican accent, mon.

Saturday morning brought a change of venue for those interested: drag racing on the island just to the north. A





The rationale for the Beetle engine in this Notchback: AC.



The "rustic" looks seems to have caught on. The camping ground was very sandy, which successfully kept all non-VWs out.



but this clever fellow fitted an alternator and an AC compressor to his Type 3 wagon. Full marks!



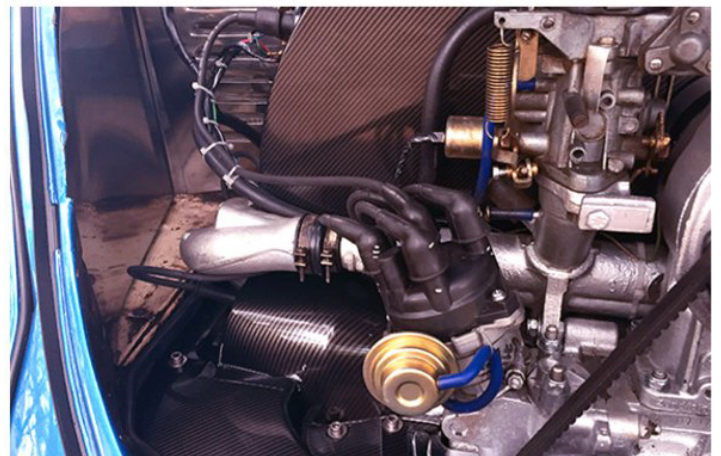
This Type 3 Karmann Ghia is a stunner.



Two interesting additions here: LED headlights and carbon-fibre rims



Unbelievable, no cracks!



Carbon-fibre fan housing and tinware, but I wonder about the ducting inside. Also, another mysterious electronic distributor, which are popular in Thailand also.



Camping done properly



The red building on the side of the drag strip is a convenience store. Larry and I had our fair share of beer from their fridge. Half-way down the strip there was a local stall selling food where I had a decent khao pad.



I know where this fellow's AC condensor is.



This Beetle was consistently the quickest all day, even though it's limited by a 34PICT. There is a special class where you can do any engine modifications except for the stock carburettor.



I wasn't expecting to see a Type 4.

convoy of VWs set off, traversing the entrance to Songkhla Lake by ferry. Quite a few of the VWs competing in the drags did their prep in advance, stripping off engine lids, which removed the number plate, bolting on a stinger, making lots of noise and then proceeding through the streets of Songkhla, right past traffic police, who just waved us through. We then proceeded to a nice length of straight, flat concrete road near the port's container terminal. This was a public road, right near a local village. There was no cordoning off and no signs,



much less a Country Buggy.



Will I make it to this event? On the strength of Samila Beach, probably "yes".

just some witches' hats to mark the drag strip.

Saturday night saw more beach partying, joined by an exceptionally good Malaysian band which also did some great reggae numbers, and awards for Show and Shine.

It's done quite differently in Thailand, with no event program, an absence of official controls and an emphasis on having fun, but what shines through is the passion for all things VW and a deep knowledge of the necessary restoration and modification skills which I did not expect. And VW camaraderie transcends all borders.

Rod Young

Beetles team up.

The Sun-Herald, Sunday 24 August 1975

Technical college apprentices this week ended Operation Beetle, a massive operation involving 13 Volkswagens.

The project meant getting 13 wrecked Beetles, repairing them and decking them out in the colours of the twelve Sydney Rugby League teams - and the Australian team.

The green and gold of the Kangaroo car will be topped with a life-size aluminium kangaroo hand-beaten by apprentices at Gosford.

Trainees from Newcastle, Canberra, Wollongong, North Sydney, Granville, Meadowbank, Bankstown, Gymea, St George and Sydney tech colleges shared the big task, which began in February.



Gayle Haurat, 20, of Birsong, gives the kangaroo a final brush up.

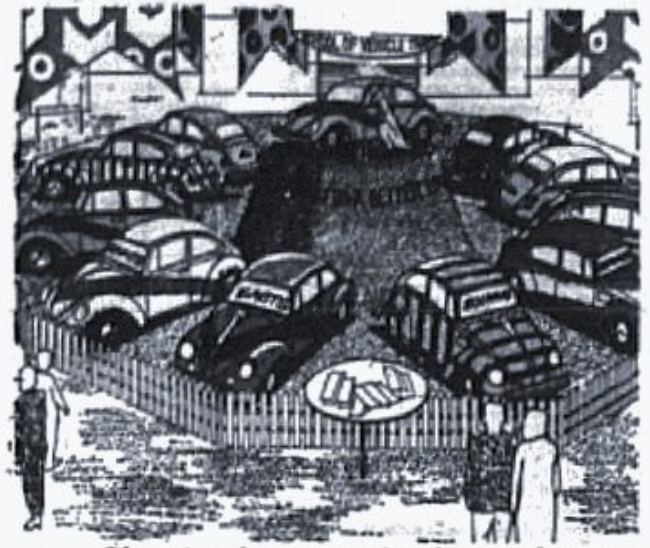
Even the seats are covered with the same material - and of the same colours - as the guernseys of the teams.

The head of the school of vehicle trades, Mr Don Wait, said the apprentices had worked at the task with an enthusiasm that produced the best skills and qualities.

He hopes now that the NSW Rugby League will allow the VWs to parade on grand final day, weather permitting.

Meanwhile, the cars and the 'roo mascot will be on show at the Sydney International Motor Show, beginning at the Showground on Friday.

MOTORING



Sketch of apprentices' stand.

VWs show true colours

For football fans the special exhibit by the Department of Technical Education will be the star attraction of this year's Motor Show.

Young NSW motor trades apprentices — with a little help from their teachers — have done up 13 VW "Beetles" in the colours of the 12 Sydney League teams and the green and gold of the Kangaroos.

The VWs were bought by the School of Vehicle Trades, all extensively damaged. In fact they were insurance "write-offs." The apprentices practised their craftsmanship in bodyshell realignment, panelbeating, painting and interior trim restoration.

Vehicles' interiors have been refurbished by apprentice vehicle trimmers, who have upholstered the

seats and interior trim in the same coloured jersey material as is worn by the players.

To add a further football flavour, the cars will be displayed on a stand which resembles a football field, with artificial grass and goalposts.

Photographs of the cars as they were before being restored will show how much damage the students had to repair. Show visitors will be amazed by their skill.

Caricatures of the mascots of the various Sydney League teams are painted on the sides of the cars and, to add emphasis to the Australian team car, a man-sized kangaroo has been beaten from sheet aluminium to add a crowning touch of fine craftsmanship.

The display is on the ground floor of the AMP Pavilion.

Type 3 troubles.

VW Club of NSW 'Club News', August 1965

This summary of a VW1500 will appear to have been written by an enthusiast working for an opposition make of car, but actually it was written by a 'VW enthusiast' who wishes he was.

The car is now 6 months old and out of warranty. It is a small warranty. VWs are so reliable they can afford to give such generous warranties.

You cannot form an opinion on all VWs from one bad one, or from one good one. I have had two VWs now, and they have probably shown me the best and worst of themselves. I am not writing this to express myself as a VW hater (to the contrary), but to merely point out that perhaps we over-rate the quality and dependability of VWs.

I could hardly wait to take delivery of my new Australian-built VW 1500 in November 1964, and when the time finally came I proudly inspected the machine that probably will be the cause of me having grey hair in my early twenties. Who knows, I may even end up with ulcers. Walking around the car I examined the two-tone paint job on it, still not completely dry but already scratched with pieces of masking tape on the body and paint on the tyres and hub caps. Next things that came to my attention were:-

1. Bonnet did not fit properly.
2. Chrome strips did not fit properly.
3. Paintwork had lumps on top of the mudguards and air vents.
4. Glue was in plentiful supply over the interior trim and paintwork.
5. Registration sticker had left behind a trail of sticky watery glue on the windscreen and dashboard.
6. Interior light didn't work.
7. Oil warning light didn't work.
8. Tail light didn't work.
9. Doors were too hard to shut.
10. The bonnet was opened for the first time, then it was nearly impossible to shut. Same with the rear boot lid.

So much for the pre-service. During the first 300 miles period my list of complaints was steadily growing and now included:-

11. Gear box - excessive noises.
12. Dip switch - flew apart in my hand.
13. Spare tyre with no valve

fitted.

14. Speedo didn't work.
15. Carbie sticking - not giving full throttle
16. Front stabilizer bar loose.
17. Traffic indicators not working.
18. Faulty rubber sealing on left door.
19. Poor quality door trim - falling apart.
20. Petrol tank leaking.
21. Accelerator pedal hinge pin falling out.

After much mucking around most of these items were replaced and repaired, but the gearbox was to be put off until the car had done 6,000 miles. Meanwhile the car could be relied on to rapidly deteriorate. The car was now a pain in the neck to drive with its howling transmission, squeaky brakes and an engine which delighted in running on after the ignition was turned off.

At 5,000 miles the transmission was unsuccessfully repaired. The cylinder heads were modified to reduce pre-igniting, the ignition leads were replaced, the front brakes were modified and the carbie linkage at last was modified. The speedo, which had not been fixed properly, was still not working. The two-toned paint work was lifting off when the car was washed and the car was still getting worse.

At 5,500 miles the two tone paint work was redone, but this time an 'A-1' job was done. Another door trim had to be fitted to replace the one that was falling apart at the seams,

Volkswagen's new big car



The VW 1500 which will not be seen in Australia until after the 1961 Frankfurt Motor Show.

New "Volks" details stay secret

MELBOURNE, Friday. — The new 1500 c.c. Volkswagen will not be shown to the motoring world until the Frankfurt Motor Show on **September 21.**

<p>The general manager of Volkswagen (Australia) Pty. Ltd., Mr. A. V. Gray, said today the car had not yet been released for sale in Germany, and he had</p>	<p>received no price information. He said: "Until then, it's not possible to calculate the eventual Australian price."</p> <p>Mr. Gray said "tooling up" at the Volkswagen plant in Australia would take at least 12 months and would cost millions of pounds.</p> <p>Buyer appeal</p> <p>He expected the impact on the medium size car market would be considerable.</p>
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£100
MINIMUM TRADE-IN ALLOWANCE
ON ANY CAR
REGARDLESS YEAR, MODEL, MAKE, CONDITION



"A big powerful car with a name like Volkswagen should attract plenty of buyers," Mr. Gray said.

Only limited technical data on the new model is available.

It is known that the "1500" will have many features of the original model—air cooled engine at the back, two door styling and independent suspension on all wheels.

It would also be available in station wagon form.

which was replacing the first one that had the same faults.

At 6,000 miles the transmission was again repaired (unsuccessfully). The oil warning light and fuel pump were replaced. At this point the car's reliability was improving (apart from transmission troubles) and it is about time too.

An approximate total for parts and labour to date for all work done on this car is £235. This total would probably exceed the total on my first VW by £230. V.W.A. would probably refer to cars such as mine with one of their typical advertisement statements, "Nobody is Perfect" and unfortunately I am in a position to have one of the misfits they are referring about.

Of these misfits the 1500s seem to have more than their share, for some unknown reason. The 1500 couldn't be too bad though, after all they have sold over half a million around the world so far.

The 1500 does not fit the popular description of a Volkswagen, which is the 'Beetle', or Bow-legged weevil with a bashed in snout, but it still has that character which makes the VW enjoyable to drive.

Because the 1500 has a conventional shape, many people don't recognise it as a Volkswagen. This becomes evident by the small and funny incidents which occur from time to time. For example, from passengers, "What is it? Where is the engine? It's not a Volkswagen is it?"

From garage attendants (occasionally standing at rear of car), "Where's the petrol cap?" Once in a garage I was checking the oil level when the attendant wanted to fill the engine up with petrol through the oil cap.

The 1500 will never be as famous as the 'Beetle'; will just be an elegantly styled (and unreliable???) variation of it.

John Price

What IS wrong with the VW 1500?

VW Club of NSW 'Club News', August 1965

In September 1963 I brought a Gulf Blue VW1500, close as I could calculate approximately 12 months sine their release in Germany, allowing time for teething troubles.

With just 190 miles on the clock Bernie and I drove to Bathurst for the Armstrong 500, a little trip to run her in. I piloted it going up, driving fairly sedately, but Bernie thrashed it home - on occasions, to my horror, reaching 70 m.p.h. in 3rd gear. "Ziss will be a beauty," he said.

After the usual VW 1500 complaints, ranging from flat spots to shuddering clutches (they were fixed under warranty), I settled down to quiet motoring, e.g. trials, gymkhanas, traffic light derbies, monstrous trips all over N.S.W., manning controls for senior trials, a low flight to Melbourne one Easter with 4 up with luggage. Also, during 1964 K.L.G. 300 Trial, DCF-707's speedo registered on the flat with 3 up, 97 m.p.h.

After this fashion of driving one can expect rapid

41 DAILY MIRROR, FRIDAY, MAY 18, 1961

NO BIGGER VW FOR AUSTRALIA

By PETER BURDEN

The larger and more powerful Volkswagen 1500 saloon will not be released in Australia this year.



Mr. Allan V. Gray, the managing director of Volkswagen Australia Pty. Ltd., said this yesterday.

Mr. Gray said that a serious labor shortage at the Volkswagenwerk, West Germany, had reduced the supply of components needed to assemble the Volkswagen 1500 locally.

The factory can only

supply 85 per cent of world demand for the standard model Volkswagen even though production is now running at more than one million vehicles a year.

The new Volkswagen 1500 has more up to date styling than the standard model and is powered by a 1.5-litre air-cooled engine.

It would probably sell locally for about £1200, including sales tax.

engine and transmission wear.

At 50,081 miles I stripped the motor and transmission and this is what I found:-

Engine:-

1. Barrels - no measurable wear, could still see hone marks throughout the bore.
2. Bearings- signs of gymkhana pounding present but still running on the top layer of bearing material.
3. Crankshaft - no measureable wear. :
4. Rings - top rings gap .018 .020 and second ring gap .016.
5. Piston Pins - No. 3 bush and pin worn out, others like new.
6. Clutch - Plate and carbon thrust like new.

Transmission:-

1. 2nd gear synchro gone.
2. 3rd gear synchro on the way.
3. All bearings except pinion bearing in . 1005? condition.

After seeing these parts,- what can be said against the VW 1500?

On rebuilding I made a few changes.

1. Twin carbys 'S' type.
2. High compression pistons, 'S' Type.
3. Fully balanced.
4. 8 dowel pins in crankshaft.
5. Stronger valve springs.
6. Stronger rocker stanchions.
7. Oil filter (for larger oil capacity).

Incidentally I ran DCF-707 on B.P. Visco Static engine oil, changing it between 5,000 - 7,500 miles (or when I thought of it), and in the transmission at 300 miles change was added a tin of Molyslip. No transmission oil change was made again.

Barry L. Pond

PS. As I have often remarked, it is not always the fault of the car. It's more often the owner/driver.

The Bradley GT.

ClassicCars.com

You could build just about anything from a Volkswagen Beetle floor pan and a fiberglass body kit, mainly dune buggies, ersatz Porsche Speedsters and the occasional sports car, such as the Pick of the Day, a 1976 Bradley GT.



These US kit cars were made by Bradley Automotive Corporation of Plymouth, Minnesota, founded in the late '60s by Gary Courneya and David Bradley Fuller to make fiberglass beach buggy parts, and soon their own buggy design called the Bradley Baron. In 1970 they released their first kit sports car for the VW chassis, the Bradley GT.

The Bradley GT was available in kit form in varying states of completion, up to a fully assembled vehicle. The GT's body was a two-seat coupe with low curved sides and no doors. Weather protection was provided by two frameless plastic panels that extended into the roof and hinged up gullwing style. Hidden headlamps were mounted under two large opaque covers.

The body was laid up in fiberglass and designed to mount on an unmodified Volkswagen Beetle chassis. The GT thus used the VW's 2,400 mm wheelbase, while front and rear tracks could vary depending on the builder's choice of wheels and tyres. The car used the normal VW suspension, gearbox and engine and these could easily be modified for more performance.

The GT incorporated many parts from other cars built in larger volumes. The windscreen for example was from the 1963-1967 Corvette. One consequence of this reuse of



common parts is that many parts for the GT remain in plentiful supply in the USA today.

The Bradley GT was in production from 1970 to 1981 and was described as the biggest-selling VW kit car in the world. The total number of Bradley GTs produced is estimated to have been 6,000 cars.

Bradley released a redesigned, more sophisticated and more expensive version in 1976 called the Bradley GT II, but this was not a success. Only around 500 were made before the Bradley company went out of business in 1981.

Here we have a completed Bradley GT that until recently was owned by an Air Force colonel, according to the Cadillac, Michigan, dealer advertising the car on ClassicCars.com. The car is an original period build, the seller says, that was well-cared for.

"The car was always garaged kept and upgraded to four-wheel disc brakes, and the engine is totally rebuilt with less than 50 miles on the car," the seller says. "The body is in great shape with original stripes and graphics."



These GTs were notable for their trendy gullwing doors, which were also notable for rattling, shaking and coming loose. Like most Bradley GTs you see these days, the doors are removed, making the car a T-top convertible. The removable doors and an uninstalled center console are included in the sale, according to the ad.

The engine is a Volkswagen 1,600cc, dual-port flat-4 that was recently rebuilt by a professional VW mechanic, and it has just 50 break-in miles, the seller notes.



Because you've always wanted a sports car



Build it now!

It's easy with the Bradley GT, the world's most popular car kit. You can do it with common hand tools on your weekends, evenings or vacation time.

How it works is that you get yourself a used VW. Remove the body and drop on our complete body with custom interior.

So you get all the unbelievable good looks of an exotic sports car, without all the unbelievable troubles of an exotic sports car, because this beautiful machine fortunately has a Bug In It.

BRADLEY GT

BRADLEY/Automotive Div. of Thor Corp.
7669 Washington Ave. S.
Edina, Minn. 55435 Dept. VW-3

Send me your brochure for \$1.00. (Special offer)

Send an assembly manual for \$7.00.

Name _____ Age _____

Address _____

City _____

State _____ Zip _____

Business Phone _____

Home Phone _____

"Everything works! All the gauges including the tach, all the lights, wipers, horn and turn signals," the ad says. "The clutch is brand new, brakes are great and transaxle shifts as it should.

"The car has great-looking wheels and tires, and is a ton of fun to drive."

With their lightweight fiberglass bodies, Bradley GTs can be quite quick and fly through corners due their low centers of gravity. This one looks very clean and, as noted, should be a blast to drive. The VW drivetrain ensures reliability and easy maintenance.

Bradley GTs were always a poor man's exotic sports car, and this example is affordably priced at just US\$9,195.

Thanks to Carl Moll for the article

The Bradley GT... the largest-selling Kit Car in America.

VW Greats magazine, February 1975

The gull-wing is back! No, not on the Mercedes, and we're not talking about the Bricklin. We're talking about the biggest-selling kit car in history, the Bradley GT.

The Bradley GT is designed to fit right over a standard



Volkswagen Beetle chassis, meaning that there's no shortening of the wheelbase necessary. Bradley Automotive says that the Karmann Ghia, or a Fastback or Squareback floorpan and running gear could conceivably be used if the proper modifications were made, but they advise against their use simply because of the extra welding and labour needed to accomplish the body swap that would be necessary with these models.

Dan Hurwitz built his Bradley GT in his spare time in 7½ months. He estimates that he has spent about \$3000 on the car in addition to the original kit price. The prices vary according to whether you want the kit unassembled or pre-assembled, but the basic prices are \$2995 for the standard unassembled kit, and \$3995 for the pre-assembled one. The latter kit includes every bit of trim seen on the car in the photographs.

For a complete price list and a list of items included in each kit, write to Bradley Automotive, 10 West 38th St., Minneapolis, MN 55409.



Engine cover is wide enough to allow easy

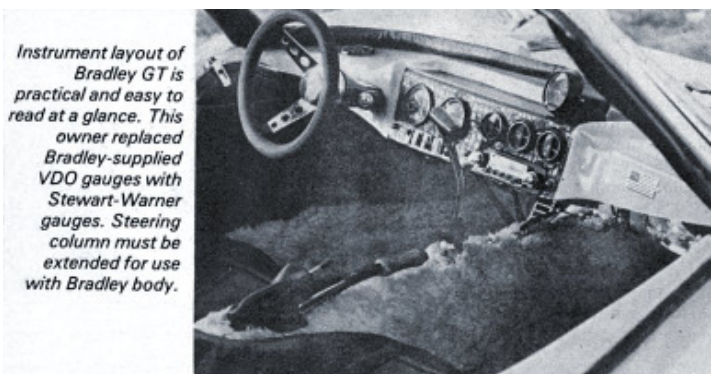
access to engine and its components.

Dan looked at many kit cars before he made his decision on a Bradley. The reasons for his final choice were that he wanted something that looked like an exotic Italian sports car.

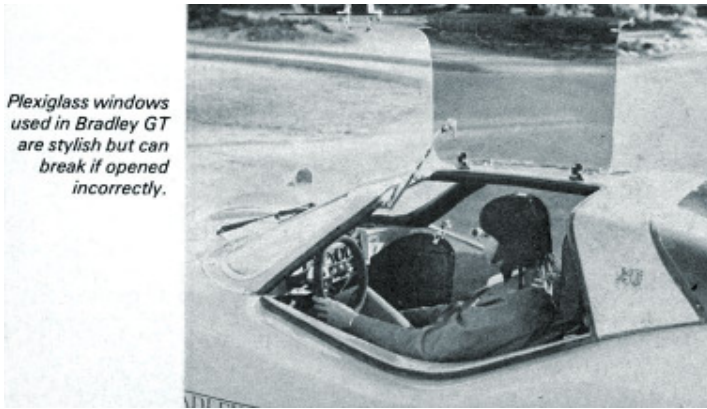
With the present single-port head engine, Hurwitz has reached a top-end of 110 mph, but hopes to switch to Weber carburetors and improve his top end.

Although Bradley supplies VDO instruments with their kit, Hurwitz preferred Stewart-Warner gauges. Against an alligator background he installed a 160-mph speedometer, a 7000 rpm tach, and oil pressure, ammeter and fuel gauges. Next to that he has installed a Motorola AM-FM stereo radio. The rubber-rimmed steering wheel is a Covico. A touch of flash is provided by chrome and rubber Cal Custom accelerator, brake and clutch pedals.

The Bradley GT goes further than most kit cars in that it has full ventilation. Two scoops up front ram air into the interior which has two vents on each side of the passenger compartment.



Instrument layout of Bradley GT is practical and easy to read at a glance. This owner replaced Bradley-supplied VDO gauges with Stewart-Warner gauges. Steering column must be extended for use with Bradley body.



Plexiglass windows used in Bradley GT are stylish but can break if opened incorrectly.

For really hot weather, the gull-wing doors can be taken off and the car run as a semi-Targa-style coupe.

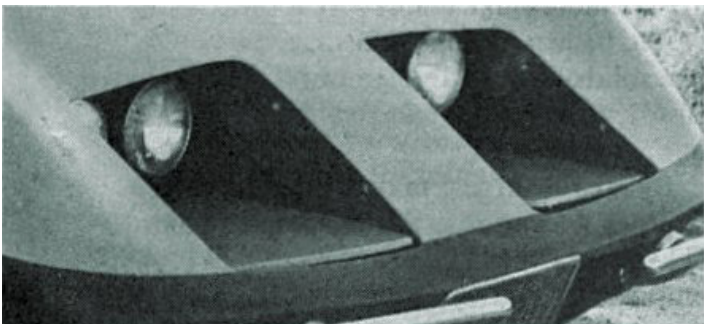
To get more of a sports car effect, Hurwitz chose Appliance wire wheels and radial tires. He tried Pirelli radials first, but wasn't happy with their handling and later switched to Dunlop radials, size 165SR x 14.

The chrome front bumpers came with the Bradley GT kit, and are outstanding among kit cars because of their strength and the amount of protection they give. Of hardened steel, they go through the body and attach to the frame.

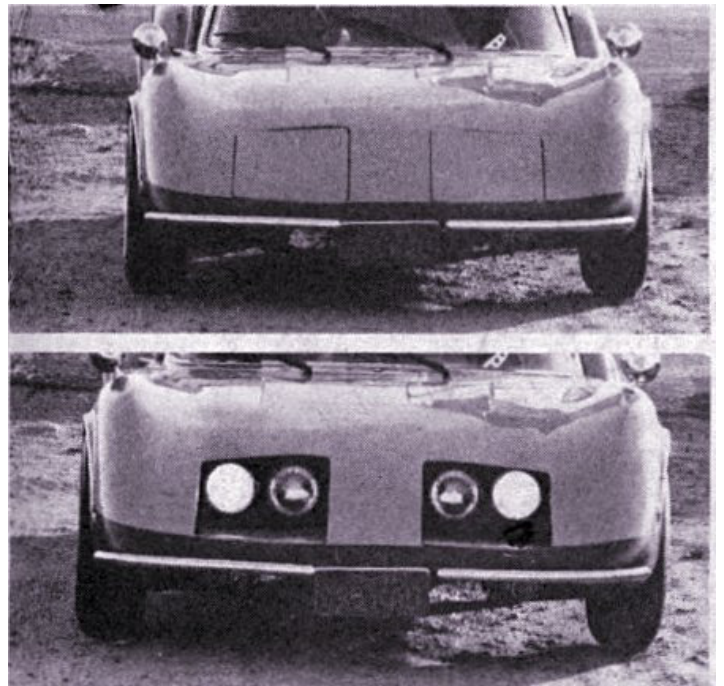
Because of some obscure California vehicle regulation, Hurwitz had to install his own back-up lights, which weren't provided in the kit. Other areas which attract the attention of the authorities are the headlight height, which is below the California minimum of 20 inches, and the smoked rear window plexiglass. Although he's been stopped by the authorities, Hurwitz has yet to be cited on the latter two features.

The engine is easily accessible through a back hatch, which is very similar to that used on VW Buses for many years. Ordinarily there is a prop to hold it up, but Hurwitz hasn't installed this yet. Hurwitz has retained the stock single-port 1500cc engine, but even with this meagre powerplant, he has turned a top speed of 110 mph (177 km/h).

Assembling the Bradley GT is a fairly simple operation. You start by removing the seats from your Beetle. Next, after the four bolts that hold the gas tank are pulled, the gas tank is removed. The steering shaft is then unbolted by removing two bolts from the universal joint, and if the car is an automatic, the vacuum tank must be disconnected and removed along with the fluid reservoir. Also, the special automatic wiring and vacuum switching valve should be saved. The final step is to disconnect the manual choke or the electrically operated choke, and to unplug the coil, voltage regulator, oil pressure sender and so forth.



Bradley GT has one of the best bumper setups we've ever seen in a kit car.



Covered headlights are used on Bradley GT to streamline aerodynamics of car. The hatch covers are raised and lowered by a cable controlled from dashboard.

The body is removed simply by loosening the two bolts ahead of the gas tank and the bolts alongside the outside edges of the floorpan underside. There are more bolts to be removed that become visible when the rear seat is removed, and after taking off the rear wheels and tires, you can unbolt the wheel wells.

Volkswagen Beetle bodies are heavy, and unless you have four or more stout fellows, it takes a chain hoist or block and tackle to lift it off. Bradley Automotive cautions you to save the bolt-to-floorpan rubber seal used to insulate the body and chassis. This can serve as weather stripping for your Bradley GT.

Before the Bradley GT body was mounted, Hurwitz did most of the installation on the minor body parts, such as gauges and rocker switches on the instrument panel, and the taillights and turn signals. It is a lot easier to install these, reports Hurwitz, when you can crawl underneath the body to drill holes and such.

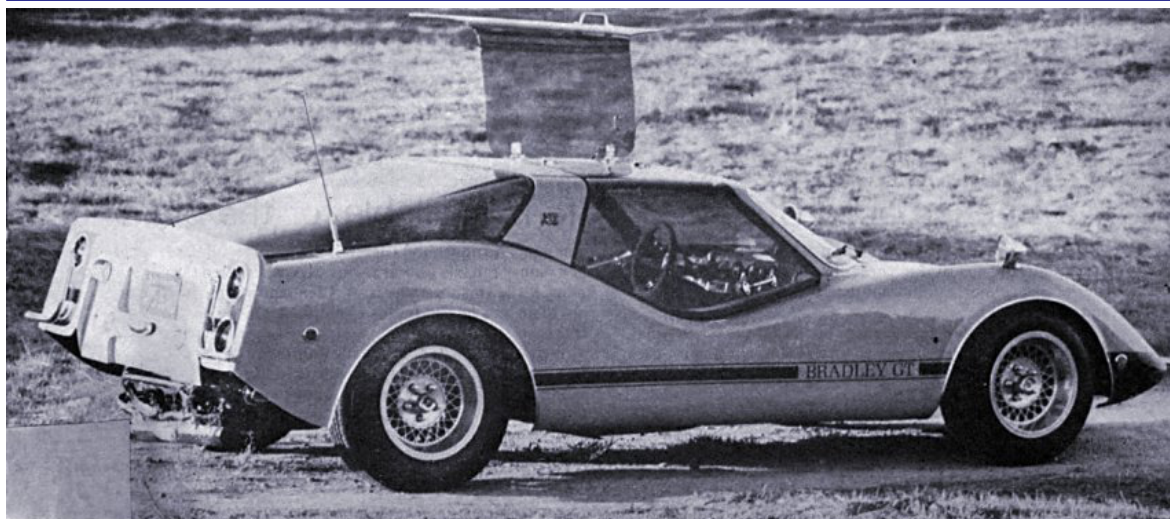
In putting together the headlight assembly, Bradley Automotive even recommends turning the body upside down to facilitate installation of the headlight covers and headlight boxes for the quad lenses.

The stock Volkswagen gas tank is not used. Instead, a 12-gallon (55-litre) steel tank, which mounts under the rear jump seat, is provided with the Bradley kit.

It's up to the kit buyer to install the air ventilation ducts, using his own heater hose to route air from intake ports drilled along the nose of the body.

Fortunately, the stock heater control cables from the VW can be retained, and heater tubing is supplied with the kit to permit routing of the heat to the windshield for defrosting and the other footwell outlets.

Wiring is always the biggest challenge in kit cars, but Bradley Automotive tries to simplify it by supplying a wiring



Rear three-quarter view shows extreme fastback of Bradley GT. Extreme rake and dark tint of rear window obscure vision somewhat.

position in the Bradley GT is comfortable, with as much legroom as any Beetle. The steering wheel Hurwitz chose was small, but it gave the car a sports car feel. We soon found that the Bradley, especially with the Koni shocks, is an enjoyable machine to drive. It oversteers a bit, but this could be corrected with a larger front anti-sway bar.

harness, complete with all the ends and fasteners.

The tyres and wheels are mounted on the VW chassis before the Bradley GT body is lowered onto it. Holes are drilled through the floorpan mounting holes, and through the body mounting flanges on the Bradley, and 3/8-inch bolts used to secure the two together.

Because the interior of the Bradley requires the steering wheel to be out further than it is in a stock VW, the Bradley GT kit includes a steering column extension tube which is good for about a foot of additional length.

The roof of the Bradley GT is installed separately, and hardtop upholstery is included in the GT kit that matches the bucket seats. The Bradley GT kit uses a stock '63 to '67 Corvette Stingray windshield. The top is held on by bolts and straps, but it's not considered a structural member so don't count on it for roll-over support!

The plexiglass gull-wing doors come slightly larger than the door opening which calls for hours of grinding on the edges. There are door latches that come with the kit that pull the doors snugly against the door-edge weather stripping, and help to insure a tight all-weather fit. There are also door props similar to the one used to support a Vega hood, allowing the doors to be propped open. It is too bad they don't just close up automatically like the old Mercedes gull-wing, but then the Bradley isn't a \$7000 car either.

The Bradley GT comes with two form-fitting bucket seats and snap-on upholstery for the rear stowage bin that's supposed to simulate a seat. But since there's no legroom for rear seat passengers, we assume that you can't count it as a usable seat.

The seating

Bradley Automotive frankly admits that they could have made the body shell of the Bradley GT lighter, but they feel that strength is important so you don't have a lot of flexing. They also feel that the thicker shell offers better accident protection - something most kit car firms choose to ignore.

The colour on the Bradley GT is impregnated right into the body. There are six metalflake colours - red, blue, green, brown, orange and silver and only two solids - white and sunburst yellow. Bradley supplies decals to affix the car name to the back.

By far the largest maker of kit cars, Bradley Automotive has made over 5,000 GTs since 1971. They have recently employed a Detroit stylist to design a second-generation kit car.

We think it's one of the best-built kit cars we've seen to date, maybe because it's made in Minnesota where the roads are rougher and the weather is less than hospitable, and we know it will hold up well even in that kind of impossible terrain. Even so, we hope the next one will be even better.



You've made your mark. Now make your Bradley GT.

Make it with the Bradley GT sports car kit. The sleek, classic Bradley GT is custom-designed for assembly on a Volkswagen chassis. So you enjoy the economy and dependability that comes from the world's most popular compact... and the style and performance that comes from the world's finest car kit. You've made your own mark. Isn't it time to make your own sports car?



Send \$1.00 for brochure or \$7.00 for Assembly Manual, write to BRADLEY, 7669 Wash. Ave. So., Edina, MN 55435.

BRADLEY, Automotive Division of Thor Corporation, Dept. MI-7
7669 Washington Ave. So., Edina, Minnesota 55435.

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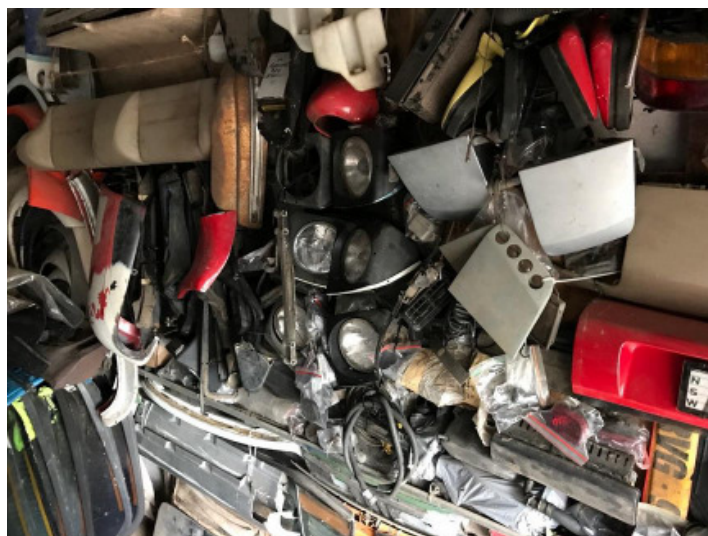
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This Assembly Manual and Bradley GT may be charged to your BankAmericard
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The rarest of the rare.

Over many years I have wrecked hundreds of Volkswagens and Porsches. I have been to hundreds of swap meets, garage sales, wrecking yards and second-hand shops, and I have visited many peoples' VW collections.



Those parts can be bought on the internet any time. So what is the cream that rises to the top after all this hard work?

Why?

I was always hunting for gold.

I considered myself a gold hunter, and the more dirt you move the more gold you'll find. Therefore, the more parts you can move the more rare stuff you'll find.

Mostly I do it to get things I need for my own cars.

So you would think it's things like heart-shape tail lights or semaphores that I look for, but there are things that are hundreds of times harder to get than those.



It's the small things, the things you can hold in one hand or maybe one finger.
 These things can't be replaced with money and take a lifetime to find.
 Keep your eyes open!

Ashley Day

Nobody's perfect.

Let's face it, everybody has times of depression. For many reasons anyone can suffer from depression or from mental illness.

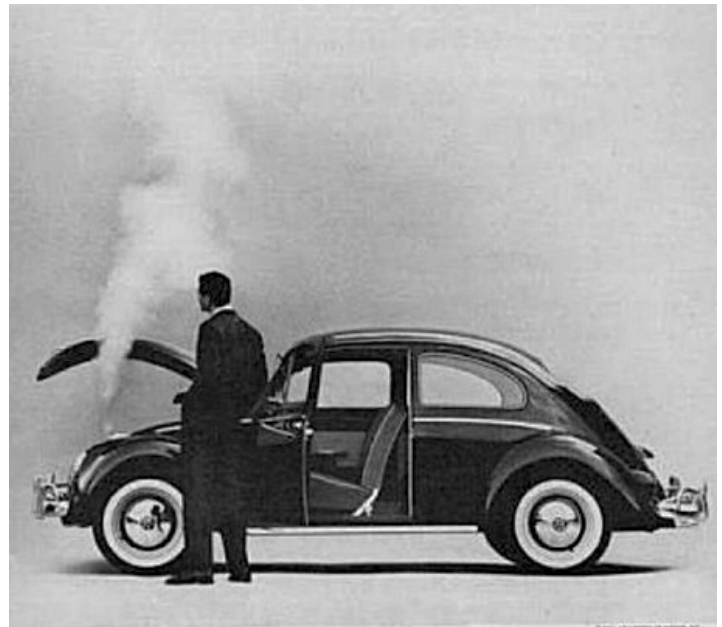
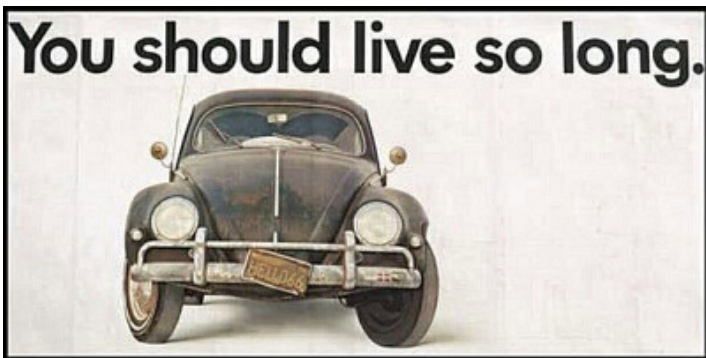
So let's get rid of any stigma here.
 Some days are diamonds and some days are stones.



Nobody's perfect.

But don't forget that you have your Volkswagen, and that you have many friends in Club Veedub Sydney – after all, we all like, and are even passionate about, the same things.

This car club is more important to people than it is given credit for. You don't feel so crazy when you meet people doing the same things as you.



Impossible.

A Volkswagen can't boil over. It's physically impossible. The reason is obviously simple: the VW's rear engine is cooled by air, not water. Since air can't boil, neither can the car. If you had to, you could drive a VW all day at top speed through a desert. Or edge along in bumper-to-bumper traffic on the hottest day of the year.

You may get all steamed up, but not your Volkswagen. Chances are you'll appreciate the air-cooled engine even more in winter. Air can't freeze any more than it can boil. So you don't need anti-freeze. (You couldn't put any in a VW even if you wanted to, there's no radiator. And as for hoses to leak. No driving. No leaking. No rust.)

In the past, a few VW owners have been stupid to find a petroleum gas station on tandem with a bucket of water and no place to put it. But we've taken care of that in our '61 model. This year, a windshield wiper is powered equipment. It uses water. Let the man fill it up.



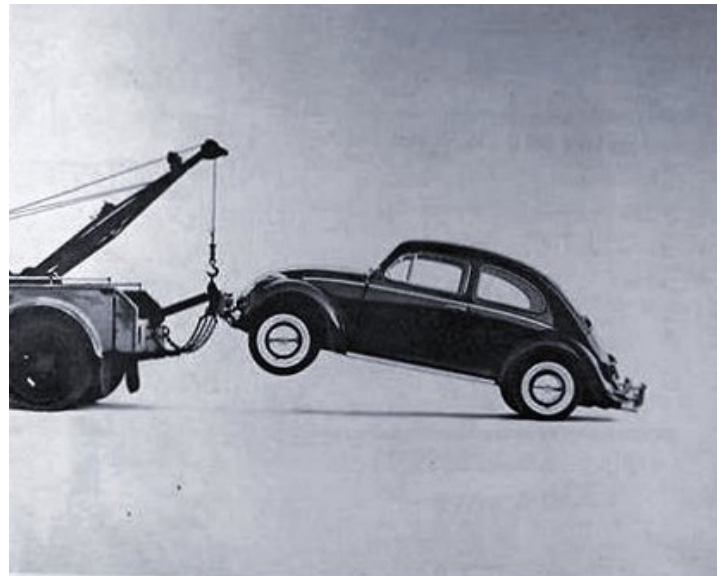
We have a special group of people in Club Veedub, with many talents and backgrounds, and we all have our love of Volkswagens in common.

So if you're a bit down for some reason or another, or having trouble, make sure you let one of us know.

Don't keep it to yourself, you have friends.

I'd like to thank everyone at Club Veedub for the hard unpaid work they do, it means a lot to a lot of people (especially me).

Ashley Day



What if it poops out in Paducah?

A thing like that could happen, even to a Volkswagen. After all, it's only human. And with your luck, it would happen at least 300 miles from home. In Paducah, (Ky) or Brewer (Ma.) or Ketchikan (Alaska). Also.

SCA others in 30 states. So if you want to find out how good VW service is, break down and call us. You won't wait long for parts. At 5,000 one on hand or on the way. And when we improve in part, we try to make it fit our older cars too. So a '64 clutch, for instance, is right at home in a '55 VW.

And the mechanic won't need all day to install the clutch like you'd expect for most cars. Our car is made so the work only takes 2 hours. And many repairs are finished even faster. Because we designed the Volkswagen as if we expected it to poop out every week. And then we built it so it wouldn't.



Two new VWs.

Volkswagen Club of NSW 'Club News',
August 1966

Headlines in newspapers throughout Australia on 31st March 31st carried the biggest VW news for years - TWO new VW models.

During the previous two weeks, at press conferences in each State, details were given of the new VW1300 Deluxe sedan and 1600 TS Fastback, which have since captured more interest than any other new vehicles this year. They said:

The ingredients of our 1966 "Sure Thing" have been acclaimed by some of the country's most critical motoring writers. Our new vehicles give you everything you have ever asked for, and more.

New styling and attractive appearance combine to give you a 'Sure Thing' for the new 1600 TS. True to the Volkswagen tradition, the 1600 TS has quality and finish second to none. It has form plus function. Its sweeping roofline and large windows are contemporary and right up to the minute. Unlike other fastbacks in other parts of the world, the VW Fastback has a passenger back seat with adequate headroom and panoramic views. This sweptback top makes a lot of room - room for an extra large parcel or room for a deep spacious luggage compartment and room for a powerful engine.

The VW 1600 TS is for all those many thousands of people who would like to drive a larger, more powerful car but who don't want to miss all the VW Advantages.

Look how wide the doors are and how large the windows are. And take a good look at those solidly built wrap-around bumpers. Notice the way the front flashing indicators, the sidelights and the large tail lights all combine to emphasise the attractive, elegant lines of the 1600 TS. It is elegant - sensible and compact. It is a joy to behold, a delight to drive and a cinch to park.

If a part of the body happens to be damaged, the fitting of another part is quickly and simply done. The four wings are bolted on - not welded. Even the door hinges are screwed on, which makes fitting and removing them considerably easier. So you not only save time on repairs by saving money.

The elegant Fastback isn't just fashionable - it's modern, practical and sensible. It is a large comfortable medium-class car with every inch put to practical use. All five occupants have plenty of head and leg room, and getting in and out is easy.

Special attention was paid to seating comfort. The bucket seats offer armchair comfort for short and tall alike. Special attention to seating comfort has given you contoured seats adjustable over a wide range - there are 49 different positions.

There's a more luxurious interior look. It is fitted with wall-to-wall carpeting throughout, with matching colours of

FASTBACK FOR PERTH

THE Volkswagen 1600TS fastback which had best figures in the recent Mobil Performance Test now is to be sent to Perth.

It returned a remarkable 45.63 miles per gallon when driven in the test by Victorian Ray Christie and "Sun-Herald" motoring writer Clyde Hodgins.

This run went from Melbourne to Adelaide and then up to Rockhampton, but Perth missed out.

The first locally made fastback registered in Australia, it was used for road tests by newspaper and magazine motoring writers before it went in the Mobil Run.

During the test it carried two drivers and a Victoria Police Motor Sports Club observer.



The fastback on a northern stretch of the Pacific Highway.

Iron ballast was added to bring the total load weight up to 675lb.

The route to Rockhampton subjected the car to all the road and driving conditions that affect m.p.g. operation for the average motorist.

On the return trip from Rockhampton to Melbourne the fastback took part in a rodeo at Sydney's Eden Park, and then was displayed at the Albury Show.

It will be driven to Perth by VW team man-

ager Mr Frank Shew and Mobil Test director Mr Max Thomson.

Other figures on the test were: VW 1300, 44.33 m.p.g.; 1500, 44.06; Karmann Ghia, 44.1; one-ton pick up, 32.06; micro bus, 33.92.

66 THE SUN-HERALD, OCT. 2, 1966 66

interior trim. Deep recess armrests for closing the doors. Separate heater controls to the feet.

Plenty of luggage space - 6.5 cubic feet (185 litres) in the front compartment. All the instruments are grouped in front of you, and are round for fast reading. They are all fitted with cowls to prevent windscreen reflection.

Safety features include padded sun-visors and a collapsible interior rear view mirror.

There is a spacious fully-lined glove-box and a cigar lighter right next to the ashtray.

Added safety features - no longer has the driver to reach down to the floor to open the heater vents. Remote controls are located at knee height, just under the instrument panel on each side, so they can be easily reached.

The VW 1600 TS has a tough one-piece platform chassis with a strong steel tunnel for a backbone that houses all the control leads and cables.

The broad and sturdy chassis gives road holding that is unmatched by any other car. The twin-carburettor, 1584 c.c. engine develops 65 bhp (SAE) and can run all day without fuss or bother, at 85. m.p.h. (137 km/h).

The VW 1300 Deluxe has a bigger engine with 20 per cent more power, and gives the 'Beetle' improved performance, better torque and much more staying power. Outwardly the only change in the new model is a chromed 1300 sign on the engine compartment.

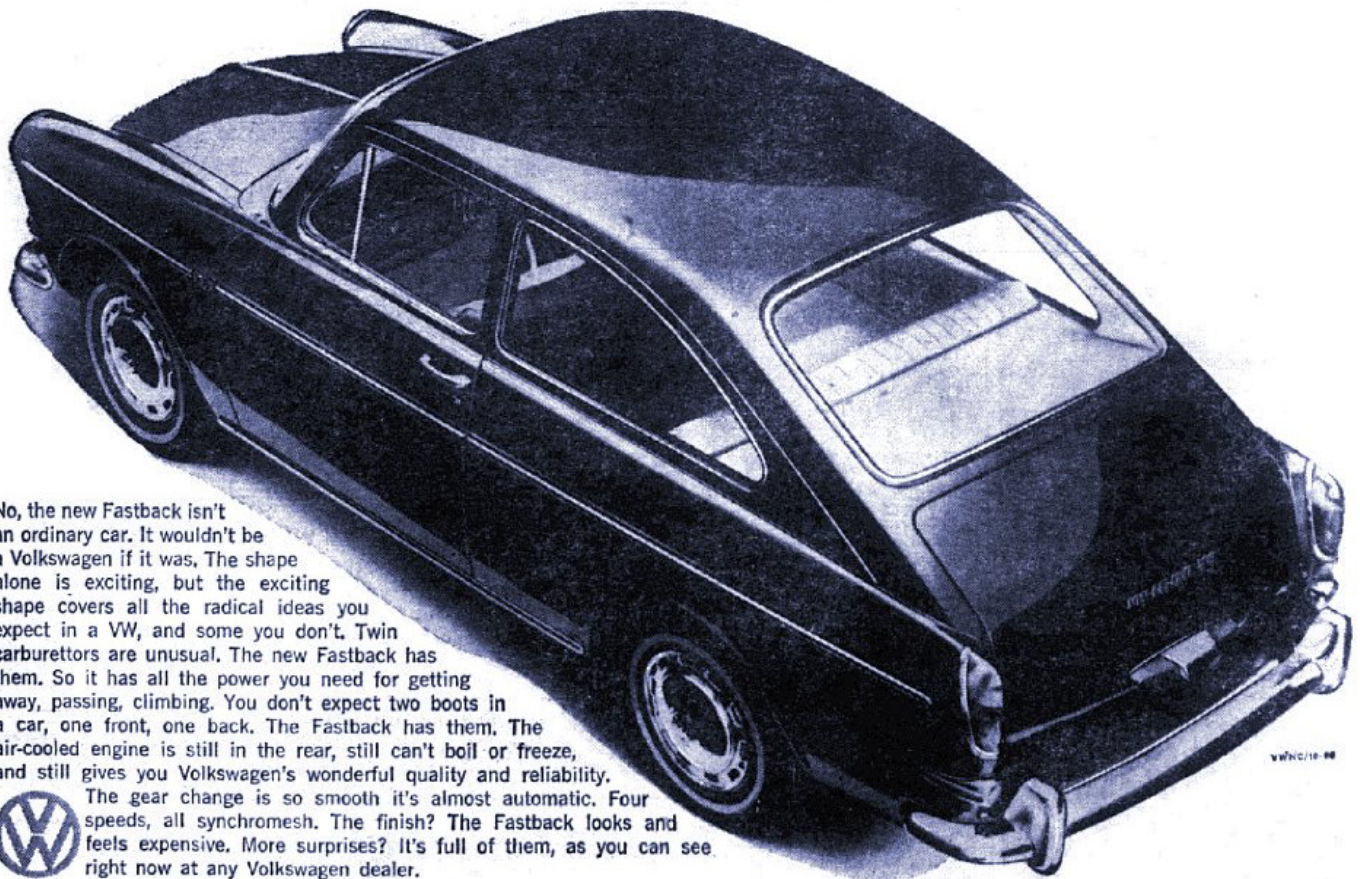
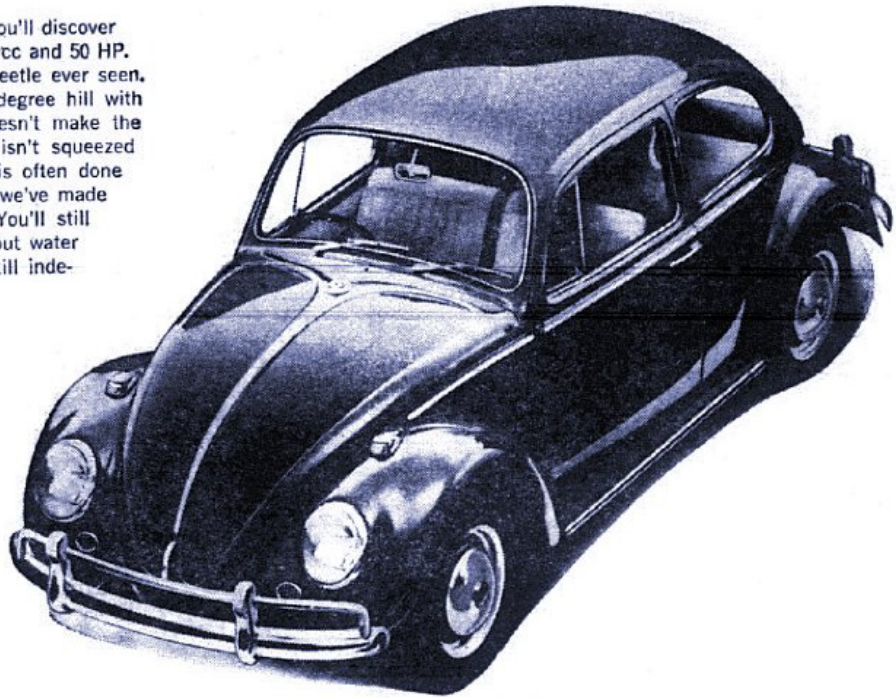
The famous gearbox remains the same as one of the finest installed in production cars anywhere in the world, with the four forward speeds synchromesh to be absolutely unbeatable.

Put these gears to good use and you'll find you can produce a smooth 0-50 m.p.h. (0-80 km/h) in just 14 seconds.

At first glance the 1300 engine may look similar to the 1200, because the new motor follows the same basic design proven by more than 10 million VW engines. Close examination shows a number of changes which give a remarkable improvement in powerful output, performance and service.

Announcing: Two new Volkswagens

Open the back of the Volkswagen 1300 and you'll discover the first big change. A stronger engine. 1300 cc and 50 HP. It makes the Volkswagen 1300 the fastest beetle ever seen. And the most powerful. It can climb a 45-degree hill with no trouble. But this extra performance doesn't make the old reliable any less reliable. Because it isn't squeezed out by a high number of revolutions—as is often done today. But by a larger cc displacement. So we've made a more powerful beetle. But don't worry. You'll still be able to recognise it. It can still do without water cooling and anti-freezing. The wheels are still independently suspended with torsion bars.



No, the new Fastback isn't an ordinary car. It wouldn't be a Volkswagen if it was. The shape alone is exciting, but the exciting shape covers all the radical ideas you expect in a VW, and some you don't. Twin carburetors are unusual. The new Fastback has them. So it has all the power you need for getting away, passing, climbing. You don't expect two boots in a car, one front, one back. The Fastback has them. The air-cooled engine is still in the rear, still can't boil or freeze, and still gives you Volkswagen's wonderful quality and reliability.



The gear change is so smooth it's almost automatic. Four speeds, all synchromesh. The finish? The Fastback looks and feels expensive. More surprises? It's full of them, as you can see right now at any Volkswagen dealer.

VW1200 SEDAN: \$1598 (£799). VW1300 DELUXE: \$1838 (£919). VW1300 DELUXE SUNROOF: \$1932 (£966). VW1600 TS: \$2415 (£1207.10.0). (STATE CAPITAL CITY PRICES INC. SALES TAX). VOLKSWAGEN AUSTRALASIA LIMITED

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