

# Zeitschrift



VW's latest small SUV - the T-Cross.

## January 2019

### IN THIS BUMPER HOLIDAY ISSUE:

1965 Birdsville Track trip

Lots of Ash 's articles

Sweden's 1948 VW

1974 Bathurst 1000

A ride in a VW 411

VW e-Golf test drive

40-bhp Karmann Ghia

Plus lots more...



The Legend Never Dies

## Club VeeDub Sydney.

[www.clubvw.org.au](http://www.clubvw.org.au)

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



# Club VeeDub Sydney Committee 2018-19.

<b>President:</b>	Steve Carter president@clubvw.org.au	0490 020 338
<b>Vice President:</b>	David Birchall vicepresident@clubvw.org.au	(02) 9534 4825
<b>Secretary and: Membership:</b>	Norm Elias secretary@clubvw.org.au	0421 303 544
<b>Treasurer:</b>	Martha Adams treasurer@clubvw.org.au	0404 226 920
<b>Editor:</b>	Phil Matthews editor@clubvw.org.au	0412 786 339
<b>Webmasters:</b>	Craig Adams Aaron Hawker webmaster@clubvw.org.au	0404 184 893 0413 003 998
<b>Book and DVD Librarian:</b>	Carl Moll library@clubvw.org.au	0417 471 137
<b>Tool Librarian:</b>	Bob Hickman tools@clubvw.org.au	(02) 4655 5566
<b>Merchandising:</b>	Raymond Rosch sales@clubvw.org.au	(02) 9601 5657
<b>Assistant Merch:</b>	Kira and Bettina Rosch	
<b>Raffle Officer:</b>	Christine Eaton	(02) 9520 4914
<b>Vintage Registr:</b>	John Ladomatos vintage@clubvw.org.au	0449 236 076
<b>VW Nationals Committee:</b>	David Birchall Zelco Jurkovic, Eddie Fleita	(02) 9534 4825
<b>Motorsport Captain:</b>	Rudi Frank motorsport@clubvw.org.au	0418 442 953
<b>VW Motorsport Committee:</b>	John Ladomatos Craig Adams Conie Heliotis	Eddie Fleita Martha Adams
<b>General Committee:</b>	Shirley Pleydon Zelco Jurkovic Conie Heliotis	Charlie Attard Joe Buttigieg Barry Parks

## Canberra Committee.

<b>Chair:</b>	Willie Nelson	clubveedubact@gmail.com
<b>Secretary:</b>	Mandy Conway	clubveedubact@gmail.com
<b>Treasurer:</b>	Bruce Walker	clubveedubact@gmail.com
<b>Registrar:</b>	Willie Nelson	clubveedubact@gmail.com
<b>Council/Events:</b>	David Cook	clubveedubact@gmail.com
<b>Social Media:</b>	Dorothy Bryan	clubveedubact@gmail.com
<b>Merchandise:</b>	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](http://www.clubvw.org.au) under the Media - Zeitschrift tag.

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

## We thank our VW Nationals sponsors:

### 30 years.

Volkswagen Group Australia	Stan Pobjoy Racing Engineering
Andrew Dodd Automotive	Vintage Vee Dub Supplies
H&M Ferman	Volksbahn Autos Pty Ltd

### 25 years and over.

Aust VW Performance Ctr	Shannons Car Insurance
Mick Motors	Wolfsburg Motors St Peters
North Rocky & Import Parts	

### 20 years and over.

Harding Performance Cars	Reliable Automotive Services
Indian Automotive	Wayne Penrose Automotive

### 15 years and over.

All Metal Bumpers	Mobile Model Cars and Toys
Evolution Car Hire	NRMA Insurance

### 10 years and over.

Antique Tyres	Rod Penrose Racing
Artemi's T-Shirts	Westside Mufflers
Black Needle Auto Upholstry	VW Classic Kirrawee
Custom T Shirts	VW Magazine Australia
Euro Automotive	Volkscare
ESigns	Wolfsburg Auto Melbourne

### 5 years and over.

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

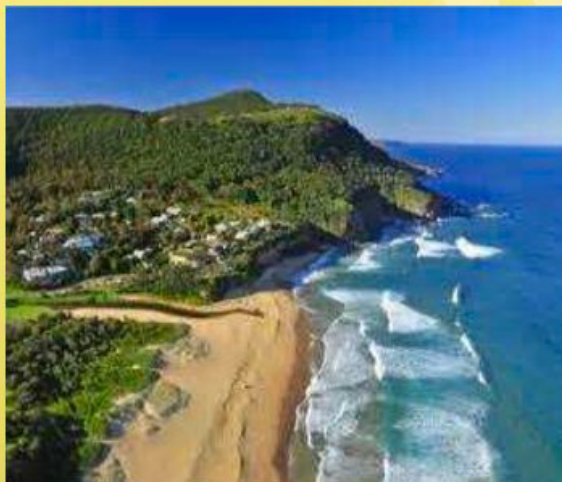
*Please have respect for the committee members and their families  
by only phoning at reasonable hours.*

13<sup>th</sup>

Sunday

20<sup>th</sup> 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](http://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.

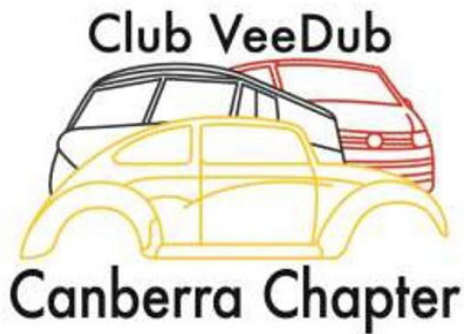
### **Contact:**

**Keith Watson**

**Lions Club of Gerringong**

**Email: [keithwatson3@bigpond.com](mailto:keithwatson3@bigpond.com):**

**Phone: Keith Watson : 0401 777 130**



## CRUISE & LUNCH AT THE LOADED DOG HOTEL, TARAGO

A great drive, some good food, our **AGM**, & a natter!

### SUNDAY, 24 FEBRUARY '19

We are going to cruise to Tarago for lunch, have our **AGM** and catch up on all things VW. The drive will take approximately 40 mins.

**AND** Financial members will receive a **\$25 voucher** to go towards lunch, drinks, etc at the **Loaded Dog Pub**. So we hope you will consider coming along and giving your VeeDub a run with like minded enthusiasts.

Be sure to also collect your ticket for **Lucky Door prizes!**  
*(must be present to claim prize)*

**Our AGM will be held after lunch.** Are you interested in assisting your Club? We meet on the last Monday of the month at the Harmonie German Club, Narrabundah, to organise events, often in conjunction with our Sydney brethren.

We are always open to new ideas and we'd like to see as many faces as possible. If you would like more information about any of the positions please ask us, any of the Committee members can assist. This is your Club and we need your help and input.

#### Details:

Meet at the front of **Old Parliament House** at **10.30am** for an 11am departure.

Please indicate your interest by emailing Mandy at [clubveedubact@gmail.com](mailto:clubveedubact@gmail.com), giving your mobile phone number and car's details by Monday 18<sup>th</sup> Jan, so we know who will be coming along.



Contact is David **0400 657 908** on the day.  
We'd hate to leave anyone behind!

# Robertson Heritage Railway Station

## Classic Car Show

Sunday 14th April 2019 - 9.30 am - 1.30 pm

Exhibited car gold coin entry



- Historic Farm Machinery
- Displays - History and Railway
- Working Model Trains Displays
- BBQ Food Drinks & Coffee
- Art show at the Fettle's Shed

Image courtesy Adrian Compton © 2017

Free  
public  
entry

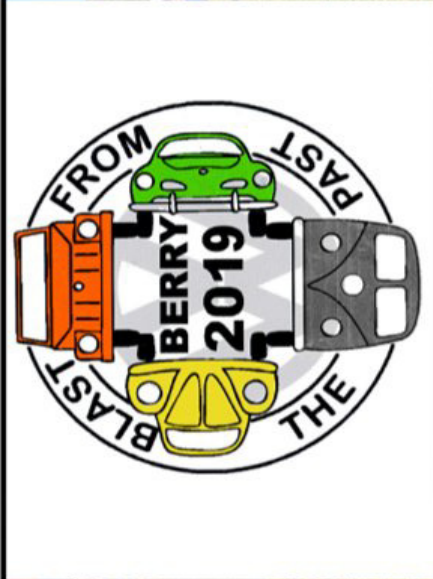
P: Steve: 02 4885 2393

E: [accn@bigpond.com](mailto:accn@bigpond.com)

[robertsonrailway.org.au](http://robertsonrailway.org.au)

# Berry Blast From The Past

Sunday 5 May 2019 at the Berry Showground held in conjunction with the Berry Markets



Gold coin donation for public entry

All proceeds of the show donated to Can Assist - Cancer Assistance Network

Proudly supported by Rod Penrose Racing



Camping is available at the showground, contact the caretaker directly on 0427 605 200

Vehicle entry is \$20 with gates open from 9am

For more information contact Dave Becker on 0402 003 965

People's Choice Award and raffle drawn at 1pm



## Von dem Herrn Präsident.

Hi all, well I hope everyone had a great Christmas and New Year!

I'm sure everyone enjoyed our Christmas meeting at Arena (Greyhound Club) in December. It was good to be able to use the extra space in the auditorium. Thanks also to the people who organised nibbles – Phil, Christine and Shirley. Thank you too to everyone who brought a present and to Christine for running the big Christmas raffle.

2018 is shaping up to be a busy year for VW events, with some great things coming up for you to do with your VW. Check the Klub Kalender and make a note in your diary or calendar so that you don't miss out on these events.

The VW Summer Cruise is just about to happen so check the coming events section for more details. See the flyer and ring Martha or Craig if you have any queries. The Club BBQ will be sizzling at Stanwell Park beach, so we'll see you at Uncle Leo's at 9:30am on Sunday 20th January.

Some of our members will be showing their VWs at the Parramatta Park CARnival on Australia Day. This is a prebooked event, so you should already have all your paperwork to attend.

We've been invited again to the Gerringong Motorfest in February, so it will be great to have a nice cruise and show off our VWs there. In March is the German Car Show at the Newcastle Foreshore.

The VW Nationals is fast approaching. Great news – thanks to the tireless efforts of Dave Birchall we will be running the VW Nationals Supersprint at Eastern Creek on the usual South Circuit. We will need lots of helpers on both days. Enquiries about Sundays show n shine are already coming in, so we will get the VW Nationals 2018 flyer and pages up and running on the website very soon.

I hope to see you at an event in 2018 soon.

Steve Carter

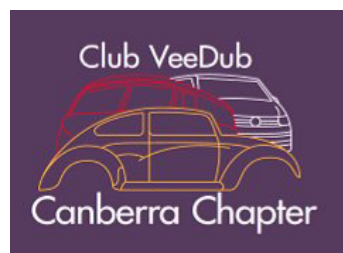


## Kanberra Kapitel report.

Unfortunately there is no report from Willie this month. His computer literally went up in smoke last week (also with all his photos). He is trying to get someone to look at it, but this time of year is the problem – all the computer repairers seem to be on holidays.

Canberra members should note the Canberra run on Sunday 24th February, from Old Government House to the Loaded Dog Hotel at Tarago for the Canberra AGM. See the flyer on page 6.

Hopefully Willie will be back next month.



## 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](http://www.clubvw.org.au) for the latest information and any changes.**

### January 2019.

**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 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.

**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](http://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 our 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.

**Saturday 9 March:- All German Vehicle Show and Shine**, on the Newcastle Foreshore. Hosted by the Mercedes Benz Classic Car Club. 7:30 am to 3:00 pm. The event is for both classic and modern cars, show cars or every day drivers, produced by German factories including Mercedes-Benz, BMW, NSU, Borgward, Goggomobile, Volkswagen, Porsche, Audi and Messerschmitt. Come and see some stunning vehicles, including some quite rare ones. Fine German food on site and awards and prizes awarded in various categories. Registration \$15 per vehicle on the day, supporting Nobbys Surf Livesaving Club.

**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.

## **April.**

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

**Thursday 11th:- Committee Meeting** and magazine pack at the Arena Greyhound Sports Club, 140 Rookwood Rd. Yagoona (next to Potts Park).

**Sunday 14th:- Robertson Classic Car Show** at historic Robertson Heritage Railway Station. Yes it's back! Gold Coin Donation for exhibited cars appreciated; free public entry for browsing. 9.30 am to 1.30pm weather permitting as the cars are precious and the grounds can be soggy. Lots of activities: Railway Station open for History Display. Working model trains. Historic Farm Machinery. Art Show in the Fettle's Shed Gallery. BBQ sausage sizzle. Food - tea and home made cakes. Gourmet Coffee Van. Robertson Monthly Markets at the School of Arts is on the same day. Inquiries: Steve (02) 4885 2393 or email [stevercarey@bigpond.com](mailto:stevercarey@bigpond.com). **Join the**

**Club VW Convoy from Uncle Leo's Caltex, Liverpool Crossroads, 7:30am for an 8am departure.**

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

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

## **May.**

**Thursday 2nd:- Magazine Cut-off Date** for articles, letters and For-Sales.

**Sunday 5th:- Berry Blast From the Past show at Berry Showgrounds.** Gates open at 9:00am \$20 entry, includes an event plaque. Gold coin donation for non-showers for a look around. People's Choice award and raffle draw at 1pm. All funds to Cancer assistance Network. Berry markets to explore as well. Hosted by the Shoalhaven Volkswagen Club., contact Dave Becker on 0402 003965. Proudly supported by Rod Penrose Racing.

**Thursday 9th:- Committee Meeting** and magazine pack at the Arena Greyhound Sports Club, 140 Rookwood Rd. Yagoona (next to Potts Park).

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

**Saturday 25th:- 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.

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

## Marktplatz.

Marktplatz ads in Zeitschrift are free. All ads should be emailed to [editor@clubvw.org.au](mailto: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](http://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:- 1972 'lowlight' VW Kombi** pop-top camper restoration/project. She has not been used for 5 years due to my ill health so the engine I imagine is not running. She has the usual Kombi rust spots so will need body work. She has a beautiful wooden fitout and the pop-top is in very good condition. One of these restored recently sold for \$52,000 She is priced for a quick sale \$8000 negotiable. Contact Lise on 0410 069357 or email [liselotteinlove@gmail.com](mailto:liselotteinlove@gmail.com)

**For Sale:- I have a VW Golf 1993**, it has a oil leak, but other than that it runs fine, I was wondering if any or your members would be interested. Contact Brooke Scales on 0448 775002 or email [brookescales31@gmail.com](mailto:brookescales31@gmail.com)

## 2nd month ads.



**For Sale: 1995 VW Golf GL 2.0L.** 135.000 km, registered to 5.4.19. 5-door manual. Standard, un-modified. 2 owners. Show room condition. First prize at VW Nationals from 2013 – 2016, Golf 3 category. Shannons valued at \$12k, Asking price \$5300. Phone Yara on 0434 079636 or email [ihara@threefishes.com.au](mailto:ihara@threefishes.com.au)



**For Sale:- 1965 VW Beetle, 'Bella.'** It is time for this gorgeous Australian Built gal to find a new home. Bella's bio: 1965, Built in Australia. Bahama Blue. Original, right down to the 6-volts. As featured at the VW Nationals car show. 125,000 miles. Rego (original plate number) till March 2019. Price: \$22,000. Message or email Yara 0434 079636 email [ihara@threefishes.com.au](mailto:ihara@threefishes.com.au)

**Wanted:- Rear seat** for 1974 VW Kombi, any condition. If you have one, please contact Robert White on (02) 4730 4863, or mobile 0419 437132, email [rwjwhite@bigpond.com](mailto:rwjwhite@bigpond.com)



**Next Club Meeting:  
Thursday  
17th Jan.  
8:00pm  
Arena Greyhound Club.**



**For Sale:- Volkswagen Multivan Highline TDI450.** Take your family anywhere in comfort in this Dual-Purpose 2017 Volkswagen Multivan. Fitted with a compact Wheelchair Conversion that is easily removable, it can be either a luxury 4-Seater with table or 5-seater plus Wheelchair, or alternatively a luxury 7-Seater People Mover. The middle row offers 2 swivel Captain's Chairs and Table for those special visitors or outings. Combined Economy and exceptional torque from the powerful diesel motor, make this the perfect Touring van. It has 6 airbags fitted for your safety. It has front parking sensors. This Volkswagen Multivan has adaptive cruise control, rear sliding seat, side airbags, leather seats and 18" factory VW alloy wheels. Features:

- Genuine extended 5 year warranty (cost \$2500)
- Deep black metallic paint, tinted windows
- Satellite navigation (GPS)
- Adaptive cruise control
- Heated front leather seats
- 2nd row 2 x Captain's Chairs swivel and reclining, Table
- Remote central locking
- Voice recognition
- Rear vision camera
- Multi zone climate control air conditioning
- Electric side and rear doors
- Professionally lowered 40mm (German springs) – still have original springs in box – for easier wheelchair access and improved handling
- Removable aluminium wheelchair ramp and wheelchair anchorage system (Cost \$ 6,500) - we still have factory original rear seat which can easily be reinstalled - anchor points don't interfere with sliding seats – this Professional Conversion is very discreet and lightweight - will consider selling the van without the ramp conversion
- Shmick 5 year paint insurance - Permaguard paint protection
- Immaculate, very well looked after van. This is a genuine sale
- the only reason we are selling the van is our handicapped daughter who required the ramp, passed away very recently.

Registered until 26/3/2019 This Volkswagen Multivan 2017 TDI450 Highline has rain sensor wipers, fog lights, USB audio input etc. Price is now \$79,995. Contact Nathan Williams (Bligh Park NSW 2756) on (02) 4577 6787, mobile: 0409 004686 or email [n.j.williams@outlook.com](mailto:n.j.williams@outlook.com)

**For Sale:-** Hi VW Club, I have a lot of **spare parts** for VW Kombi T2 and Beetle 1973, motor, gearbox, cylinder head, alternator, starter motor . . . is someone from the club or members interested in them. Regards Gabriele. My mobile is 0434 617673 or email [gabrielemauch@hotmail.com](mailto:gabrielemauch@hotmail.com)



**For Sale:- White 1990 Caravelle GL.** Very good working order. Upholstery in good condition. With central locking - Power mirrors - Never been in an accident. White with tow bar 2.1 litre petrol engine has been replaced (still original type). The replaced engine has about 250000km on it Manual 5 speed 7 seater with head rests and arm rests Power steering Assisted brakes No air bags No antilock brakes Front disk Rear drum brakes Very little rust Registered till April 2019 Known issues: Cracked right side Mirror Holder (but fully operational) Overlayed Left side Mirror (but fully operational) Missing Radio Uneven paint tone Air conditioner not working Vent fan noisy Tachometer had broken bits in it (but it is functional) Rear View mirror screws are loose (but fully functional) Window tinting is a bit scratchy in some places. Asking Price \$11000.00 Contact Paul Alves on (02) 8065 6740 or 0425 206431 or email [barata@iname.com](mailto:barata@iname.com)

**Stolen from Bringelly:-** around 25th November. Reward offered. Missing: 1956 Oval Window Beetle, Chassis number 1121642. The car was a body shell on a rolling chassis (no motor). The body stamp on the Beetle is MKA 12432 Also taken were 2 x 1967 Beetle doors, 2 x motors 1600DP, 2 x Beetle chassis pans, 1 Wood rim BW badged steering wheel, 1 std 1974 Beetle Steering wheel, 2x cheap but new 1976 beetle bumper bars, 1 hideaway extractor exhaust and some non VW related items. If you have any information please call Peter on 0417 410 606

Everything about Porsche is exhilarating—its styling—performance—its armchair comfort. Porsche embraces new standards of speed and safety for the driver only used to the best.

GOING OVERSEAS? Ask us about our tourist delivery plan for Porsche. Use it—leave it anywhere for us to bring back. All shipping and customs costs payable in Australia when you return.

Porsche Distributor - N.S.W.  
**FRESHWATER MOTORS**  
 Cnr. Pittwater and Balgowlah Roads, Manly  
 Phone 97-3255, 97-3340

## Trades and services directory.

Unit 1  
11B Harp Street  
Campsie NSW  
Australia 2194

Tel: 02 9789 1777  
Fax: 02 9718 8704

**Vintage**  
**VEE-DUB SUPPLIES**

**KOMBI** **GHIA** **TYPE III** **BEETLE**

WEST COAST MOTOR SUPPLY  
FLAT 4  
Scat  
Fujitsu  
WEBER  
KYB  
GENE BERG  
CB PERFORMANCE  
DELORTo

[WWW.VINTAGEVEEDUB.COM.AU](http://WWW.VINTAGEVEEDUB.COM.AU)

## Trades and services directory.

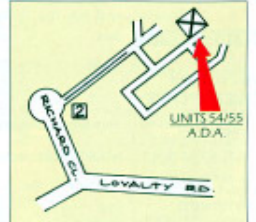
### ANDREW DODD AUTOMOTIVE THE ENTHUSIAST VW SPECIALIST

Specialising in:  
Engine Reconditioning, Brakes, Front End Work, Servicing & Modifications to VW Beetle, Kombi, Type 3, Golfs & Passats.

**40 YEARS VOLKSWAGEN EXPERIENCE**

We are located at:  
Units 54 & 55/2 Richard Close  
North Rocks (Off Loyalty Rd)

**PH: (02) 9683 2184**



## IMAGINE THE BIGGEST & BEST DISPLAY IN AUSTRALIA OF NOS & NLA STOCK

REPUTED TO HAVE THE LARGEST STOCK IN THE WORLD

*Volkswagen*  
Antos



20 JOYCE ST PENDLE HILL NSW 2145

NOS - NEW OLD STOCK  
NLA - NO LONGER AVAILABLE

PHONE FOR PRICES & STOCK  
**(02) 9688 2933** 6 DAYS  
FULL MAIL ORDER SERVICE  
FAX: (02) 9896 3291

67 CAMPBELL ST  
ST. PETERS, NSW 2044

JAN BANGMA

Email:  
[wmooffice@tpg.com.au](mailto:wmooffice@tpg.com.au)

Phone:  
9519 4524

VOLKSWAGEN - AUDI



## Stan Pobjoy's Racing Engineering P/L

All engines are precision machined and personally built by Stan Pobjoy, guaranteeing you professional engine build quality and exceptional performance.

Power your VW with a Pobjoy engine today!

**02 6654 3694**

Stan Pobjoy's Racing Engineering Pty Ltd  
1252 Orara Way, Nana Glen, Coffs Harbour NSW 2450

## Reliable Automotive Services

Detugi Pty Ltd  
15 Dickson Avenue,  
Artarmon, 2064

Lic. No. MVRL27594  
P: 9438 3830  
F: 9436 4937

**Ralph Frustaci**  
[reliableauto@internode.on.net](mailto:reliableauto@internode.on.net)

All Mechanical Repairs.  
Specialising in Volkswagen, Audi and BMW

Audis VWs

BMW's

VWs



## H&M FERMAN AUSTRALIA

Original Equipment Manufacturers & Designers for the Motor Industry

Warwick Blackwood  
National Sales Manager

99-105 Boundary Road  
Peakhurst NSW 2210  
Sydney Australia  
[www.hasmot.com](http://www.hasmot.com)

**hasmotek**  
AUSTRALIA

Ph: +61 (0) 2 9533 2722  
Fax: +61 (0) 2 9153 6033  
Mob/Cell: +61 (0) 415 263 029  
Email: [warwick@hasmot.com](mailto:warwick@hasmot.com)  
Email: [hasmot.vw@gmail.com](mailto:hasmot.vw@gmail.com)

**WAYNE PENROSE**  
VOLKSWAGEN PTY LTD

Home of the Multi-Award-Winning "MANGO DREAM"

Marley Place  
(P.O. Box 1096)  
Unanderra 2526

(02) 4272 5844  
(02) 4272 5644  
0419 481 461

## Trades and services directory.



Mikki Piirlaid  
The Chief  
[mikki@indianautomotive.com.au](mailto:mikki@indianautomotive.com.au)  
0410 315 739

**Indian Automotive** We Share Your Passion

02 4731 6444

Volkswagen & Porsche Specialist

30 Cox Avenue, Kingswood NSW 2747

[www.indianautomotive.com.au](http://www.indianautomotive.com.au)



## MICK MOTORS

96 Toombul Rd

Northgate QLD

Australia 4013

**Volkswagen Spare Parts**

Ph +61 07 3266 8133

Fax +61 07 3260 5179

[mick@mickmotors.com.au](mailto:mick@mickmotors.com.au)

## Trades and services directory.



Camden GTI Performance are proud to present a special offer to all Club VeeDub Sydney members.



# FREE

**VCDS Diagnostic Computer Scan and 5 minute Physical Diagnosis**

Come and visit our brand new workshop - purpose built to service your watercooled Volkswagen, Audi & Skoda vehicles.

We supply **OEM and genuine German parts**. Our specialist trained VW and AUDI technicians can fit any part. Using factory **VCDS diagnostic** software, we can **repair, modify and service** your German vehicle.

**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)

We also stock a massive range of late model VW/Audi/Skoda new and used parts in our parts centre!

## AUSTRALIAN V DUB PERFORMANCE Centre

Australian VW Performance Centre is located in Croydon South, about 30 minutes east from the Melbourne CBD, close to Ringwood end of Eastlink. If you find yourself unable to contact us during business hours, please do not hesitate to email us with any enquiries you have.

[vwperformance.com.au](http://vwperformance.com.au)

**Address:** 29 Research Drive, Croydon South, Victoria, 3136

**Phone:** (03) 9761 4540 or (03) 9761 7917

**Fax:** (03) 9761-6216

**Email:** [avwpc@vwperformance.com.au](mailto:avwpc@vwperformance.com.au)



# INSURANCE FOR MOTORING ENTHUSIASTS

CALL 13 46 46  
[SHANNONS.COM.AU](http://SHANNONS.COM.AU)



SHARE THE PASSION

# MOTEXION

## PROTECT YOUR VAN

- VAN FLOOR
- WALL PANELS
- VAPOUR BARRIERS

[info@motexion.com.au](mailto:info@motexion.com.au)

# 0433 975 544

[www.motexion.com.au](http://www.motexion.com.au)

## Trades and services directory.

## Trades and services directory.

### BEST EXHAUST

THE WORLD'S BEST EXHAUST SYSTEMS

ABN 70 136 483 460

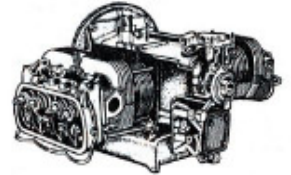


**FERRARI - PORSCHE  
MASERATI - AUDI  
ALFA ROMEO - FIAT  
MERCEDES BENZ  
LAMBORGHINI - VW  
BENTLEY - BMW - JAGUAR**

see us at [www.bestexhaust.com.au](http://www.bestexhaust.com.au)

### Lorenze

VW Genuine Parts from 1960-1974 model Beetles and Kombis. Engine overhaul parts, main bearings (STD and oversize), conrod bearings, cylinder heads, clutch parts, gearbox mountings, tail pipe and damper kits, blinker switches, starter motors, generators, alternators, and many more hard-to-get original NOS VW parts.



**Northmead  
(02) 9630 1048**

### North Rocky Mechanical & Import Parts



43 Quinn Street

North Rockhampton Q 4701  
P.O. Box 5732 CQMC 4702

Gordon & Maree Fischer

**Ph. (07) 4922 0111 Fax. (07) 4922 0555**

Automotive Servicing Specialists

### Excellence in Real Estate



**Walter Glaser**  
*Real Estate Agent  
& VW Enthusiast*

- Property sales & auctions
- Property management
- Multi-award winners

**02 9588 488**  
[www.argyproperty.com.au](http://www.argyproperty.com.au)

**ARGY PROPERTY**

Listen • Deliver • Exceed

## Club Veedub Sydney Membership / Subscription Form. ✂

New Member:  Renewal:

Name:

Address:

State:  Postcode:

Email:

Phone:  (BH)  
 (AH)  
 (Mob)

Do you want to participate in CAMS motor sport?  NO  YES

Which of the following activities are you interested in? Please number in order:

- Cruises and observation runs
- Show n Shines, Concours
- Swap meets (VW parts)
- Social days and/or nights out
- Drag or track racing
- Meetings and tech talks
- Other (you tell us!):

\_\_\_\_\_

**Trades and services directory.**



**SOLLY'S**

Servicing & Air Cooled Parts

(02) 4655 3461  
0406 107 288

**Trades and services directory.**

**Club Veedub Merchandise**  
For club polo shirts, jackets, hats, mugs, etc.  
**Contact Raymond Rosch**  
**(02) 9601-5657**

Club VeeDub Membership, Sponsorship and Merchandise payments can be made securely online via PayPal. You don't need an account but there is a small fee for the service. Please visit our web site at [www.clubvw.org.au](http://www.clubvw.org.au) or email Raymond at [sales@clubvw.org.au](mailto:sales@clubvw.org.au) for more information.



**Michelle Thomas**  
0433 323 573

1 Highgate Street Auburn N.S.W. 2144  
Ph: (02) 9647 2056 Fax: (02) 9647 2043  
Email: [michelle@pacer.com.au](mailto:michelle@pacer.com.au)  
Web: [pacer.com.au](http://pacer.com.au)

**Pacer Marine Products**  
ABN 34 118 612 641

**Wanted:** 

Your business ad in this space. The cost for 11 months is \$110 - this does not include the VW Nationals issue. Post your business card and a cheque for \$110 to the Secretary, Club Veedub Sydney, PO Box 1340, Camden NSW 2570



**Club Veedub Sydney Membership / Subscription Form.**

Please tell us about your Volkswagen(s):

Year	Model	Engine Size	Rego No.	Colour

Please enclose a cheque or money order for \$45.00, payable to Club Veedub Sydney, and post it with this form to:

Club Veedub Sydney,  
PO Box 324  
Mortdale NSW 2223

You will receive 12 issues.





2017. Even so, it was the eleventh year in a row that Australians have purchased more than a million vehicles in one year.

December's tally of 87,528 was the 10th month in a row in decline and the biggest monthly drop for the year – down by 14.9 per cent for the same month in 2017. It was also the weakest December since the start of the Global Financial Crisis in 2008.

“New vehicle sales results in 2018 reflect a challenging climate across the Australian economy including a slowing housing market, tightening of money lending and the drought,” said Federal Chamber of Automotive Industries (FCAI) Chief Executive, Tony Weber.

Passenger cars accounted for less than one third of total sales as utilities and SUVs continued to grow. SUVs accounted for 43 per cent of all sales, while passenger vehicles plummeted five points to just 32.8 per cent market share.

It's the first time passenger cars have made up less than one-third of the market. Light commercials managed 20.6 per cent market share, though two of their number — the Toyota HiLux and Ford Ranger — were the top-two selling individual models in the market.

Toyota was market leader for the 16th year in a row after posting its fourth increase year-on-year at a time when the overall car market has dipped. The HiLux ute shattered its previous sales record after posting the highest annual tally of any vehicle for the past decade.

Preliminary figures for 2018 show the Toyota HiLux eclipsed 50,000 sales for the first time ever – overtaking the peak of 47,093 set in 2017 and the previous high of 42,956 set in 2008.

The last vehicle to top the 50,000 mark was the Holden Commodore in 2008, with 51,093 sales.

It is the third year in a row the HiLux has earned the title of Australia's top-selling vehicle, finishing 2018 comfortably ahead of the Ford Ranger ute.

## VW sales drop in 2018.

Volkswagen has recorded a 2.4 per cent drop in Australian sales in 2018, according to official VFACTS sales figures released this week.

Volkswagen sold **56,620** vehicles in Australia in 2018, a drop of 1,384 vehicles on the 58,004 sold in 2017. It was still VW's third-best ever result in Australia, behind 2017 (58,004) and the all-time record of 60,225 (2015). From 2012, when VW passed 50,000 sales for the first time, up to and including 2018, VW has sold 395,948 vehicles over seven years – an average of 56,564 a year. This illustrates that VW has plateaued in Australia and not recorded any true growth in eight years.

In 2017 VW out-sold Nissan for the first time since 1968 and passed them to move up to 7th place on the Australian market. However this time, Nissan recorded a 2 per cent increase and re-passed Volkswagen by recording 57,699 sales. But both VW and Nissan were passed by a booming Kia, which recorded a staggering 7.5% increase in sales to 58,815. It was the first time VW has been outsold by Kia since 2005. VW fell back to ninth overall on the Australian market, its lowest point on the ladder since 2010.

VW's best selling model in 2018 was again the **Golf**, with **19,076** sales. This is an increase of 3.3 per cent on the 18,454 sold in 2017 but behind the Golf's all-time figure of 22,092 sold in 2015. The Golf is the eleventh-best selling vehicle in Australia in 2018. The Golf is the biggest selling Australian VW model of all time, passing the Beetle's 1954-77 total of 260,055 in March 2018. The Golf total should pass 300,000 in about April 2020 at current sales rates.

The VW Caddy was again Australia's most popular small van, with 1,974 sales. Even though this was a drop of 12.5 per cent on the 2,256 sold in 2017, the Caddy easily outsold its competitors, the Renault Kangoo and Citroen Berlingo.

The VW Transporter was again the third-most popular 'Medium' van, with 2,095 sales. This was behind the Toyota HiAce (6852), Hyundai iLoad (4362). VW's Kombi sales in 1973-75 (over 8,000 annually then) are still comfortably more than Toyota's Hiace now, even with half the population then.

Overall, the Australian market total of 1,153,111 was down 3.0 per cent compared to the record 1,189,116 set in



The small-car trio of the Toyota Corolla, Mazda 3 and Hyundai i30 rounded out the top five in 2018.

Ford outsold Holden for the first time since 1997, which was also the last time Ford led the entire new-car market (at the time the end of a three-year winning streak).

While both brands are now outside the Top Four – and Ford sales were down for the second year in a row – the Blue Oval brand turned the tables on its former rival Holden, which posted its eighth year in a row in decline.

Strong sales of the Ford Ranger ute – which finished 2018 second outright in the new-car sales race behind the Toyota HiLux – and Mustang sports car helped Ford overtake its long time rival.

Holden sales plummeted by a third and long-time Holden dealers have been closing across the country – witness Muirs at Ashfield and Suttons at Homebush, for example. Holden’s biggest-selling model in 2018 was the Colorado ute followed by the Astra and Commodore, which are almost level pegged. The Commodore is selling at less than half the rate of the locally-made model that ended production in late 2017.

However, there is a silver lining for the Commodore: the imported model accounted for about 75 per cent of sales of the nameplate in 2018, according to confidential industry figures. More private buyers purchased an imported Commodore than one of the last locally-made models in 2018, albeit by a slim margin.

The 2018 sales decline is also a sign car companies are starting to tighten sales reporting methods.

Contrary to widespread belief, new-car sales data is not based on actual registrations. Figures are 'self-reported' by dealers and car companies. While cars cannot be counted twice, they can be counted months and sometimes years before they are actually sold to a paying customer.

The car industry has vowed to improve its reporting practices given the monthly sales data is used by organisations such as the Australian Bureau of Statistics and CommSec as an economic indicator.

Instead, in recent years the FCAI figures have become a barometer of how many new cars dealerships are prepared to put on their books.

The true number of new cars sold to paying customers from month to month typically ranges from 6 to 25 per cent less than what the brands report, according to internal industry estimates.

#### Australia's top-selling brands for 2018:

1. Toyota	217,061	+0.2%
2. Mazda	111,280	-4.4%
3. Hyundai	94,187	-2.9%
4. Mitsubishi	84,944	-5.3%
5. Ford	69,081	-11.6%
6. Holden	60,751	-32.7%
7. Kia	58,815	+7.5%
8. Nissan	57,699	+2.0%
<b>9. Volkswagen</b>	<b>56,620</b>	<b>-2.4%</b>
10. Honda	51,525	+10.1%
11. Subaru	50,015	-4.8%
12. Mercedes-Benz	39,537	-7%
13. Isuzu Ute	27,640	+7.1%
14. BMW	23,055	-2.4%
15. Audi	19,416	-11.8%
16. Suzuki	17,601	-8.6%
17. Land Rover	10,089	-23.1%
18. Renault	10,018	-7.3%
19. Lexus	8,819	+0.2%
20. Jeep	7,326	-11.4%

#### Australia's top-selling models in 2018:

1. Toyota HiLux	51,705
2. Ford Ranger	42,144
3. Toyota Corolla	35,230
4. Mazda 3	31,065
5. Hyundai i30	28,188 (32,031 with Elantra)
6. Mazda CX-5	26,173
7. Mitsubishi Triton	24,896
8. Toyota RAV4	22,165
9. Nissan X-Trail	21,192
10. Hyundai Tucson	19,261
<b>11. Volkswagen Golf</b>	<b>19,076</b>
12. Mitsubishi ASX	19,034
13. Kia Cerato	18,620
14. Toyota Prado	18,553
15. Isuzu D-Max	18,550
16. Holden Colorado	18,301
17. Nissan Navara	16,459
18. Mazda CX-3	16,293
19. Honda CR-V	16,107
20. Hyundai Accent	15,675



## 2019 Golf range.

Volkswagen Australia has announced pricing and specs for revised 2019 Golf range, featuring fewer variants and a \$24,990 starting price.

The new range kicks off with the 110TSI Trendline, priced from \$24,990 before on-road costs in manual guise. Speccing the seven-speed DSG adds \$2500, while the DSG-only wagon is priced from \$28,990 plus ORCs.

Power comes from a 1.4-litre four-cylinder turbo-petrol making 110kW and 250Nm, put exclusively to the front wheels. It rides on 16-inch alloy wheels, and gets an 8.0-inch infotainment with Apple CarPlay and Android Auto as standard.

Parking sensors at both ends, cruise control, automatic headlights, rain-sensing wipers, auto-dimming interior mirrors, and a rear-view camera are standard, along with autonomous emergency braking. Metallic paint is a \$500 option across the entire range.

Jumping to the 110TSI Comfortline gives you the same engine, but makes the DSG standard, and brings a starting price of \$29,750 for the hatch and \$31,250 for the wagon (plus on-roads).

Standard equipment atop the Trendline includes dual-zone climate control, satellite navigation, keyless entry and start, power-folding mirrors, 17-inch alloy wheels, chrome exterior highlights, interior floor mats and a 12V outlet in the luggage compartment.

Also available on the Trendline and Comfortline is a \$1500 Driver Assistance Package which brings adaptive

Driver Assistance Package (as there is no blind-spot monitoring or rear cross-traffic alert available), while the Sound and Vision package costs the same \$2300 you'll pay in the hatchback.

Sitting above the 132TSI is the Premium, which gets the Driver Assistance Package as standard, along with leather seats, front-seat heating, an electrically-adjustable driver's seat and LED headlights.

Specing the \$2500 Sport Luxury Package adds 18-inch alloy wheels, gearshift paddles, a panoramic sunroof and window tinting.

See the 2019-spec Golf range at your VW dealer now.



#### 2019 Volkswagen Golf pricing

- 110TSI Trendline - \$24,990
- 110TSI Trendline DSG - \$27,490
- 110TSI Trendline Wagon DSG - \$28,990
- 110TSI Comfortline DSG - \$29,750
- 110TSI Comfortline Wagon DSG - \$31,250
- 110TSI Highline DSG - \$35,990
- 110TSI Highline Wagon DSG - \$37,490
- 132TSI Alltrack - \$35,250
- 132TSI Alltrack Premium - \$39,490
- GTI - \$45,4590
- R - \$56,490
- R Wagon - \$58,490
- R Special Edition - \$61,990

cruise control with traffic-jam assist, lane-keeping assist, blind-spot monitoring and rear cross-traffic alert, along with multiple driver profiles.

Topping the regular range is the 110TSI Highline, priced from \$35,990 before on-road costs as a hatch or \$37,490 in wagon guise. The trimmings from the Driver Assistance Package are standard, along with leather-appointed seats, electric driver's seat adjustment, LED headlights, auto high-beam, a panoramic sunroof, fog-lights, 17-inch alloy wheels, and a colour display in the instrument binnacle.

The \$2300 Sound and Vision Package, available on Comfortline and Highline, adds the fully-digital Active Info display in place of conventional instruments, a 9.2-inch infotainment system with gesture control and a 400W Dynaudio stereo.

Only the Highline is offered with the \$2500 R-Line Package bringing a sportier exterior styling package, 18-inch alloy wheels, sports suspension and a unique steering tune. Privacy glass is also included.

On the high-riding Alltrack (above) side of the things, the range kicks off with the 132TSI, priced from \$35,250 before on-road costs. Power comes from a 132kW/280Nm 1.8-litre four-cylinder turbo petrol, hooked up to a six-speed DSG and 4Motion all-wheel drive.

Autonomous emergency braking is standard, along with auto headlights, rain-sensing wipers, a rear-view camera and parking sensors at both ends, while keyless entry, electric-folding mirrors and push-button start are also standard. Rounding out the spec sheet are dual-zone climate control, an 8.0-inch infotainment system, a leather steering wheel and floor mats.

It costs \$1200 to add the aforementioned

## VW T-Cross debuts.

The 2019 Volkswagen T-Cross has finally been unveiled at premiere events in Amsterdam, Shanghai and São Paulo.

Serving as the new entry point into Volkswagen's crossover family, the T-Cross measures 4.11 m long and features a 2.56 m wheelbase – making it smaller in physical size than a Mazda CX-3. The T-Cross is more-or-less Polo-sized, rather than Golf-sized (which VW's other new SUV, the T-Roc, is).

Despite its compact dimensions, however, the luggage area measures between 385 L and 455 L with the rear seats in place, which can be slid fore and aft to allow for more passenger room or cargo space. With the second row folded, the T-Cross can hold up to 1281 L.





Based on Volkswagen's MQB A0 modular architecture, the T-Cross is available with a similar range of small-capacity turbocharged engines and high-end driver assistance technologies to other models in the company's stable like the Golf and the T-Roc SUV, and the Polo.

A pair of 1.0 TSI three-cylinder turbo petrol units are available, in 70 kW and 85 kW guises respectively, while a flagship 1.5 TSI four-cylinder turbo petrol with 110 kW will also be offered.

The sole diesel option will come in the form of a 70 kW 1.6 TDI. Volkswagen hasn't detailed which transmissions will be available, though expect the 70kW petrol to be offered with a five-speed manual as standard and an optional seven-speed DSG, while other variants should have a six-speed manual as standard with the option of a DSG.

Volkswagen has confirmed the T-Cross will come standard with autonomous emergency braking, lane-keep assist, hill start assist, blind-spot monitoring with rear cross-traffic alert, along with a proactive occupant protection system.

Optional features will include driver attention monitoring, adaptive cruise control, and an automated parking assistant.

Available infotainment and connectivity solutions will include wireless smartphone charging, up to four USB ports, and a touchscreen navigation system with Apple CarPlay and Android Auto.

Speaking of the cabin, the T-Cross has a rather unique flavour compared to other models in the line-up, getting a new steering wheel design and some funky trim and colour options. The R-Line versions pictured here seems to be fully specified with a 10.25-inch Active Info Display, dual-zone climate control, and keyless start.

The T-Cross will be manufactured primarily at Volkswagen's Pamplona (Navarra) plant in Spain, one of the facilities where the related Polo hatchback is produced for Europe. Volkswagen has also confirmed the new crossover will be made in South America and China, where it is "specially tailored" for those two "growth markets".

Additionally, VW has committed to investing 1 billion Euro (\$1.61b) by 2019 into this Spanish plant to "serve the particularly strong growth in the market for compact SUVs," which is potentially a bid to avoid production constraints like

it has experienced with the larger Portuguese-made T-Roc – one reason why that model hasn't launched in Australia yet.

Volkswagen's local division has indicated, however, that we can expect to see the T-Cross in Australian showrooms in "around 18 months," pointing to a mid-late 2020 launch in Australia.

## Tiguan Offroad.

Volkswagen has revealed the Tiguan Offroad at the Moscow motor show, with a tougher look and (slightly) improved rough-road credentials.

The new variant features a redesigned front bumper increasing the ramp angle from 16 to 24 degrees, along with styling and specification enchantments.

The Tiguan Offroad comes standard with Volkswagen's 4Motion four-wheel-drive with Active Control and driving mode selection. Drivers are able to choose between 'On-road', 'Off-road' and 'Snow' modes.

Additional styling enhancements include a bumper middle section in matte silver with black chrome trim strips, black roof rails, black exterior mirror covers, black 18-inch Sebring alloy wheels and door trim components with an off-road look.

The unique front bumper also incorporates an engine skid plate, designed to stop key components sustaining damage during off-road use.

Inside, the Tiguan Offroad features a leather steering wheel and gear knob, aluminium decorative inserts, along with pedals and foot rests in stainless steel, and special rubber floor mats.



Finally, the Tiguan gains 'offroad' badges on the B-pillar, as well as unique 'offroad' door sills.

The Tiguan Offroad will be exclusively available with 4Motion and a DSG transmission, and will be offered with the same engine options as the wider Tiguan range in Europe.

As for Australia, the specifications of the Tiguan Offroad largely mirror the limited edition Tiguan Adventure launched in Australia last year (see Zeitschrift, November 2017).

Volkswagen Australia has not yet commented on whether the Tiguan Offroad will make it here, but given Australia's love of SUVs and off-roaders, it is very likely.

## VW and Ford to cooperate.

Ford and Volkswagen may join forces to develop passenger cars together as part of wide-ranging partnership talks between the two automakers.

In an interview with Bloomberg Bob Shanks, Ford's chief financial officer, noted the companies are "having a very broad set of discussions about how we can help each other around the world."

In June last year Ford and Volkswagen announced it had signed a memorandum of understanding, and would investigate joint development of commercial vehicle platforms and models.

Now, though, Shanks says "collaboration isn't being limited in any way whatsoever, whether it's different types of technology, product segments or geography." A European Ford Mondeo on VW's MQB platform is one possible example.

While the Detroit automaker surprised many last week when it announced a US\$1.7 billion (\$2.4 billion) third quarter profit before tax last week, it was primarily driven by high-margin pickup trucks and SUVs in the North American market, where Ford booked a profit of almost US\$2 billion (\$2.8 billion). The Ford F-series truck is by far the biggest selling vehicle in North America.

This was offset by losses of US\$152 million (\$214 million) in South America, US\$245 million (\$345 million) in Europe, and US\$208 million (\$293 million) in Asia Pacific, where Ford's poor showing China really hurt. Ford has closed



its Australian factory and sales continue to drop, although not anywhere near as badly as Holden's.

Although Ford hasn't said anything officially yet, the most obvious places for Ford and VW to collaborate would be for low-cost vehicles aimed at the South American market, as well as utes and vans sold in Europe.

This is not the first time Ford and VW have worked together. The 1995 first-generation VW Sharan and Ford Galaxy big people-movers were the same vehicle, built in the joint-venture 'AutoEuropa' factory in Palmela, Portugal. Ford sold its half of the venture (and the Palmela factory) to VW in 2006, and the later gen Sharans and Galaxies are unrelated.

It's possible Ford could now work with Volkswagen in producing replacements for the Mondeo family car range, along with the Galaxy and S-Max people movers, should it decide it still wants to compete in those shrinking market segments.

Ford US shocked the auto industry earlier this year when it announced it would discontinue all passenger vehicle lines, except the Mustang, for the North American market, shifting its entire US range to pickup trucks, SUVs and crossovers. Passenger cars no longer make money, while trucks and SUVs do.

Ford has since started partnership talks with Indian automaker Mahindra. Ford has also begun restructuring its Chinese operations with a view to making more use of its joint venture partners. The new Ford Territory is a restyled JMC Yusheng SM330, for example.

To start with, Volkswagen may grant Ford access to VW's upcoming MEB electric car platform as part of wide-ranging collaboration talks between the two car makers.

During a conference call discussing the German automaker's third quarter results, Frank Witter, the Volkswagen Group's chief financial officer (CFO), told Automotive News and other outlets, "Whether we might provide access [to MEB] to other brands outside of the VW Group is theoretically possible, but there is no decision."

In the wake of the expensive and long-running US Diesel scandal, where it used software to cheat some of its diesel engines past emission tests, the Volkswagen Group has invested heavily to develop a new fleet of electric vehicles.

One architecture, known as MEB, will be used as the basis for 27 electric cars across VW's four mass market brands: Volkswagen, Skoda, Seat and Audi.

A production version of the Golf-sized Volkswagen ID hatch is due to go into production towards the end of 2019 at VW's factory at Zwickau in eastern Germany.

In time VW hopes to build as many as 10 million electric vehicles using the first-generation MEB component set. Adding models from the Ford and, possibly, Lincoln brands into the mix would no doubt help with economies of scale, and reduce the risk of the project.

Ford is also busy developing its own first mass-produced electric car, a crossover with Mustang-inspired styling and handling, which is due to go on sale globally from 2020.

Ford also plans to launch 40 electrified cars, including 16 EVs, by 2022 as part of a US\$11 billion (\$15 billion) investment in the segment. A number of these will be China-only models developed in conjunction with local carmaker Zotye.

## Luggage racks.

I must admit that I have a real fetish for roof racks. I have been known to drive around with ski racks on my car in the middle of summer, just for the fun of it.

Luggage racks can come in handy, but they can really make a car, and make it stand out from the crowd.

You used to be able to buy roof racks as an approved



VW accessory from Volkswagen dealers, and they featured in the VW accessory catalogues of the time - along with carpets, mud flaps, seat covers, headlight protectors and so on.

Some of these racks can be nearly impossible to come by these days (especially the ones for cabriolets and targas). Yes, they really do make roof racks and luggage racks for convertibles.

Most are now long out of production.

Luckily there are many modern reproductions on the market for hard-top cars, and even Kombis, but cabriolet roof



racks are impossible to get these days and will have to be home-made using pictures off the internet.

If you find a rack that just doesn't fit your car, you can always modify it to suit.

Old racks can be re-painted and new wood slats installed.

So if you can imagine your Volkswagen or Porsche with a roof rack just for the sake of it, why not get one.

Ashley Day



# Hell on wheels.

There is a Beetle nearly as famous as Herbie, but it's famous for all the wrong reasons.

It's the 1968 Volkswagen Beetle used by Ted Bundy during his crime spree, as it's now shown on display at the US National Museum of Crime and Punishment in Washington D.C.

This car was the last ride for many young women throughout the 1970s.

Bundy would appear injured and use his charm to gain sympathy from unsuspecting victims.

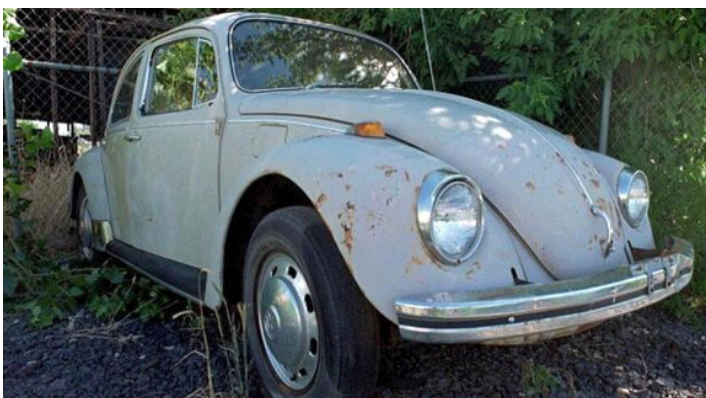
He wore his arm in a sling, used crutches or wore fake casts, then asked for assistance transporting to or from his car. Once the victim was near the vehicle, he would strike her with a crowbar, often hidden in the sling, and load the woman into the Beetle. Then he would drive to a secluded spot before handcuffing, raping and eventually strangling and/or stabbing them.



Bundy used this method to kill at least 30 and as many as 100 women across the western U.S. between 1974 and 1978, making him one of the most infamous serial killers in American history.

Bundy was first caught by Police in Utah in 1975 but he escaped and committed several more murders. He was finally recaptured in 1978, sentenced to death and sent to the electric chair in Florida State Prison in 1989.

This Beetle is very famous in the U.S. and is rated in the top ten cars used in crime in the world, coming in at number eight behind Bonnie and Clyde's bullet-ridden 1934 Ford, Al Capone's 1928 Cadillac and O.J. Simpson's 1993



Ford Bronco. With the rise of the murderabilia cars, the Bundy VW is now very valuable, probably in the 50- to 100-thousand US dollar range.



It sat in a police holding yard for over 20 years before being purchased by a former Salt Lake City deputy Lonnie Anderson, as an investment for \$925 at a police auction.

It's kind of sick to think about, but given their particular needs, having a car is quite important to serial killers (it's not like public transport is an option for hauling bodies). On the flip side, cars have often been the keys by which law enforcement identified and ultimately apprehended these monsters.

Ashley Day





## VW e-Golf – a US test drive.

Electric cars are big in the USA at the moment. The Chevy Spark and Nissan Leaf have been leading the way, while other makers like BMW, Tesla, Mercedes and Smart are also offering 100% electric cars (not just petrol hybrids like the Toyota Prius).

Volkswagen is now joining the team. Until now, the only way you could get the words “electric” and “Golf” so close together was to put the word “cart” after them. Knowing that the e-Golf would be their next step at auto electrification, Volkswagen designed the Golf 7 ‘MQB’ platform to fit a myriad of drivetrains, none of which would require purchasers to sacrifice the Golf-ness that makes it the best-selling car in Europe. In the e-Golf that means power electronics underhood and an amoeba-shaped battery that fits in the floorpan, between the axles, where it won’t ooze into the interior space.

We look at the e-Golf as another kind of crossover: traditional cars that just happen to be electric, offering a taste of the new EV religion in soothing, recognizable garb. We had one for a week in its natural habitat, Los Angeles and the surrounding area. We really like the fact that, powertrain aside, it maintains everything we dig about the Golf. The caveat is that this is an EV first and a Golf second – you must first address the EV challenges and live within EV constraints, then you can enjoy the Golf bits. Even so, it’s the electric car this writer would buy once we acquired the lifestyle to make proper use of it.

The most noticeable exterior change to the e-Golf are 16-inch Astana wheels wrapped in 205-series tyres that



reduce rolling resistance by ten percent. Once you’ve cottoned on to that, the other alterations become apparent: the blue trim strip underlining the radiator grille, the redesigned bumper with the C-shaped decoration LED lights and the full-LED headlamps above them; the little blue “e” in the model name on the rear hatch. You won’t notice the underbody panelling, that the frontal area of the e-Golf is ten percent smaller than that of a traditional Golf, that the radiator is closed off, or the reshaped rear spoiler and vanes on the C-pillars. Volkswagen says this results in a ten-percent drop in drag, getting the coefficient down to 0.281, but the standard Golf is also listed at 0.28. The TSI and TDI are 0.29. No matter those numbers, the point is the e-Golf looks just like... a Golf.



The 12,000-rpm 85 kW electric motor produces 270 Nm of torque, which compares to 110 kW and 320 Nm from the 2.0-litre diesel Golf. The e-Golf takes 4.2 seconds to get to 60 km/h, 10.4 seconds to hit 100 km/h, and the little guy tops out at 140 km/h. That sounds like slacker acceleration, but it never feels that way – you can pull away from a light with the rest of traffic, and any time you need a squirt, instant torque is there to woosh you forward.

The interior gets a few more tweaks, all still subtle. The upholstery treatment is leatherette seats and surfaces with grey and black trim, and the list of standard equipment is lengthy. Buyers get parking heater/ventilation, six-inch touchscreen radio and nav, a heated windscreen, leather steering wheel, and a leather gear knob as part of the standard e-Golf package. In the dash cluster there’s a power display on the left instead of a tachometer, and a gauge in the speedometer displays the amount of charge in the battery. Between the two dials is a colour display presenting data like range, regenerative braking level and charge time. Subscribe to the Car-Net service and you’ll get features like remote battery charging and climate control operation.

The EV maintains its interior Golf-ness because the 24.2-kWh lithium-ion battery is shaped to fit between the axles in the floor of the Modular Transverse Matrix (MQB) platform. These 264 cells are grouped into 27 modules and laid out in a structure that looks like a bizarre Jell-O mold, but it’s what makes the e-Golf a Golf that just happens to be electric. Of the car’s 1,540 kg curb weight, 320 kg of that is the battery, located way down at the bottom. Centre of gravity is the obvious beneficiary, along with cabin spaciousness.

With a suspension tweaked to handle the extra weight, the electric hatchback also maintains its driving Golf-ness. It’s





stable, it's peppy, and it's not afraid of cornering – keeping in mind it rides on a narrow footprint. The electric and mechanical braking systems worked together imperceptibly. Outside of hard acceleration and engine noise, you'd struggle to find it missing anything from the traditional Golf experience.

Additional driver involvement comes from working through the driving and brake regen modes, should you wish. There are three driving profiles: Normal – which the car always starts in – Eco, and Eco+. Eco modes put a dent in power usage, though. The motor output drops to 70 kW, pull-away torque is reduced to 220 Nm, throttle response is scaled back, A/C output is reduced, and the top speed drops to 114 km/h. Eco+ bangs that down further: motor output becomes 55 kW, pull-away torque is 175 kW, the A/C is turned off, and the top speed is 90 km/h.

There are four levels of regenerative braking after the default, D, which has no regen. Tapping the gear lever to the left or right hops you through the D levels – D1, D2, D3, and B – while pulling back (where “Sport” would be on a traditional Golf) puts you into B, the strongest level. It's a game that gets fun to play, timing your braking as you coast to a stoplight, figuring out which level will get you stationary when and where you need to be without touching the brake pedal.

We really like the Volkswagen e-Golf. This author has never had an electric car for an extended-loan daily driver before, and we quickly discovered that it's not something you just jump into – it needs planning. It also needs a certain kind of lifestyle, which we don't have. We can't access or park near the only outlet in our apartment garage. Even if we could, the one time we tried to charge with a standard US 115-volt



outlet, with about four miles of range left, the car informed us it would take almost 17 hours to fill up. Nor do we have a day job, so we miss out on a regular set of hours in one location to plug in. Our lifestyle is as compatible with an electric car as beer and toothpaste, so for a few days we pretended to have office hours at the Santa Monica Public Library, just to get some juice.

On the days we stayed in LA proper, everything was good – you're always going to find a charge station nearby and plenty of options for passing time during a quick boost. The average day is an electric breeze in this car, although you do have to prep for getting over canyon passes here – doing the 14 km over the San Fernando Mountains needs a lot more than 14 km of range, because 7.2 km of it is uphill.

But when we had to make a 175 km round trip drive to Irvine, well, that was more of an adventure than we planned. We started with 116 km of range, but steady-state cruising at 105 km/h does no favours for electric cars, and we watched the range drop until we had 32 km left and 32 km to go to get to our destination. Having planned ahead, we lunched at a mall while the car drank up. We stayed off the highway after that, but the Orange County surface streets we needed were like downscaled highways, with 65 km/h speed limits and long stretches between lights, so range still suffered.

We plugged into a wall outlet for five hours while in Irvine and started home with 63 km of range, knowing we'd have to stop somewhere. The e-Golf navigation maps every nearby charging station, even the ones you can't use. That's how you end up cruising a residential neighbourhood on reduced power, with one mile of range left, heading for a charge point that a security guard will tell you is on private university grounds, so you put on your nice face and convince him to let you plug in for 30 minutes so you can reach the ChargePoint station four miles hence. ChargePoints aren't as thick on the ground in the area as we had thought, and obviously, we hadn't done enough planning – nor charging – ahead of time. The blame is entirely ours, not the car's.

When asked to do what it's meant to do, and given the juice to do it, the e-Golf is excellent – and why wouldn't it be? It's a Golf. If we wanted a second car for a city runabout – after our, yes, go-anywhere-there's-gas ICE car – and were determined to go electric, this would be the one. The e-Golf is priced at \$US35,445, excluding \$820 for destination, so the Nissan Leaf is \$6,400 less dear (after tax credits for both). That's not a little bit of money, agreed, but the Leaf isn't as handsome, roomy, fun, or nice as the e-Golf. The Chevy Spark EV is only \$500 less expensive but an even bigger compromise. The Ford Focus Electric is fine to look at but more expensive for no good reason. The Mitsubishi iMiEv is about \$8,000 less expensive, but nothing like the Golf except that it's electric. The BMW i3 and Mercedes-Benz B-Class Electric are in different price brackets.

The Ford Focus Electric is fine to look at and \$6,000 less expensive, a compelling amount in cars that aren't that far apart. We like the look, feel, and ride of the VW better, but it would be hard to tell someone else to simply ignore the difference. As far as this writer's concerned, the e-Golf is it. Once we got a home charger. Or a day job.

Jonathon Ramsay  
[USautoblog.com](http://USautoblog.com)



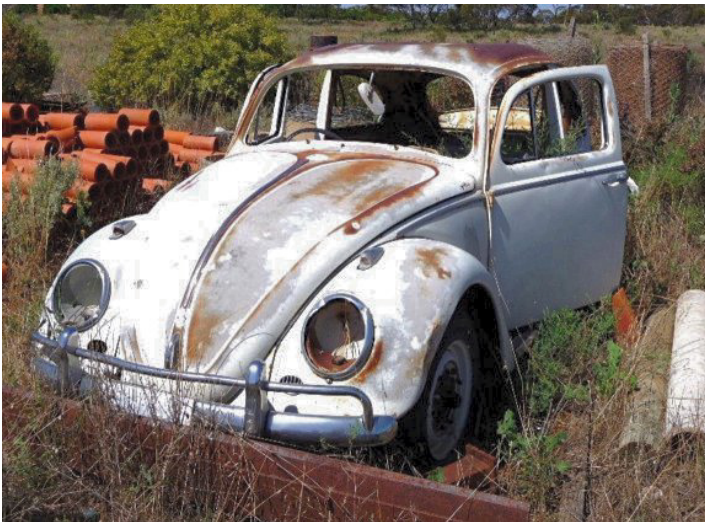
## The eleventh hour.

Years ago it used to be all about Beetles, not split-window Kombis or any other type of Volkswagen – just Beetles.

I always liked Beetles because of their simplicity. I'm not a mechanic but I was always (mostly) able to keep them going.

I liked how they always had room for hands and tools in the engine bay (at least when kept standard!) and room to remove and replace parts, not like cars of today.

Beetles are easy and fun to work on, so long as you have the right tools.



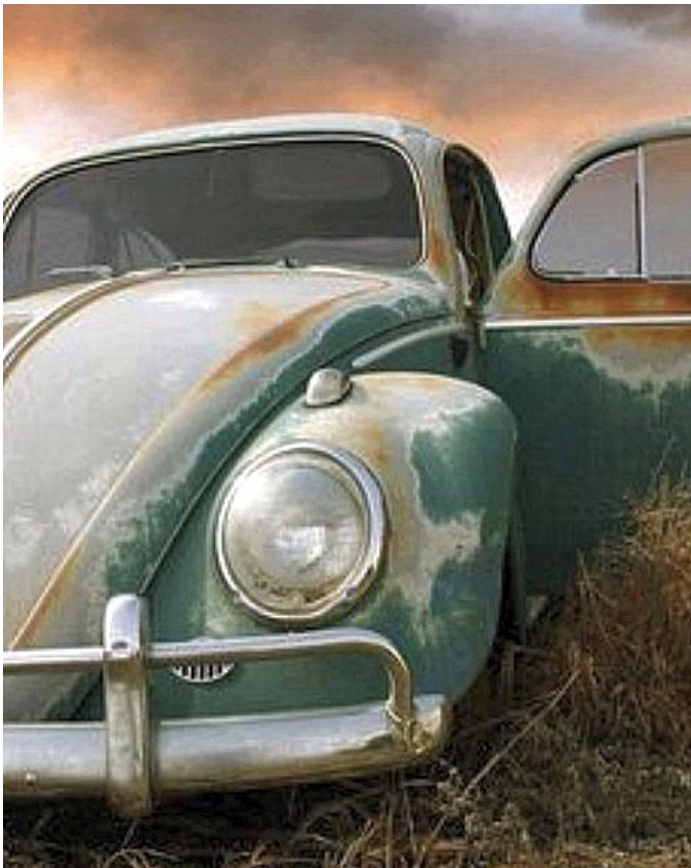
They were mass-produced and many parts from other Beetles of different years can be used.

All Beetles have personalities, and if you have ever driven one you will be hooked for life (probably why you're reading this VW Club magazine!)

But it's now been 42 years since they last made Beetles in Australia, so they are all getting on in age and the ravages of time are taking their toll on cars unprotected from the weather.

Any Beetle is worth saving, as they are worth more than the sum of their parts.

Beetle values seem to move in a ten-year cycle and they are just about to hit the height of the market for original cars.



Always keep it as original as you can; maybe change the wheels or exhaust, but that's all.

Bugs don't last long sitting and rotting in the outdoors, so if you see any, now might be the time to act and save one of these icons for the future.

Ashley Day

## A dying industry.

There was a time when the market for second-hand spare parts and used cars was booming. Swap meets used to be huge and fun.

My phone used to always ring with people asking for parts.

There used to be many businesses that especially concentrated on wrecking Volkswagens and selling recycled VW spare parts.



But ten years ago people stopped spending money at swap meets and on old cars. Gradually swap meets got smaller, and Volkswagen businesses closed down. Often the owner grew old enough to retire, and no one wanted to continue the business.

People stopped taking parts to swap meets, because you virtually had to give stuff away.

Even I had to stop wrecking cars because there's nobody to buy the parts.

Now it's very rare that someone will call me for parts, or call me at all.

I never cared because I have always been my own best customer and I only play cars for a hobby. If it was a business I would have shut it down years ago.

I get tired of hearing people saying: "There wasn't much stuff at the swap meet." Do you really think people are going to drag parts to the swap meet, then take it all home again, just for your convenience for no money?

Lucky for me, I never worried what the market for spares and cars was doing in Australia. I always looked overseas for my inspiration.

In England, America and Europe the Volkswagen scene is booming, so if people in Australia don't see any value in old cars, that's their problem, not mine.

If you like looking around swap meets, why not take more than \$20 with you and buy something.

If you want to have independent Volkswagen businesses, use them before they are all gone.

Ashley Day



## Sweden's oldest Beetle – 1948 model – sold.

One of the best restored 1948 Volkswagens in the world, with the rare early Export style, was recently sold at auction in Sweden. It's only one of about 30 examples of this vintage still existing in the world.

This Volkswagen had undertaken a bare metal restoration and all the details were taken care of, right down to bolt level. 99% of the replaced parts were NOS (New Old Stock) or good original parts. Only the bumpers are reproduction, as original period replacements were impossible to find.

It is an excellent driver to enjoy every day. It is a show winner every time; it has won prizes in many recent Swedish VW shows.

### History of the car

This Volkswagen was manufactured in Wolfsburg on the 7th of December 1948. It is one of just 55 cars manufactured 1948 that came to Sweden, imported by the famous Scania Vabis.

The first owner of the car was the Swedish Defense, with the infantry in Kiruna (a town in the most northern part of Sweden). The military used it until 1956. The car then had a few more owners before it was taken to a scrap yard in the west part of Sweden in 1961, where the owner of the scrap yard used it for a while. It was rescued in 1975 from the scrap yard by a VW enthusiast from Stockholm. In 1985 another VW enthusiast bought the '48 and collected a few of the missing parts.

In 1990 the current owner bought it. The '48 was at that stage unrestored and a few parts were missing but the original engine was still there and it was very complete with the correct air cleaner and other very hard to find parts. After six more years of collecting the missing parts the owner could finally start the restoration of the Volkswagen, in November 1997. On the 30th of September 1998 it left the Swedish TUF without any remarks.

The '48 has been parked in a famous Volkswagen museum in Sweden from 1998 until now. It had only been driven to a few meetings in Sweden

and Germany during the years. The last time it was used was on a trip over the Grossglockner Alp route in 2012. Seven other old Volkswagens were celebrated by joining this trip at that time. It was a very nice driver, very silent and fast for being such an old vehicle, 1000 km drive in one day was not a problem. The condition of the '48 was still the same as it was after the restoration.

### Technical details

This model is very unique. It has a so called early 'Export' style, which means that Volkswagens delivered to foreign countries between 1947 and June 1949 are equipped with chromed handles, hubcaps, bumpers and headlight rims. These countries were Switzerland, Holland, Belgium and Sweden. The 'real' Export model with full aluminum trim,

brown carpets and deluxe interior was not introduced until later in June 1949. The standard model of Volkswagen at that time was totally free from chrome.

In 1948 only 4,500 of the 19,244 cars manufactured Volkswagens were equipped with the early Export equipment. During the year of 1949 there were lots of production changes of the details, which mean that this car from 1948 has more in common with the KDF model (Volkswagen manufactured between 1938 and 1945) then with Volkswagens made from 1950. Almost all parts were redesigned during the year 1949. Lots of work has been done to restore this car into its former glory. The car was originally painted at the factory in Dunkelblau L32 Nitro paint which was a half-matt paint. Now it is painted with two-pack paint with matt paste which is very similar to the original look.

**Engine:** The original engine with the correct number is still in the car and is professionally restored. Coil, distributor, and generator are stamped and dated 1948 (these parts were originally mounted on this engine). Original air cleaner is at hand (extremely rare and hard to find item). All moving parts of the motor are NOS (New Old Stock). Flywheel, clutch, crankshaft, pistons and connecting rods are balanced both static and dynamic. NOS piston and cylinders. All tin ware of the engine are the originals, painted in the correct color. The old logo on the fan shroud (summer/ winter) is still the original (it was covered up during the painting). NOS original Eberspacher muffler with VW logo on the sides. Correct heater boxes with the heat flaps mounted with real hinges.





(Early feature, only up to March-49) carburettor and fuel pump are the correct and rare Huf brand, only used 1948-49. Correct early pulleys for the generator and crank shaft. NOS Continental fan belt. K-manifold is mounted. The engine is equipped with a very rare and early Motometer temp gauge.

**Gearbox:** Completely restored with new bearings which makes it very silent for being such an early VW. Correct rubber boots without seam. Mechanical brakes in perfect condition are at hand. NOS brake drums from 1948 and NOS correct brake wires without plastic cover makes the Volkswagen stops without vibration or uneven brake power. The gear box shifts perfectly.

**Front axle:** Original front axle with NOS early short shock absorbers. NOS brake drums and brake wires from 1948. Steering box NOS from 1948. Spindles are early with cog logos.

**Chassis:** Original chassis. Parts of the floor panels are replaced. The floor is the early flat KDF type. Recessed floor for the rear passengers came one month later. Original rare flat battery cover (only 1948 and earlier, KDF type). All brake wires are NOS. Gear shift knob is the original of the car with the cog logo. Original rubber floor mats. Chassis sandblasted and painted. All greasing points of the chassis are correctly marked with red paint. All bolts on the chassis have the correct brands as Kamax, Rasche and Knipping; they are also chromed in black. Single action rear shock absorbers. Professionally rebuilt by a company in Stockholm.

**Interior:** The seat covers are original cloth in very good condition. In front of the pedals there are still the early rubber mats with 'Pyramid' pattern., only used up until 1949. Headliner, wool mats on heater channels, left and right side



front, wheel arcs, under rear seat are new. The clamp that holds the mat behind the rear seat is the original early long types.

**Electrical system:** NOS electrical cable system.

Original speedo in very good condition. NOS starter switch and semaphore switch. Restored wiper motor. Correct early right and left semaphores. Original Hella headlights with the old eyebrow glass. NOS chrome rings. Original rear lights (no repro) with re-chromed rings. Correct horn with chromed front. NOS brake light switch.

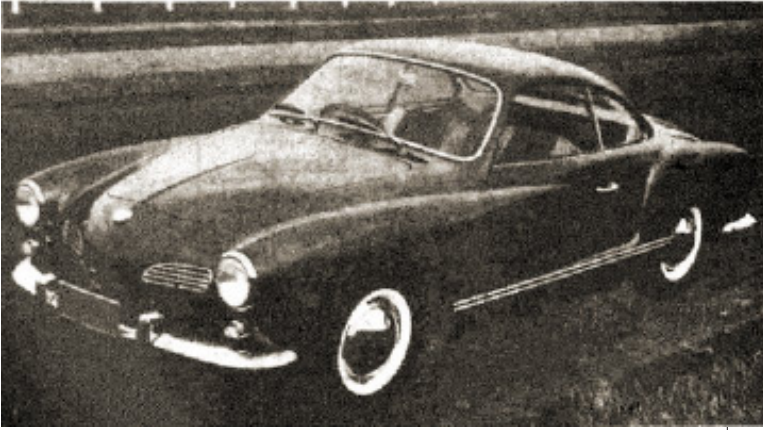
**Body:** Bare metal body restoration. Metal glove boxes (were in use until May-49). Rear right fender is NOS. Rear left fender is a restored original. Perfect front fenders are from 1950 with the headlight buckets moved backward for no space for the rubber seals (no seals were used between the headlight and headlight bucket in 1948). Perfect early front hood with the lock and lid handle (lock in the front hood was only used until May-49). Rear and front hood handles are NOS and lockable with keys. Rear engine lid is the original with the pressing for the old German license plate (used only until July-49) Original riveted pope nose. Riveted glass lens only used up to mid -49. NOS rubbers for the door windows.



All window glass are the originals except the front window. Driver door is NOS. Passenger door is a perfect unrepaired door from 1950. It also has a set of recently restored and re-chromed original hubcaps with the large VW-logo. The VW-logo has not been painted yet, they have been restored by a KDF Specialist and they are extremely hard to find. This model of hubcaps were used from late 1947 to March-49. The bumpers are handmade in Austria and heavily chromed in Stockholm with copper and chrome. Footsteps are NOS later models with attached correct rubbers and the extra support in the middle. The original starter crank is also at hand. 'Special for 1948.' Small gas tank (the original from the car and never rusted). The rims are all in good condition, not damaged, oval or bad holes. The rims are equipped with Avon tires in still good condition.

The 1948 Volkswagen is equipped with all the old original registration papers and also some very interesting documents with communications between Scania Vabis and the Swedish Defence.

The car was auctioned off in Sweden in October 2018 by Bilwel Auctions. The selling price was 1,350,000 Swedish Krona – about \$209,000 Australian dollars.



## The 40-bhp VW Karmann Ghia.

*The Sydney Morning Herald, Monday 13 March 1961*

Road Tested by Sturt Griffith B.E.

The Karmann Ghia is a de-luxe coupe from the Volkswagen stable, and it is one of the most graceful cars on our roads today.

Based on the well-respected VW chassis, the Ghia has a sleek body, which offers spacious accommodation for two adults with several children, or alternatively much luggage or camping gear.

Since last tested in August 1960 (see Zeitschrift, December 2017), the Ghia has been fitted with the new 40-bhp VW engine which gives more torque, and noticeably increased power at touring speeds.

The result is greater liveliness in the car, and improved acceleration and hill-climbing. Top speed goes up by 5 mph (8 km/h), and the country cruising speed is also higher.

### Observations

The outstanding characteristics of the Karmann Ghia are its excellent handling and roadholding, and its good riding over rough country roads.

It is a pleasure to drive under all circumstances, even in the wet conditions prevailing on much of this test. Steering is precise and quick, the brakes are good, and the car corners in excellent style.

The points of criticism are the off-setting of the pedals to the left, the slow-winding windows, and the insignificant warning lights.

Equipment is very complete, as one would expect in a de-luxe car, and the luggage space in the boot has been increased by a relocation of the petrol tank.

### The Test Route

The 205-mile (330 km) route starts from Penrith and crosses the Blue Mountains by the Western Highway to Mt Victoria and Lithgow.

The journey from Lithgow is by the Scenic Hill to Bell (altitude 3,500 ft (1,067 m)), Mt Tomah, Kurrajong Heights and down to Windsor. The route then extends north to Wisemans Ferry, back to Castle Hill, then across country to Penrith.

The route includes strenuous test hills, winding mountain roads, and a balanced length of flat country running.

### Hill Climbing

Third gear will be used for all serious or fast climbing, but the new engine showed great tenacity in top, when allowed to slug along as a harsh test of its flexibility.

The gears and speeds on the regular test hills were: **BODINGTON** (a straight climb of three-quarters of a mile (1.2 km), with a relatively uniform gradient of 1 in 11½): Third gear at 50-45-25 mph (80-72-40 km/h).

**RIVER LETT** (a difficult climb of 2 miles (3.2 km) with acute bends, and a maximum gradient of 1 in 8½): Third gear at 40-32-42 mph (64-52-68 km/h).

**MOUNT TOMAH** (a winding climb of 1½ miles (2.4 km), with a maximum gradient of 1 in 9, average 1 in 12): Third gear in a lively climb at 50-36-45 mph (80-58-72 km/h).

With a loaded weight load of 18½cwt (942 kg), the power to weight ratio is 43.3 b.h.p. per ton, and the torque-weight ratio is 66lb-ft per ton. Top gear gives a road speed of 18.7 mph (30.1 km/h) at 1,000 rpm.

### Cruising and Acceleration

Owing to its high gear, the Ghia has an exceptionally high cruising speed for its power. On safe country highways it will settle down to 70 mph (113 km/h), at which speed the wind-noise level is low and the engine creates no fuss at all. In fact this car is quieter at speed than most front-engine cars of equivalent power.

To retain flexibility below about 35 mph (56 km/h) it is desirable to drop into third gear.

The gearshift is possibly the easiest in the industry, and no driver will hesitate to employ this gearbox to best advantage. The provision of synchromesh on bottom gear is a further advantage in traffic driving.

The Ghia will give around 80 mph (129 km/h) in top, 63 mph (101 km/h) in third, and 46 mph (74 km/h) in second gear.

The times for acceleration were as follows:

**THIRD GEAR:** 20 to 40 mph in 8.0 secs; 30 to 50 mph in 9.7 secs; 40 to 60 mph in 11.4 secs.

**TOP GEAR:** 20 to 40 mph in 15.4 secs; 30 to 50 mph in 14.8 secs; 40 to 60 mph in 14.9 secs.

It will be observed how well the torque of the new engine is maintained into the higher speed ranges.

Acceleration from 0 to 50 mph (80 km/h) using the three lower ratios, required 16.1 secs.

### Roadholding and Handling

The car shows good road adhesion under all conditions and, in spite of its rear engine location, it gives the driver a feeling of excellent balance. On fast corners, roll is negligible and the tyres are quite silent. The precise steering, with its neutral characteristics, is a great help on winding roads.

The all-independent suspension shows to great advantage when the going becomes rough, and the car accepts potholes and corrugations with a degree of equanimity which is most surprising in view of its light weight.

Under no circumstances did the suspension bottom, and the Ghia will give an excellent account of itself under country conditions.

The steering requires only  $2\frac{3}{4}$  turns from lock to lock, yet it transmits very little reaction to the hands. The steering has very little self-centring action, which sometimes requires the driver to steer out of the turns. The turning circle of 37 feet (11.3 m) is large for this size of car.

The Lockheed brakes are particularly good, and straight-line emergency stops can be made without difficulty. There was no sign of fade on the  $3\frac{1}{2}$ -mile (5.6 km) descent from Kurrajong Heights in neutral. The handbrake effectively stopped the car on the Victoria Pass on a gradient of 1 in 8.

#### Driver's Layout

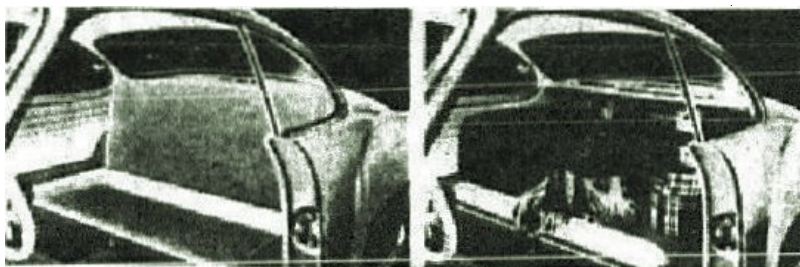
The arrangement of controls for the driver is good, with a comfortable seating position, a nicely placed wheel, and superb vision in all directions.

The central floor gearshift is conveniently located and the excellent synchromesh permits very rapid changes in any direction.

The instruments comprise the speedometer, fuel gauge and clock before the driver, and the minor controls are sensibly dispersed within easy reach.

The driver's window requires  $4\frac{3}{4}$  turns of its crank for full movement. The rear ventilating quarter lights can be reached from the front seats.

Useful equipment includes screen washers on the same control as the wipers, demisters for the rear window as well as for the front screen, and a reserve cock holding back one gallon (4.5 litres) of petrol.



The squab of the rear seat drops forward, opening a rear luggage compartment and providing a further large luggage platform.

#### Fuel and Technical

At an average speed of 42 mph (68 km/h) over the test route, the Ghia gave 41.2 miles per gallon (6.9 L/100 km), which is most satisfactory for any car. This pleasing economy is, of course, assisted by the high top gear and efficient engine.

The ton-miles per gallon (laden) is 38.2, and the fuel speed factor (ton-mpg x average speed) is 1,615, both of which figures are satisfactory.

Access to the engine in rear is particularly easy in the wide compartment, which also carries the 6-volt battery.

The flat-four air-cooled engine is much over-square, with a bore and stroke of 77 by 64 mm. Compression has now gone up to 7 to 1, and the new Solex carburettor has an automatic choke and accelerator pump, which contributes considerably to the improved flexibility of the motor.

The crankshaft and other major engine components have been redesigned to make the unit even more robust. The overall gear ratios are: top, 3.6; third, 5.4; and second gear 8.3 to 1.

The car is built on a platform chassis stiffened by a tubular backbone, and supported at each corner by torsion

bars and trailing arms. An anti-roll bar is used for the front wheels.

The differential and gearbox are supported on the chassis and swinging axles extend to the rear wheels.

#### Body

The interior of the coupe is particularly well arranged, and maximum use is made of the full-width body. Each of the individual front seats is adjustable for leg length and for squab inclination. The seat pads are 22 inches (56 cm) wide, whilst head room is ample at 34 inches (86 cm).

The occasional seat in rear has a width of 41 in (104 cm) and a seat to roof height of 31 in (79 cm). The rear knee room is  $6\frac{1}{2}$  in (16.5 cm) when the front seats are in the centre of their adjustment.

There is a luggage locker behind the rear seat, with an average width of 42 in (107 cm), a height of 12 in (30 cm) and a depth of 18 in (46 cm). This locker can be extended into the rear compartment by dropping the rear seat squab, which provides an additional luggage platform  $4\frac{1}{2}$  ft by  $1\frac{3}{4}$  ft (137 x 53 cm).

The main luggage boot under the front bonnet has been increased in size and is now 34 in (86 cm) wide, 22 in (56 cm) from front to rear, and 12 in (30 cm) high.

The interior of the car is attractively finished in chromium stripping and high quality leather cloth. Arm rests are fitted to the doors, and soft padding on the fascia and the sun visors.

A particularly effective heater and demister is provided, whilst the radio antennae can be extended from the driver's seat.

#### Summary

The Karmann Ghia is a coupe having great beauty of line, and distinguished by a particularly good interior arrangement and first-class finish.

On the road the Ghia shows excellent roadholding and good handling, associated with pleasing fuel economy.

This is a car which will be appreciated by keen drivers, and those who take a pride in a well-finished vehicle.

The good riding provided by the all-independent

suspension also suits this car to permanent country use.

The car tested was made available by the distributors, Lanock Motors Ltd.

Sturt Griffith B.E.

#### About This Car:

**PRICE:** Imported Saloon, £1,598 (incl. tax).

**SIZE:** Two-seater, plus children's seat or large luggage space. Wheelbase 7ft 10½ in (2400 mm); overall length, 13ft 7 in (4140 mm); tracks, 51.4 and 50.7 inches (1305 and 1288 mm); clearance, 6 in (152 mm); fuel tankage, 8.8 gals (40 litres); tyres 5.60 x 15 in.

**WEIGHTS:** Unladen, tank full, 15½ cwt (790 kg); laden, as tested, 18½ cwt (942 kg).

**MECHANICAL:** Flat four-cylinder engine, in rear, of 1192cc, developing 40 gross horsepower (RAC 14.7 hp) and 61 lb-ft (83 Nm) torque. Four speed gearbox. Separate platform chassis with backbone.

**FUEL CONSUMPTION:** 41.2 miles per gallon (6.9 L/100 km) at 42.3 mph (68 km/h) over the test route.



Data from Hagerty Classic Car Insurance shows younger generations are taking an interest in classic Volkswagens, such as this one listed on ClassicCars.com

## Younger generations showing growing interest in classic Volkswagens.

From ClassicCars.com (USA)

The German marque is an attractive, low-cost vintage option. More young people are showing an interest in buying classic Volkswagens, according to data from Hagerty Classic Car Insurance.

“The whole myth that younger people, in general – and to characterize younger people in general and, of course, everyone loves to typecast the millennial generation – none of them like cars, is wrong,” said Jonathan Klinger, Hagerty’s vice president of public relations. “There are plenty of young people that are interested in cars.”

Hagerty has reported a drop in classic Volkswagen

insurance quotes among older generations – those born in 1964 or earlier – since 2015. In 2015, baby boomers requested 42 percent of Hagerty’s classic VW quotes, by far the lion’s share. This year, that number has dropped to 34 percent.

Generation X has consistently shown an interest in the vintage German cars, but the VW marque has begun to flourish among millennials. In 2015, 14 percent of Hagerty’s quotes for older Volkswagens were requested by millennials. This year, that figure climbed to 23 percent.

“When we were looking specifically at the millennial generation . . . Volkswagen is ahead of other brands like Datsun, Dodge, GMC, Jeep, Pontiac,” Klinger said, adding that all of them significantly trail giants Ford and Chevrolet.

A few factors contribute to the German marque’s popularity, he added. One reason? They look “cool.”

“They’re a handsome vehicle that has a timeless look to them but they still look good today,” he said.

Another primary factor is the relative affordability an old VW



Most Beetles carry a price much, much lower than this one that was priced at \$1 million. | Burbuck Motors photo



It turns out insuring an old VW is a fairly inexpensive prospect. | Carter Nacke photo

offers – despite one recently slapped with a \$1 million price tag (see Zeitschrift Dec ’18).

Most Beetles carry a price much, much lower than that one. “Your typical vintage Volkswagen is a more overall value than if you look at the market across the whole,” Klinger said. “Young people don’t have as much disposable income as other generations may have, yet they’re pretty fun cars if you get the right model.”

While the soon-to-be-discontinued ‘New’ Beetle is, unsurprisingly, the top VW insurance quote requested, Klinger said other models – particularly Rabbits (Golf), GTIs and Sciroccos produced in the early 1980s – have been gathering more interest in recent years.

Klinger pointed out classic Volkswagens aren’t just affordable to buy, they’re also relatively inexpensive to fix and easy to learn.





There's a growing niche for Beetles made in the early 1980s. (ClassicCars.com photo)

“They’re simple to work on relative to today’s cars,” he said. “They’re well-built vehicles.”

The legacy of Volkswagen is also a draw for young people, Klinger said. The marque has been around since World War II and has been featured in films and TV for decades, as well as been idolized in pop culture, particularly during the 1960s. Volkswagen clubs exist worldwide and shows are held often.

Thanks to Carl Moll for the article

## Abandoned late-model Volkswagens.

We have all seen stories about abandoned sports cars in Dubai and Japan, but what about abandoned Volkswagens in Sydney?

I'm talking about cars left for dead on the street, not in yards.

Normally I avoid cars like this, but after spotting this Caddy van with a council sticker, I started to wonder.

The Penrith Council sticker said it will be towed away anytime, because it's unregistered.

Feeling a story for the magazine coming on, I rang Penrith Council.

I was told that Penrith Council is not in the car business and it will be picked up by Pick n Pull at Blacktown, and taken for holding, then wrecking, as no owner could be found.

Next I went to Penrith Police to claim this vehicle, because nobody could give me the owner's name.

At the Police station, after showing a driver's licence, you can claim ownership if the police can't find an owner. The police do an excellent job, normally finding owners within the hour. You can have them talk to the owner on your behalf and leave your phone number.

But for the same reason that supercars are abandoned in Dubai, people borrow more money than they can afford to pay back, just to keep up with the neighbours.

When payments can't be made,



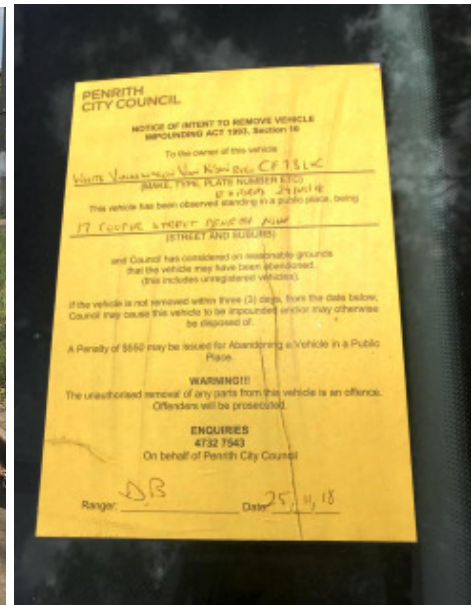
cars are abandoned.

Overseas you can be put straight in gaol for not paying debts, but not in Australia. Here you can just be declared bankrupt.

You can bet that money is owing on these vehicles.

So I can save you time and money. The next time you see an abandoned late-model VW, just keep driving.

Ashley Day





The new four-door Volkswagen to be released in Australia later this year.

**VOLKSWAGEN'S** four-door model, known as the 411, is expected to go on sale in Australia towards the end of this year.

Cars exported to Australia will be the 1970 model, not to be released till the Frankfurt Motor Show in September.

The 411 will have 1700 c.c. engine and will be available in either manual or automatic.

Volkswagen (Australia) have had several 411s here for some months to assess their sales potential, and believe it could sell well at \$3,000 for the basic model.

**INVESTIGATIONS**

2000-0000  
2000-0000

# 4-door VW for Aust.

This company is marketing nationally all the VW products and also intends to introduce a bigger version of the Auto Union Audi, the 100 model, which will use a two-litre engine.

Under local assembly it is expected to cost under \$3,500.

Also expected next year is the Volksporsche, which is financed by VW and designed by Porsche.

A four-cylinder model will compete against the M.G.B. and a six-cylinder against the Alfa Romeo.

VW (Australasia) now has been broken down, and assembly of VW products is done by Motor Producers

Pty. Ltd., who also assemble in Melbourne Datsun cars and Mercedes trucks.

**They are assembling the VW 1500 saloon in manual or automatic under a 7,500 annually plan which calls for 60 per cent local content.**

In addition, the 1600 saloon, fastback and station waggon are under a 2,500 plan which requires 40 per cent local content.

Due to falling sales, VW had to withdraw from its Plan A manufacturing which called for 95 per cent content, and the company's stamping machines and the foundry were sold.

Motor companies selling up to 5,000 vehicles annually need 50 per cent local parts and 90 per cent when between 7,500 and 25,000.

In Germany, VW dealers are also selling the Porsche range but so far this is not being done in Australia.

**DEAF?**

"DEAF" Inside Earphones

... ..  
... ..  
... ..  
... ..  
... ..  
... ..  
... ..  
... ..  
... ..  
... ..

ample room for rear seat passengers. The front boot is much bigger than in any other VW because the front transverse torsion bars usually used have been replaced by MacPherson struts, enabling the boot to go down into the space previously occupied by the torsion bars. Both ride and handling seemed excellent. The car cornered very flat and this, together with the good seating and high cruising speed should make it very comfortable when covering long distances.

As only about 15 miles (24 km) were covered, it was hard to accurately judge exact performance potential. The car had 4000 miles (6440 km) up but performance didn't seem to be much greater than a good 1500S or 1600 VW. I saw 75 mph (121 km/h) in third, but it took some time to come up. I think that anyone buying this car for sheer performance would be disappointed, its forte being fast and safe cruising rather than rapid acceleration or very high maximum speed. It certainly felt slower than a 1600 twin carburettored Beetle. Noise level and type of noise seemed

## A ride in a VW 411.

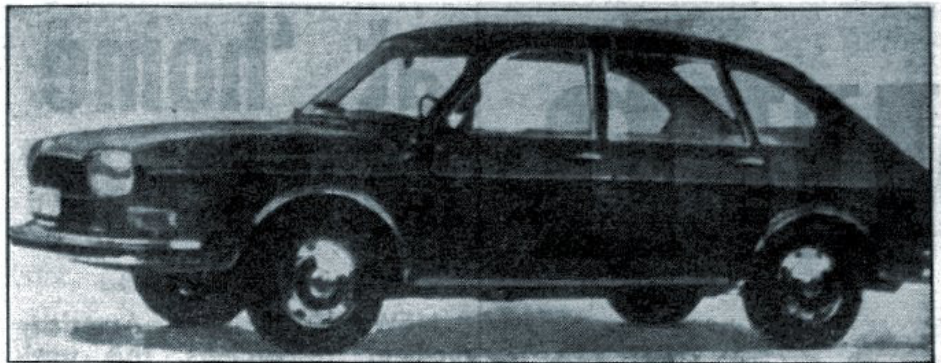
Volkswagen Club of NSW 'Club News', July 1969

Whilst holidaying in Queensland, I was fortunate to notice an advertisement in a Brisbane paper – 'Test Drive the New 4-door VW 411 at Mt. Gravatt Auto Centre.' So I called to see this dealer as soon as possible.

The car proved to be one which had been specially imported, and was the 'L' or De-Luxe model. Its appearance in the flesh was much better than in any magazine photos, although, like any VW, it seems more designed for service than beauty.

Without a doubt, the main attraction of the car was its comfortable and spacious interior and large boot area. The front bucket seats were perhaps the most comfortable I have sat in. They were very large, having all the usual adjustments plus ones for varying the height, rake, right down to the reclining and shape of the seat back (ie. a lumbar support adjustment as used by Volvo). With seats right back, there was still

# DEALERS TO SEE NEW VW



By CLYDE HODGINS, "Sun-Herald" Motoring Writer.

**Twenty-two Volkswagen dealers left Sydney yesterday for secret trials in Germany of a just-released, more powerful model, with FOUR doors.**

Their impressions will guide VW (Australasia) as to whether the four-door model should be marketed here, and if any minor modifications are needed.

The dealers left by Lufthansa Airlines to visit Wolfsburg, the home of VW. While abroad they will visit Thailand, Italy, England and America.

Leading the team, who paid their own fares, was Mr M. C. Woods, vehicle sales manager for Volkswagen in Australasia.

They will study latest overseas marketing methods in an all-out effort to regain high sales figures for VW vehicles in Australia.

The dealers were in the dark as to the exact details of the new models, which are in four or two-door bodies and use a 1700cc engine, developing 80 horsepower, more than double that of the original "beetle."

They said the new VW had been designed

in Wolfsburg and not by Farina in Italy as originally thought.

Known as the 411, the new four-door VW still uses a rear engine and still drives off the rear wheels.

However, it appears a lot of the panels will be the same as those used at present in the Auto Union Audi, which also is made by VW.

The new engine will be air-cooled and several vehicles will be brought out for Australian out-

back testing as soon as possible.

However, local VW officials pointed out that the bigger-engined four-door (and two-door) models would not replace the present range.

They would be an addition and were expected to range in price from \$2,200 upwards.

● Picture shows the just-released four-door VW, which uses identical body panels and headlights as the Auto Union Audi.

Wednesday, September 11, 1968.

# Volkswagen 411's to be released soon

**Volkswagen Australia has announced that some of the first of the new VW 411's to be built will be shipped to Australia this month.**

The 411 is bigger and more expensive than any previous Volkswagen. It has just gone into production in Germany.

The initial shipment to Melbourne will be for testing purposes, prior to its release for general sale here in the middle of next year.

The price is not yet fixed, but the car will certainly be dearer than the present 1500 and 1600 models.

It will be cheaper than its stable mate the front wheel drive Audi.

That the 411 is typically VW in concept is considered a victory for the conservative forces in the German factory.

For some years they have been testing conventional engined cars with front wheel drive as an

alternative to their well known air cooled, rear engined models.

When VW bought the Audi factory, it was widely expected that future Volkswagens would also have front wheel drive, to allow bigger luggage boots.

## Air cooled

However, the 411 is mechanically similar to the Beetle, with a four cylinder air cooled engine driving the back wheels.

The 1967 cc unit develops 68 horsepower.

Both a four speed manual and a three speed automatic gearbox will be offered.

One big departure from present VW practice is the use of coil springs on the front and rear suspension.

At present all Volkswagens have torsion bar springing.

The 411 has disc brakes on the front wheels and recirculating ball steering.

The second big departure is the use of four doors.

All previous VW cars have been two door models.

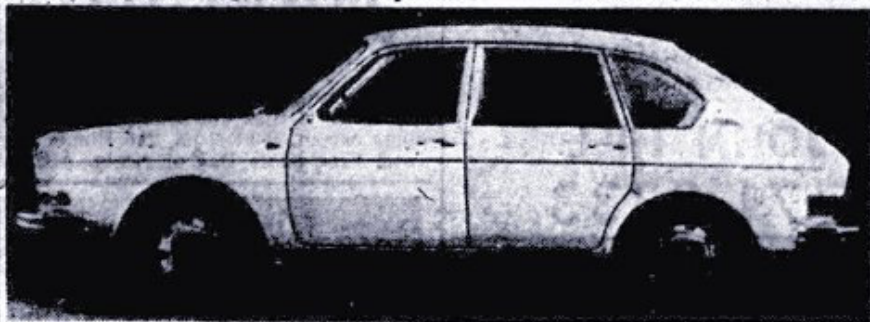
A two door version of the 411 will also be available.

The car stands 178 inches long — nearly 11 inches more than the present 1600 model and 19 inches longer than the Beetle.

The 411 will be the roomiest VW yet.

It also has the largest luggage boot — 20 cubic feet, roughly the same as the Cortina.

—PETER LEWELLYN



The Volkswagen 411

almost identical to the present Type 3s.

Just a passing thought for anyone contemplating dashing up to Brisbane to buy this 411 - it was sold (with 4500 miles up) for \$3500. No more will be imported or sold. There are no spare parts in the country and most parts from the 1600 are not interchangeable.

Fred Weierner.

## Great automotive failures – VW 411/412.

The Type 3 range was not successful as a Beetle replacement, but it had shown Volkswagen that there existed a market for more up-market, refined vehicles in its model lineup. The 411 was introduced in late 1968 as a mid-sized car that would be a further step up from the Type 3.

The 411 was the first VW to do away with a torsion bar suspension setup, having MacPherson struts in front, and coil springs in the rear. Also notably, this was the first VW production car to be available with four doors. Body styles included a two and four door fastback, and a wagon version – strangely, with two doors only.

A completely new air-cooled flat-four engine debuted with the introduction of the 411. It was larger in design and displaced 1.7 litres. Like the Type 3's engine (which was essentially the same as the Beetle), the new Type 4 had its cooling fan mounted directly off of the crankshaft. This allowed for a much lower deck above the engine for a lower luggage compartment floor. The twin-carb 1679cc engine produced 69 bhp, but the performance wasn't exactly stellar, especially if equipped with the optional three-speed automatic transmission.

The 411 was not a bad car. It was typically solid, as VWs were, reliable, and quite practical. However, its biggest problem was cost. Other manufacturers offered similarly equipped models for significantly less money and likely an overall better value. Sales were hardly booming. Perhaps VW was hoping that those who had purchased a Beetle as a first car or as basic transportation would eventually move up-market within the brand. However, perhaps the name VW was not yet what people wanted to have on a more expensive car. Furthermore, just two years after the introduction of the Type 4, VW began selling the K70 – an NSU design – which was front engined, front wheel drive, and more traditional looking than the somewhat bizarre 411. Neither the 411 nor the K70 was a huge sales success though.

In an attempt to refresh the Type 4, the 412 was unveiled in 1972. The engine displacement was increased to 1.8 litres and 74 bhp, and the front end was changed to a new headlight and nose design. Sales remained poor. Production of the VW 412 ceased in 1974, replaced by the modern new Passat range. Through its lifespan, under 368,000 411 and 412s were made compared to over two million Type 3s and over 15 million German built Type 1 Beetles. In spite of good intentions and some testing, it never went on sale in Australia.

The most successful part of the Type 4 project was the engine. It lived on in the mid-engined Porsche 914, enlarged to 2-litres and up to 100 bhp, from 1969 to 1976. It was also used in detuned form in the T2 VW Transporter models, in 1700, 1800 and 2000 sizes, up to 1979. It was also used in the T3 Transporter from 1979 to 1983, with hydraulic tappets, new heads, fuel injection and electronic ignition. The new 'wasserboxer' that replaced the Type 4 engine in 1983 was actually based on the Type 1 engine.

Ian Rothwell

# A trip along the Birdsville Track.

VW Club of NSW 'Club News', November 1965

After weeks of preparation our VW was packed with food, chairs, table, sleeping bags, chains, towropes, water and petrol and everything one can imagine. We were setting out for The Birdsville Track. If Frank and Louise or any other members want a good challenge trip to do next - THIS IS IT.

We left on 13th August, 1965 at 3.30 p.m., took the Great Western Highway, and reached Molong around 11 p.m. and bedded down. Being Friday the traffic was very heavy.

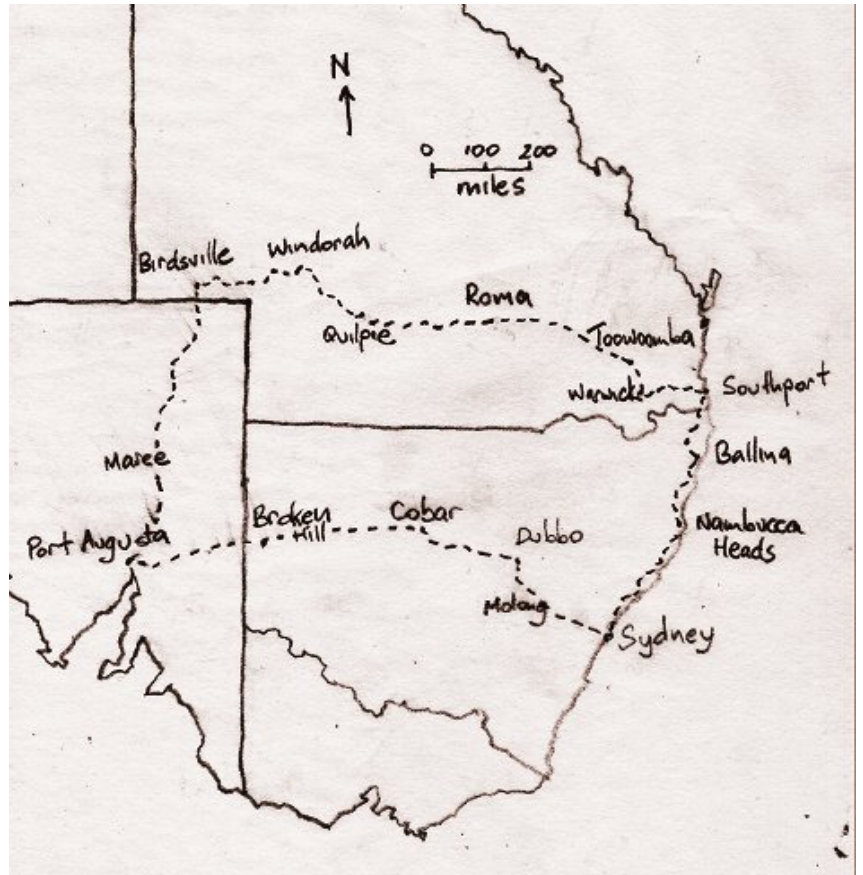
Saturday we had lunch at Nyngan then went on to Cobar, hoping to find a picture theatre for Saturday night. We were out of luck, and were so disappointed we went through Cobar without thinking to get some petrol. About 8 miles (13 km) out we looked at maps and couldn't find a petrol sign. We met another car and they said no petrol for 160 miles (260 km). We had some, but played it safe and returned, filled the tank and set off for Wilcannia. We decided to go bush and sleep here -

or rather just outside of here - for the night. The weather being fine we took a chance and drove off bitumen road onto red earth and went quite a way into the bush.

Well, around 4 a.m. it was pitch black and Michael was madly shaking me to tell me there was a terrific storm approaching, chain lightning and thunder, etc., and then down came the rain. We managed to put seats up etc. and just sat in the car as it poured down in a deluge. Too dark to find our way back to the road and the ground was so muddy, we turned a complete circle once and bogged down. Never saw such thick, red mud. We found it very hard to drive out of.

Were we glad to find that bitumen road again! We noticed there was not a fireplace from Dubbo to Broken Hill, but as we had a portable Porta Gas it didn't bother us, but it is nice to be able to pull off the road at the fireplaces and cook a steak.

After this we had good bitumen and gravel roads to Broken Hill. Very nice here, very high gutters with ramps everywhere, plenty of shops, but their three Picture Theatres had been burnt down, suspecting vandals (the Silver City Cinema survives today - Ed). We expected more life here but



as it was Sunday night the town was very quiet. If you know someone there are plenty of clubs to be taken to. We had a very good meal at the Astra Hotel Cafe on the Main street, then found the Camping Area. Only small, but all conveniences and quite good. It rained here for about three days on and off. We gave the VW a good wash, which she needed by now.

Monday we set off for Port Augusta. By this time one of our new tubeless tyres was leaking. It had not sealed properly and we were losing around four pounds of air, so we changed the wheel and got the spare fixed up in Port Augusta, where we bought some inner tubes to play it safe. Good camping area; we stayed here before on our last trip to Alice Springs, Darwin and Gulf Country, when we went via Cooper Pedy and Kingoonya.

You meet people coming or going from everywhere. Met a few down from Cooper Pedy and Andamooka Opal Fields, and boy were their cars muddy! Some had a few opals but nobody had made their fortune as the equipment is expensive and you need lots of time. The weather fined up enough for us to go to a movie at the Flinders Drive-in on Harold St, after a good dinner in town (the Flinders Drive-in survived until 1998 - Ed).

Next day after a good shower and breakfast we started off for The Flinders Ranges. There are good roads to Quorn, where they load the freight trains and cars for Alice on the Ghan railway. Here in Quorn the streets are all numbered, one main street and a Transcontinental Hotel - nice place. (The old Ghan was replaced by a new standard gauge line via Tarcoola in 1980. The coal line from Leigh Creek was re-laid west of the Flinders Ranges and no longer goes through Quorn. The Pichi Richi railway runs tourist trains on the original narrow-gauge line from Quorn to Port Augusta, but the old line north is now abandoned - Ed.)



The Flinders Ranges roads are flat for miles, surrounded by hills. It would be very dusty in dry weather, but by now a bit muddy and slippery. We would like to go back there in fine weather. The wild flowers were just coming out and were very pretty. They would be a wonderful sight in another week or so after the rain.

Our next important stop was 'Wilpena Pound' tourist village, a very lovely place. This cost around £30,000 to build, has a lovely Chalet and small huts etc, and a beautiful camping area. You really need to book in early here as the tourist buses and small planes all pull in here to stay. It is the starting place for so many tours - to Leigh Creek Coalfields open cut mine, Aroona Valley, Blinman, Parachilna, out to various gorges and canyons, and the six-day trip to Marree and Birdsville. We went on a good long hike and mountain climb here and were we glad of this change from sitting so much. This Wilpena Pound is a vast natural amphitheatre surrounded by towering peaks, and very beautiful. It is 260 miles (420 km) from Adelaide and an ideal place for a holiday, with plenty of company and good hikes and all conveniences etc. You can hire four-wheel drives also, or do the bus tours, or do as we did (do-it-yourselfes). They had quite a bit of rain here and it was very wet underfoot.

We left here for Blinman with its 100 year-old Pub, after passing the Great Wall of China, very nice scenery around here. We then pushed on to Parachilna Gorge. We had 14 miles (23 km) of narrow, winding and very rocky road to negotiate, and around 10 creek crossings, but it was worthwhile. Everything was lovely after the rain and we made camp by the river. We intend to go back there sometime.



We then drove through Copley and Leigh Creek where you can inspect the open cut mines and view the colourful ochre deposits at Lyndhurst. After all this wonderful scenery we came to a place called Farina. It was a graveyard for old cars that didn't make it. There they had a post by the road with a sheep's head nailed on it, and a notice saying in large letters, 'Don't ask us the way out. If we knew it we wouldn't be here.' That was a terrible place, and the roads after the rain - well !!! After lots of difficulties in the rain and mud we set out for Marree. Only a few white people here, all aborigines or coloured people.

We reported at the Police Station and had a good dinner at the only Hotel. No accommodation here as tourist buses were booked in (but owing to conditions of roads after heavy rain we heard they didn't turn up until after breakfast next day). The Police Officer and his wife were very nice and

invited us to pull into their backyard. As the three-cell gaol block was empty we could use the conveniences, which consisted of shower, wash basin and toilet etc., all very nice indeed. No camping grounds in this God-forsaken place. No bread either, and only one petrol pump working as the trains were delayed. Supplies were short also. Now we were getting really worried as we had another heavy shower through the night, and the roads were just mud and stretches of water, but we decided to push on as it dries up quickly.



We now had the 'horror stretch' of 300 miles (480 km) to Birdsville. This was the worst, or so we thought until we found out for ourselves later on. It was now the time for Michael to dig out his nice new folding shovel and dig. Boy, were we glad to have that shovel. We bogged down to the running boards on a very muddy stretch of road with no chance of a detour. I was carrying stones to put under the back wheels and we were shoving and heaving, and at last luck was with us and we got out. We were glad the weather was cool. We were told at Marree that a cattle truck had been stranded just about here all night.

After this we didn't see another car on the road for 2½ days. Thank goodness for our Transistor Radio. We were able to listen to Victoria and Queensland stations, and we were glad of the company of those voices as we crawled into our sleeping bags around 6.30 p.m. Nothing to do, nowhere to go and the Police had warned us about night driving, as this was how that English migrant family had perished along this route, lost their way at night. They took a wrong track with an extra 50 miles and didn't have enough petrol etc. We took a picture of their house in Marree. The sunsets and sunrise were very wonderful out here. Also the odd Wattle trees in full bloom.

The first car we met was a VW from Sydney going in the opposite direction to us. They had a very sad story of how they bogged down four times on sand dunes in swollen creeks and on the 'track', and that proved we had worse to come. They also had a nine-mile (15 km) walk to get towed out of a creek crossing, which we later on just took in our stride. We used to just sit and discuss and consider just how we would take some of the crossings and detours which were terrible after so much rain. Some parts hadn't had rain for 10 years, and now got 150 points. (This is an old imperial measurement, where 1 'point' is 1/100 inch of rain. So 150 points is 1½" - or 38 mm rain - Ed.)

We reported into all Homesteads on the way as the Police told us to do as they use Pedal Wireless twice a day

and we were expected, as they relay any news onto each homestead. All of a sudden, out from nowhere came a motorbike, carrying a very colourful character with an aborigine hanging on behind, both wearing very large-brimmed hats. They were wild horse chasers, catching and then selling those horses to the meat works (for sausages, Mike suggested). This was their living. You've never seen such a funny pair!

After leaving Marree we passed Lake Harry Homestead, now abandoned. This is like a little oasis and is a bus stop for tourists. Then on to Dulkaninna Homestead, no rain here for years (until now). Very rocky country, gibber plains then sand and more sand. On to Kopporamanna Bores. These were a very welcome sight; near boiling point; water flowing all the time - Mineral water. We had a good wash up here and washed our clothes; also, this is their drinking water after it stands and cools off. It is very strong and we didn't take any chances, and we ended up using our own drinking water, which we took from Port Augusta. Then went on to a place called Mungerannie, where you can buy petrol for 5/- a gallon (5 shillings (50c) in 1965 equals \$6.65 in 2018, which is \$1.46 per litre - Ed.) Not bad for so far out. There is a homestead and cattle station, very nice people and glad to hear all our news.

At last we reached Clifton Hills Station. This is an important place to report, as there are about three tracks and now a very large signboard warning you not to travel at night, etc. This is the homestead the migrant family passed in the night, didn't report to and so never got put on the right road. We took the left track around Goyder Lagoon - actually a large salt lake. (Today this is known as the 'Inside Birdsville Track.' The current Birdsville Track proper skirts around Goyder Lagoon well to the right, to the east - Ed.) Nothing between here and Birdsville except emus, wild horses, a few wild camels and lots of crows. We stopped at Alton Downs, and here we met the mailman on a Sunday morning. He drives a great truck through once a fortnight with the mail and provisions. We were glad of a chat and so was he.

At last we reached Birdsville. Only about 20 white people and some aborigines live here. It consists of a Police Station, famous pub, store, a Mission and a few homes for the aged - very nice too, a few abbos' houses, and of course, a petrol pump at 6/- per gallon (\$7.98 per gallon today, \$1.76 per litre). This chap was very helpful to us. We reported to the Police and had a good talk here, then the petrol man gave us advice on crossing the 5 large sand dunes we were to come



to, as these were 20 to 25 feet (6.1 to 7.5 metres) high. If we couldn't cross then we might try and find a way around them.

We crossed two which were the smallest and the sand had hardened after rain, but I insisted we drive around the others, which we did at 20 m.p.h. (32 km/h). Each one took around 9 miles (15 km) to go around. By this time we were only travelling about 80 miles (130 km) a day instead of our usual 300 (480 km) or so, but we still had plenty of food, petrol and water, and time. After seeing these we wondered if it would be better to turn around and go back again the way we had come, but decided to push on again.

We heard on our transistor of heavy rains in Queensland, and the Diamantina River was in flood. We then called at the homestead 'The Bluff'; very lovely here. They only had 50 points (1/2", 13 mm) and were very disappointed. They told us to go to Mt. Leonard station and get news of roads there as the floods had blocked main roads after Betoota. Here we struck trouble. After finding a note stuck on a post by four Sydney photographers telling anyone passing they had been turned back by 2 foot to 3 foot (0.6 to 0.9 m) flood waters, and not to take the main road but to take the side road. On my insisting we took wrong road. Michael gave in to me, saying this just couldn't be the road, but we kept on for 20 miles (32 km) of spinifex bushes and sand and roads covered with water, and that's where we ripped a hole in our brand new tyre, over a spinifex bush.

When we reached Betoota the Pub owner told us about 20 yards further back there was a fairly decent flood road, which we had missed, and he said even the kangaroos wouldn't use the road we had. Well he and his little old pub are the only things here and he has a wonderful stock of liquor in, hoping to make his fortune in about five years time when more tourists come through here. He was the one that towed the other VW out of the swollen creek crossing 9 miles (15 km) further on. He is a Polish migrant and was a road grader out here for eight years, saving his money to buy this little old pub. He also sells petrol from a big can for 7/- a gallon (\$9.32 a gallon, \$2.05 a litre). Small bottles of beer are 4/- each (\$5.33), but one doesn't worry about that so long as you can get a drink after such a gruelling drive over very rocky country, gibber plains.

We drove the 9 miles (15 km) and decided to sleep near the swollen creek where the others got towed from, and crossed next day after a bit of considering. He has quite an oasis around his place. Water from the creek grows fruit trees and vegies. All the roads lead in here, also the planes from Queensland, so he will do well if he stays later on. We were now making for Windorah but had several detours on account of floods. It was now quite warm and we could take off our jumpers. Lots of pink and grey galahs here, also kangaroos and dead cattle.

Next morning around 8 a.m. while having breakfast in the bush, we saw this terrible red haze coming from everywhere. It was a terrific dust storm blowing from Birdsville, and it lasted around two days. So we packed up and off. We could hardly see the road and didn't meet anybody until we were nearly into Windorah. Then we saw two car loads going down to Clifton Hills Station to get work; I hope they made it O.K. When we reached Windorah we told people in the petrol place we had met them and they thought they were very foolish going into the dust storm, as it might blow for days. Petrol 6/3 here (\$8.32 per gallon, \$1.83

per litre), and waiting for supplies. Saw great flocks of black cockatoos here with red underwings and tail. A very pretty sight this, also quite a few wild pigs around.

Now on to Quilpie then Charleville. Had good lunch at the 'New Paris' Cafe, nice big town. Then on to Mitchell, very nice with its rows of large Bottle trees down each side of the streets. Here, at last, we found a very good baker, and did Michael enjoy their pineapple and apple slices and meat pies etc. Our own cakes and biscuits had run out days ago.

Then we took in the town of Roma. Plenty of Bottle trees here, nice churches etc. Onwards east through Miles. Then we decided to sleep at Chinchilla, and we took off next day for Dalby. The VW was putting up a wonderful performance. We shopped and set out for beautiful Toowoomba.

We liked this lovely garden city of Toowoomba and we stayed at a camping area just out of town. We had stayed there once before and knew it was good. We cleaned up, left the car, and hiked a couple of miles into town for dinner and a picture show. Being Saturday afternoon we also did some window-shopping. Had a mighty dinner at The Oliver Twist Cafe, enough for four people. They are known for their good and plenty food, and service. After the show we faced a good hike back to the camping area. It was a cold night but we needed that exercise.

On Sunday we went sightseeing to Picnic Point and Webb Park. They have Smorgasbord lunch here from 12 till 2 p.m. Wonderful!! As much as anyone could eat in wonderful surroundings. This is really a wonderful place with fabulous views. We were reluctant to leave all this, but intend going back again. That night we spent in the hills between Gatton and Pilton. Lovely drive here through Cunninghams Gap. Plenty of camping here and we did about 1½ miles (2.4 km) hike around hills. Then came the rain again, but it was short and sharp. Then we went down to have a second look at Warwick, another very nice town. Then east on the Cunningham Hwy to Tregony, Fassifern and across to Boonah. We camped between Maroon and Rathdowney, going the scenic way making for Beaudesert.

Here Enrigh's Store were celebrating their 80th Birthday. It was very gay, the shop girls were in long striped frocks with bustles on the back, and straw boater hats. The men wore bow ties and straw hats also. We bought Mike a new shirt here and what service! They got it right out of the window display for us, without us even asking. We liked this place, so we filled up our tank and bought provisions.

Later on the journey to Southport we passed through Canungra, where Queensland has Army Jungle training for troops. They have lovely homes for married quarters. We took the mountain road through Beechmont to Binna Burra Guest house. Very lovely holiday place if you like hiking. Nice small cabins, good meals, and lunch packs in haversacks for hikers. The road up was very slippery near the top and we were glad to come safely down again. Wonderful in fine weather, lovely hikes and views and loads of fresh clean air to breathe. We now headed for Nerang then Southport, where they are busy building a large Olympic Swimming Pool beside the river off Marine Pde.



Now down to that exciting place, Surfer's Paradise. Plenty of good food, drinks and sights. Michael was busy looking for the Meter Maids, but it was raining and had been for five days and crowded out. So we missed seeing the Meter Maids. But we did see Jack Davey's very flash Ampol Service Service station, and we filled up. We were glad, after a good lunch at Surfer's Hotel, to push on to Burleigh Heads where the sun was now shining. We went for a lovely walk around Koala Mountain. It was very sloppy underfoot but worthwhile.

That night we went to a Drive-in movie and stayed at a camping area near beach (Burleigh Drive-in closed in the early 1980s and was bulldozed for the Stocklands Burleigh Heads shopping centre. The whole region has boomed and is now miles of new housing. The camping grounds at Burleigh Beach are long gone, it's all high-rise now - Ed.) This is a lovely spot. By the time we reached Coolangatta it was nice weather once again. We were travelling well as we had lightened our load some time ago and there was no need to carry much along here as everything can be purchased along the way.

Took a nice run down to Ballina. Road works going on all over the place and a lovely new camping area not far from the Banana Bowl. The new one is called 'Sapphire Gardens.'

We went on to Coffs Harbour then Nambucca Heads. Plenty of cheap accommodation here. Bed and Breakfast from 20/- (\$26.60). Onto Port Macquarie and then Newcastle. Done the town here and went out to dinner and a picture show and saw 'Bedtime Story', which we enjoyed very much, afterwards driving down to Swansea to sleep not far from the lake.

Now it was Saturday, 4th September, so we set off for home, picked up our weekend shopping along the way, also our little blue budgerigar, whom we missed very much.

We travelled 3,670 miles (5,910 km), used 90 gallons (409 litres) of petrol, carried 6 gallons (27 litres) spare petrol and 4 gallons (18.2 litres) of water and done the trip comfortably in 3 weeks, only one puncture. The VW got four washes on the trip and we still had plenty of mud underneath. We now need new shock absorbers.

Michael and Thelma Balo.



## Dreams in a can.

Dreams in a can. Bondo, niki, liquid quarter panel, body filler, or what I like to call it, bog.

Many people fear the use of bog in their cars, but trust me, you can't restore your car without it.

People who think they can restore their car without using any body fillers are dreaming.

Once you master this polyester filler, it can become addictive. You will find yourself repairing dents and rust all the time.

Bog has made my Volkswagen and Porsche dreams come true, with a little hard work and imagination.

Panel beating and spray painting are two separate trades, so we will just concentrate on panel beating in this



story (spray painting is the easy part). Preparation is the hard part, and you can never do too much preparation.

So when I spotted a little bit of rust in my old Golf, I was straight on the job.

The secret is to do one repair at a time, then move to your next repair.







Step into this job with confidence. Tell yourself it will be easy. If you stuff it up, you can simply sand the bog off and start again.

After a bit of practice you will get it.

Mix the bog in a 50-1 ratio. Use a hacksaw blade to shape the filler, then use finer sandpaper to finish.

You will never do a repair with one mix. This repair took five mixes of bog.



When you are finished, brush the repair with undercoat, and move onto your next repair.

These repairs will still need to be sanded and the undercoat will need to be sprayed over the repair before painting.



This job isn't as hard as it looks, you just need to have patience.

Why not give it a try.

Ashley Day

## Three Million VWs

*Australian Motor Manual, November 1959*

Not long ago, the three-millionth Volkswagen – a red sedan – rolled off the final assembly line at the giant Volkswagen factory in Wolfsburg, West Germany . . . and almost simultaneously, 60 miles away, the 500,000th VW Transporter left the Volkswagen Commercial plant in Hanover.



Every 19 seconds, another VW leaves the production line.

While it took 10 years to produce the first million VWs – production began in 1945 and the first millionth left the factory on August 5th 1955 – the second million were produced in only 28 months. The third million Volkswagens were turned out in just 20 months.

## 1974 Hardie-Ferodo 1000.

The 1974 Hardie-Ferodo 1000 for Group C Touring Cars was held at the Mount Panorama Circuit near Bathurst on Sunday 6th October 1974. It was the 15th in a sequence of annual 'Bathurst 1000' races that started with the 1960 Armstrong 500.

The 1974 race was again made up of four engine capacity classes, with the same cut-offs as the previous year.

The Up to 1300cc class (A) was contested by Alfa Romeo GT 1300 Junior, Datsun 1200, Ford Escort, Honda Civic, Mazda 1300, Morris Cooper S and Morris Clubman GT. The only VW eligible in this class was the ancient drum-brake 1300 Beetle, which had only 52 bhp. It would not have been competitive against the 65 bhp Escort and Civic, 69 bhp Datsun, 75 bhp Minis, 81 bhp Mazda or 89 bhp Alfa. No VW 1300s were entered.

The 1301 - 2000cc class (B) was contested by Alfa Romeo Alfetta, Alfa Romeo 2000 GTV, Datsun 180B, Ford Escort, Mazda RX-3 - and for the first time since 1969, a **Volkswagen** - not an air-cooled model, but rather a 1471cc two-door **Passat TS**. It was entered by Orange City Motors, the new VW dealers in Orange who had just taken over the VW franchise from the retiring Norm Campbell. The car was painted orange and was driven by David Seldon and Peter Webster. The Passat TS produced 98 bhp, compared with 112 bhp (Escort), 115 bhp (Datsun 180B), 130 bhp (RX3), 140 bhp (Alfetta) and 150 bhp (Alfa GTV),

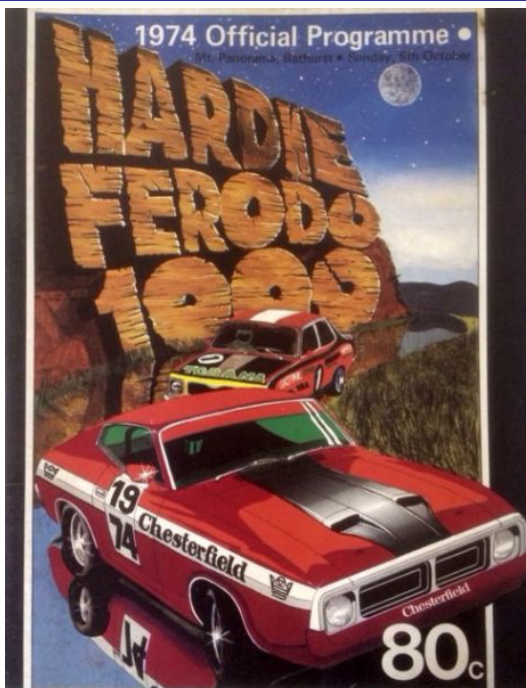
The 2001 - 3000cc class (C) was contested by BMW 3.0Si, Datsun 240K, Ford Capri, Holden Torana GTR, Leyland Marina and Mazda RX-3. This was the smallest class in the field, with only eight entries.

The 3001 - 6000cc class (D) was contested by three Ford Falcon XA and XB GTs, a Holden HQ Monaro GTS, eight Holden LJ Torana XU-1s and eleven of the new Holden V8 Torana L34s. It was the biggest class in the race.

The battle for Bathurst began very early in 1974. Before it all began, Ford withdrew from active factory support of motor racing. This left Allan Moffat and the other Falcon aces with their 1973 two-door hardtops, and GMH about to introduce the new SL/R 5000 Torana V8s to replace the six-cylinder XU-1. Brock was to win the ATCC, and GMH the Manufacturers trophy, but ironically the pearl of them all, the Hardie-Ferodo, was to go to a non-factory dealer team.

By now motor racing followers were totally polarised, to the point that you were either a declared Torana fan or a Falcon lover. There were no in-betweens. The rivalry brought a record crowd of 38,000 to Bathurst which jammed the access to the circuit so badly that cars were parked for 2 km back down towards Bathurst on race day, unable to move through the entrance gates.

Only a fortnight before Bathurst, Moffat unveiled his brand new American-built Ford Dealer Team/Brut 33 XB



Falcon GT hardtop, 'project B-52,' a beautiful car in metallic blue paintwork with huge 'Brut 33' numbers, and wearing BP, Goodyear and Motorcraft logos as well. He co-driver was German touring car champ Dieter Glemser.

Moffat's car attracted enormous publicity. It didn't have much backup - just the much-raced two-year-old hardtops of Goss/Bartlett for McLeod Ford, and Murray Carter in the Shell car, teamed with young Mike Stillwell, son of the highly-respected Australian champion Bib Stillwell.

By comparison, a lot of new components had been homologated for the SL/R 5000 L34s right up to the race, and 11 of them were to line up, along with eight XU-1s and one GTS Monaro. The GMH weight seemed overwhelming.

The McLeod Ford entry went largely unnoticed, as the spotlight was on Moffat. Goss, 31, an accomplished mechanic, had first appeared on the Mountain in 1969 and had led for three hours or so in 1973 before being outed by a totally unlucky smash. He had built most of the car himself, with generous sponsorship from Rockdale Ford dealer Max McLeod. Goss' partner was again Kevin Bartlett, despite Bartlett's terrifying crash in his Lola at the end of the straight at Pukekohe in New Zealand earlier in the year.

Rivals in formula cars, they compromised in their partnership for the big one. Goss liked oversteer, Bartlett mild understeer; the car was up to understeer. Bartlett liked a clean cockpit, Goss preferred a dark cave, with gauges hanging off the roll bar and big air funnels poking in the windows. The seat harness was a little too tight for Goss, Bartlett wore it a little loose. Goss always wound white rag around his steering wheel for grip, so Bartlett lived with that, although it wore through his gloves and gave him blisters.

The ARDC gave Moffat number 33, but numbers 1 and 2 went to the HDT. Harry Firth put the canny and enormously-experienced Brian Sampson with Brock, and the equally-experienced Bob Skelton with Bond. Bob Jane entered himself in an L34 with Frank Gardner, about to retire from his illustrious career as a British touring car champion and sought-after formula car designer.

Car 4 was a private entry from Bob Forbes, with West Australian Wayne Negus, in an L34. There was lots of equal quality in L34s - Max Stewart/ Don Holland, from New Zealand the little-known Jim Richards with Rod Coppins. Jim Hunter and John Harvey, Bruce McPhee/Les Grose. Allan Grice and Graham Moore, Peter Janson/Paul Feltham, and Victorian brothers Rod and Russ McRae entered by Holden dealer Dustings of Burwood; they were to put themselves into the history books in what still stands as the most incredible crash ever on the Mountain.

And this time John Goss didn't trumpet his plans from the rooftop. He put in hour after dreary hour of endless testing around Amaroo Park, and he arrived in Bathurst with ample time to set up his operation. He was helped by the fact that he was driving the best-tested car in the event, because Moffat's

Falcon was as yet unraced, and the Toranas were still working out why everything went wrong at Sandown with their oil feed systems.

Said Goss later: "We started with two identical engines and a spare. These proved unnecessary, because I ran the No. 1 engine at Oran Park a fortnight before and it was sweet. I was certain we could finish up in the big money, even though the Falcon was nearly two years old. I've leaned on her a few times before, and she's always responded."

That's the way the man talks, and that's the way the man thinks. And given the benefit of priceless 20/20 hindsight, the Goss/Bartlett/ McLeod Ford win in 1974 must rank as one of the grittiest and most dedicated of them all; because Goss hates the wet - and it rained - the pair found themselves out on dry slicks when the rain began; they broke a wheel, had another flat tyre, had to add brake fluid, and still won.

In practice, it rained on parts of the circuit, while other sections were dry - a nice old quandary for team managers. But it was all HDT, Firth ordering his cars into their marquee after the Brock/Sampson Torana got pole with 2:30.8 and Bond/Skelton second fastest at 2:31.6. Moffat managed only six laps, with the best of 2:47.8 - 15th on the list - before he quickly shut the engine with no oil pressure, and coasted home to be pushed away by the crew for a total engine change, despite all that lavish preparation.

Harry Firth, quizzical, laconic, giving no quarter to any man, twisted the knife in the wound by delivering a 15-point protest to the stewards challenging the eligibility of Moffat's US-built Falcon. The Brut-33 Falcon had to be taken to a CAMS workshop in Bathurst for a partial strip-down and thorough inspection. Moffat told the press it was the greatest insult he had ever received. By the time the Falcon got back late that from Bathurst township - passing all the protests - practice was over. Wrote John Smailes later: "With the precious little time available to sort out the car for the Mt Panorama circuit now completely gone, you've only to look into Moffat's eyes as he sits in the passenger seat of his giant motor-home to know that he lost the race on Saturday."

Goss/Bartlett were third fastest on 2:35.9s, from Jane/Gardner (2:36.1s) Hunter/Harvey (2:37.6s) and Holland/Stewart (2:38.2s). On the next row were Grice/Moore and Richards/Coppins. The unhappiest were Bruce McPhee - who got the specs for his L34 only four days before the race - and Murray Carter, who had practice sessions they'd rather forget, one evidence of which was that Carter showed up on

the grid next morning with dry slicks on the front and wet weather tyres on the rear.

As the cars were lined up on the grid on the Sunday morning, Moffat went on an uncharacteristic walk up through the drivers ahead of him, grinning and shaking hands; it turned out that he was encouraging them to keep out of his way in the first few laps.

There was mud and little rivulets all around the circuit, and wisely, the officials decided to give the cars one warm-up lap so they could have a feel of the track condition. It was heavily overcast, and most of the cars were on slicks, betting that the rain would hold off, according to forecasts.



The flag fell. Brock hung up on wheelspin, and Bond, Goss, Jane and Hunter beat him into the first corner. Up the Mountain Brock and Jane carved up Goss, with Moffat's blue Falcon shouldering its way through the field. As they screamed down over the last hump on Conrod the order was Bond, Brock, Jane, Hunter - Moffat taking him under brakes at Murrays - Goss, Richards, Forbes, Morris and Grice.

The two HDT Toranas were running away. On lap two, Don Holland pitted with a badly missing engine, and his crew took only eight minutes to change the entire carburetion from twin Webers to the original Holley. On lap five the Hunter/Harvey car came into the pits with a dropped valve, never to re-appear, and Moffat was dropping back. On lap six the Nixon-Smith/Geary car came in with gear selection problems; on lap eight Jane's Torana stopped dead on top of the Mountain with a harmonic balancer gone, and Carter arrived in the pits to change his tyres, only to find that the slicks wouldn't fit on the rear, so he went back out again while the puzzled crew tried to work it out.

By lap 11 Brock, out in front, had already lapped seven of the Class D/outright cars, and was going like stink. Then on lap 12 Moffat brought in the slowing blue Falcon with an electrical miss, losing several laps while a new coil was fitted. But there was no end to the drama, for on lap 13 Kevin Kennedy crashed his XU-1 in the Esses when his diff broke, and Bob Forbes locked everything up and flat-spotted a tyre avoiding the disaster. By this time only Goss, Richards, Forbes, Grice and Morris were on the same lap as the two HDT cars. But on lap 19 Grice ended his race with ruined bearings, due to oil pump drive failure.

Within seconds McPhee stopped, with exactly the same problem in his L34; the same bogey of



lubrication starvation. By lap 20 Brock and Bond were over a minute ahead of Goss and Richards, until Richards came in on 22 to get work on his clutch cable and clevis pin, while Carter's Falcon was out on the track again in the hands of Mike Stillwell with different-sized rear tyres solving the problem, that is, until he came in four laps later with the tyres still binding on the wheel arch.

Brock was first in for a scheduled stop; the HDT pit crew absolutely blitzed the car, refuelling it and adjusting the rear brakes in 77 seconds. Bond came in two laps later for the same treatment, then Moffat for fuel and a change to co-driver Glemser. Then Goss arrived for fuel, two right-hand tyres, and Bartlett. With a quarter of the race gone the order was Brock, Bond, the Morris/Leffler XU-1 in third, then Bartlett, Negus, Blanchard, Pollard, McRae and Richards.

Negus had taken over after 15-inch rear wheels were fitted to the car, but was four laps down on the leader and a lap and a half behind the Goss/Bartlett car - and the gap was to prove costly. But they moved up into fourth outright when Leffler in the Ron Hodgson XU-1 did only three laps before going out in an enormous cloud of smoke from a dropped valve; the pundits who had plumped for a win for the reliable XU-1s were now eating their words.



Brock was lapping around 2:31s, with Bond not much slower; they were demoralising the field. Stillwell first had ignition problems and then a dragging exhaust on the Carter car, and when the second pit stops were over the two HDT Toranas - now in the hands of Sampson and Skelton - were still leading comfortably from Goss, Negus, Coppins, Hastings, McRae and Pollard. At 85 laps the HDT cars were four laps clear.

The Moffat/Glemser Falcon was slowly vanishing down the lap charts. It needed a front wheel bearing replaced, then brake pads, and then a front spring. Glemser drove the car from lap 28 to 62, and every time he came in the pit crew and Moffat looked more and more desperate.

Then, on the top of the circuit, rain began to fall. In the pits the team managers were hanging out signals to their drivers, asking why their lap times were slowing. All the cars were on dry slicks. The first casualty was Denis Geary, who hit the bank at Forrest's Elbow and rolled the XU-1 only two laps after taking over from Nixon-Smith. Then Goss stumbled in, having driven all the way down the hill with the ruined right-hand front tyre on the grass to save a wrecked mag wheel, but the car lost time when it needed more brake fluid and the crew had a fight to get the jack disengaged.

On laps 93 and 96 Firth brought in Sampson and then Skelton for a change to wet tyres, and to hand over to Brock and Bond. But almost immediately Bond's car started to

smoke, and as the Lewis/Nitschke XU-1 retired with a blown head gasket and Carter's Falcon with a wrecked clutch, Bond's smoke got worse.

As Bond passed Goss on lap 103 the Ford driver started waving his arm furiously at the tower, trying to tell them that the Torana was dropping oil. The next time around Bond was trailed by Negus, who gave the same signal. Two laps later they hung out the black flag and his car number right in his face, and on lap 108 he came in to a pit crew with their hands full of rags and tools looking worried.

There was oil all over the engine. All they could do was wipe it down, wrap rag around the filler cap, and send him away, still smoking. While all this was going on, Moffat came to a dead stop on Pit Straight, unable to find a gear. After shutting off his engine and restarting, he was able to limp slowly around one last time. His race was over.

Almost unnoticed in the drama, the Pollard/Gallagher L34 had crashed, and the Blanchard/Hastings XU-1 had departed with a blown head gasket. But after three more laps Bond came into the pits again, and the crew buried their heads in its entrails. As they were thus engaged, Brock's Torana brought a roar from the sodden crowd at Skyline as it suddenly blossomed smoke, and after a lap of trailing smoke around the circuit, Brock called in for treatment on lap 118.

It was no good. One of the two electric oil pumps had failed, and a piston had gone. The car refused to start, so the mechanics returned to the task of trying to plug the oil leaks in Bond's Torana, which was caused by a leaking sump. Brock had been six laps in front.

The rain was getting heavier. Now the Forbes/Negus Torana was in the lead, about half a lap in front of Goss/Bartlett, whose Falcon was suffering a second flat tyre. Moffat was by now in the McLeod team pits, and when Goss came in for tyres Moffat donated him his Goodyear wets - "the best wet weather tyres in the business" - to replace Goss' Bridgestones.

With an engine that Wayne Negus had built on his kitchen table each night after finishing work in the HDT workshop, and without the works cars' close-ratio gearbox, the privateers - real privateers - were leading. Negus survived a couple of wild slides and one trip down the escape road at Murrays to hand over to Forbes on lap 113, but on 119 Forbes had come in to change from slicks to wet tyres as the rain got worse. Rod Coppins also came in for the same tyre change - they had to borrow some wet tyres from another team - and it was then that the crew-cut, monosyllabic Kiwi Jim Richards began to earn his reputation as a wet-weather maestro.

First he caught Goss, then Forbes, and started getting away at an amazing rate, trying to pull back some of their five lap deficit. Bond's troubles weren't over, for he lost his brakes completely at Skyline and somehow arrived at the bottom of Conrod and went down the escape road, finally spinning the car by using the foot-operated parking brake.

Then, more drama! Goss was nearing the end of the three-and-a-half hours he was allowed at the wheel. He got to within five seconds of Forbes before he was forced to stop, with his pit crew literally jumping up and down in their anxiety to get Bartlett in and gone. Bartlett, his legs still not right after his Pukekohe crash, shuffled slowly into the car as Goss, twanging like a too-tight guitar string, got out and grated: "This is bloody dangerous. They should have stopped it long ago. The wipers are lifting off the screen at 160 (255

km/h) on the straight, the demister isn't working, and you can't bloody see!"

Bartlett set out on his chase after Forbes, whose Torana was starting to miss slightly. But on lap 149 Forbes had to come in for fuel, and Pit Straight erupted as the McLeod Ford bellowed past into the lead. But his crew flung Forbes out in a twinkling, and he started pulling Bartlett in immediately, the veteran driver babying the big Ford across the lakes and puddles that had formed everywhere around the circuit, twitching it back from the beginning of aquaplaning, while the more sure-footed Torana hauled it in. But, just two laps later, Forbes spun it in the Cutting.

He kept the fire going, and set out again. It was getting dark, and the rain was sweeping down over the Mountain. His mad chase after Bartlett must have been made more horrifying by the sight of the wreckage of the McRae brothers' car. Rod McRae, running fourth in the Dustings L34 Torana, hit a huge pool of water in the dip just before the first hump on Conrod. He was doing just over 225 km/h. The car took off. It flew possibly 50 metres, rolling in the air, and impacted underbody-first about five metres up a tree. The car was bent like a banana, but McRae's only injuries were some bruising and some cuts where his crash helmet had almost ripped off his ears.

Notwithstanding all this, Forbes pulled the gap to Bartlett back down to nine seconds, before his misfiring began to worsen. In the dying moments, Bond came in to hand over to Skelton, his Torana still dropping enough oil around the circuit to bring protests from all following drivers.

The McLeod team watched the TV monitors anxiously as the big Ford rumbled up the Mountain for the last time, the rain drizzling on and the light rapidly fading. The Forbes Torana was less than 30 seconds behind and was still a threat if anything went wrong. Bartlett took it carefully across the top and down Conrod for the last time. As Bartlett finally took the chequered flag in the wettest race in the event's history so far, the weary Goss could hardly contain his joy. It was probably the greatest moment of his life. Coppins and Richards came in third for New Zealand, and Bond/Skelton a smoky fourth.

Class A was won by Gary Leggatt/Peter Lander in a Mini Cooper S with 142 laps and 17th overall. Second was the Ken Brian/Noel Riley Honda Civic on the same lap, and third was the Ron Gillard/Gordon Rich Alfa Junior, two laps further back.

In Class B, the winner was Ray Gulson/David Crowther in an Alfa 2000 GTV with 151 laps and ninth overall. Second was Mel Mollison/Bruce Hindhaugh in a Mazda RX3, one lap behind, and third was Brian Foley/Peter Wherrett in an Alfa 1.8 close behind. The Seldon/Webster VW Passat ran well but failed to finish, retiring with electrical problems after 101 laps.

Class C was won by Tony Farrell/Brian Reed in a Mazda RX3 with 152 laps and sixth overall. Second was Stewart McLeod/Doug Whiteford in a Datsun 240K on the same lap, and Bernie Haehnle/Geoff Brabham in another Mazda RX3 one lap behind.

After the hue and cry had died down,



the Hardie-Ferodo engineers, doing their usual post-mortem, found that the front disc brake pads on the winning Goss/Bartlett Falcon were less than 2 mm down on their original thickness. The pads - compound 1102 - had been used by Goss for 20 laps of Oran Park practice, then the whole Bathurst practice, and then the race. The Falcon had been stopping from around 256 km/h at the 300-metre braking marker at the bottom of Conrod.

And Goss's failure to stay with the pace on that first lap was also explained. Coming out of the Cutting he saw blue smoke in his mirror, and realised he had fouled a spark plug. He had to change all his tactics, minimising his throttle openings to avoid dumping too much fuel into the combustion chambers, running lean by holding the highest revs with the smallest possible throttle opening. "I must have looked like a bloody taxi driver for those early laps. I'd wander up to a corner, wash off some speed with the brakes, start to hook it in with the wheel, then grab a lower gear at the last minute and try to feather it through."

But the tactics worked. On lap 26 he figured the plug had cleared, tramped on the accelerator, and the car took off like a jet. All the way to the finest moment in the life of the young Tasmanian who came to the mainland in 1969 with a faint hope that one day he would be a real racing driver. John Goss would go on to win Bathurst a second time much later, in 1985, in a Jaguar XJ-S.





● David Birchall and his 1965 Type 1 Volkswagen Beetle.

## A man consumed by Beetlemania.

*St George and Sutherland Shire Leader,  
Thursday 11 December 2003*

The Car: 1965 Type 1 Volkswagen Beetle 1200

The Driver: David Birchall

Occupation: Purchasing manager

The term 'Beetle mania' usually is spelled with an 'a' and means a passion for a famous 1960s Liverpool UK pop group. However, it can apply just as easily to David Birchall's passion for Volkswagens.

David's brother brought home the family's first VW but he was not particularly mechanically minded. David was.

"I did most of the work on that one and then I bought my first in 1971," he said. "I have probably owned 50 or 60 since then and also worked on the ones my friends bought.

"The beauty of them is that they're very simple to pull apart and put back together and the parts are readily available and quite reasonably priced."

David's current collection includes the Type 1 with factory sunroof, two other Beetles and two station wagons.

Two are on vintage registration plates, two are everyday driving cars and one is still being restored, ready for his youngest son who is due to get his licence just before Christmas.

David bought the blue 1965 model in 1988 and worked on it, off and on, for around 15 years, restoring other cars along the way.

"Basically it was all intact except the front which had

been damaged and was very rusty.

"However, I decided if I was going to do it, I should do it properly, so I basically restored the whole car."

David's restoration work was meticulous; literally from the wheels up, including the engine, all the bodywork, the interior trim and a new sunroof.

"My father has been fantastic – he put in a lot of work over the years to help it all come together and it would not have happened without him," David said.

"The rest of the family just grins and bears it, but I guess they have to!

"My two boys are interested in driving the cars but they're not interested in working on them.

"I think their enthusiasm is based on the thought that a free car is a good car."

David said there will be no more VWs in the Birchall family, simply because there's no more room at home.

"But there are always plenty of friends' cars to work on," he said.

"That's one of the best things about getting involved in something like this.

"It is a lot of work but you make a lot of good friends and have a lot of fun along the way, and you have something to show for it at the end."

The VW Beetle has been a part of Australian life since December 1953 when the first small shipment of Beetles arrived here. A VW factory operated in Melbourne in the 1960s and over 260,000 VWs were sold in Australia by 1976, when it was replaced by the Golf.

This year's Sydney Motor Show included a special tribute to the VW Beetle in which David - and his blue Beetle - took part.

Liz Swanton

# Remarkable 33-page **VOLKSWAGEN** booklet

lets you travel without a worry  
anywhere in Australia



## Exclusive VW SERVICE BOOKLET introduces you to Volkswagen PREVENTATIVE MAINTENANCE SERVICE throughout Australia

Motoring's fun — in a VW! You get first-class service 'round Australia from superbly equipped service stations like this one in Queensland.

The secret of the famed Volkswagen Service lies in a *booklet* — a small, blue-and-white covered booklet containing 33 vouchers.

What's the importance of these vouchers? They set out the lubrication and maintenance service due at various mileages — 300, 1,500, 3,000, 4,500 and so on.

Let's take the maintenance voucher for 21,000 miles as an illustration. On the *front* there's a price: £35.0. On the *back* there's a list of 17 different things your VW agent must check — the air cleaner, fan belt, carburettor, valve clearance . . . right down to checking the air pressure in the tyres.

When you drive off again, your VW has been brought right up to "concert pitch" — and it will run that way mile after mile.

Sensible? Thorough? Economical? It's all these things and more — and you get this kind of service *only* with VOLKSWAGEN!

Preventative maintenance service at fixed factory-set prices is another reason why Volkswagen is Australia's best value family car. It's yours for £971 including Sales Tax. A free Sickness and Accident Benefits plan protects your repayments.



For free literature about Volkswagen Sedan or Transporters, send this coupon to Volkswagen Distributors Pty. Ltd., 67 Queens Road, Melbourne, S.C.2.

NAME \_\_\_\_\_  
 ADDRESS \_\_\_\_\_  
 STATE \_\_\_\_\_  
 Sedan  Transporters  For School Project  
 (Tick where applicable) VW-307(S)

### OTHER ADVANTAGES OF VW SERVICE.

- The VW Warranty includes all labour free of charge and, if necessary, free replacement of parts.
- Factory-trained mechanics work with genuine factory-designed tool kits.
- Genuine VW factory spare parts are always available at all VW Service Stations at uniform prices.
- All charges for labour are made at factory-set rates, included in your VW Fixed Labour Charge Booklet.

Charges are slightly above standard in Darwin, Broken Hill, Alice Springs and Mt. Isa.

# VOLKSWAGEN

THE FAMILY CAR, WINNER OF 4  
ROUND-AUSTRALIA RELIABILITY TRIALS



# VW NATIONALS Sponsors 2018.

We wish to extend a sincere *thank you* to all of our sponsors below, who made the VW Nationals 2018 possible. Please support them, because they support us.

Volkswagen Group Australia	1800 060 936 (FREECALL)
All Metal Bumpers	0438 765 098
Andrew Dodd Automotive	(02) 9683 2184
Antique Tyres	VIC (03) 9458 4433
Artemi's T-Shirts	0415 163 313
Australian VW PerformanceVIC	(03) 9725 5366
Black Needle Motor Trimming	(02) 4722 5333
Cafe Express	0414 263 333
Custom T-Shirts & Trophies	0407 946 939
Das Resto Parts	QLD (07) 5568 0143
Euro Revolution	0410 541 322
Evolution Car Hire	0419 494 465
Exoticars Service Centre	(02) 9683 2110
Forty Horse T-Shirts	0404 092 551
Greenslip Calculator	<a href="http://greenslipcalculator.com.au">greenslipcalculator.com.au</a>
H & M Ferman	(02) 9533 2722
Harding Performance	QLD 1300 730 949
Hunted Design Custom Auto Trim	0477 641 559
Indian Automotive	(02) 4731 6444
Jarrood's Shakes n Snags	0435 813 851
Just Kampers Australia	(02) 9645 7660
KK Studio	0418 435 145
Kombi Crazy Collectables	0439 336 614
Kombi Shop	QLD (07) 5471 0331
Kustom Kombi	0414 857 259
MacKellar Service Centre	(02) 9939 2467
Mick Motors	QLD (07) 3266 8133
Mobile Auto Models & Toys	0403 012 060

Motexion Bulkheads	1300 563 333
Mountain Mechanics	0418 426 487
Mullerhaus	0412 449 389
NRMA Vintage Classic Insurance	1800 646 605
North Rocky Mechanical QLD	(07) 4922 0555
Quik Strip Bankstown	0418 440 131
Reliable Automotive Services	(02) 9438 3830
Rod Penrose Racing	(02) 4272 9920
Shannons Classic Car Insurance	13 46 46
Slot Shop slot racing	(02) 8937 2791
Stan Pobjoy Race Engineering	(02) 6654 3694
Top Stitch Motor Trim	0422 216 935
Unicap Pty Ltd	(02) 4777 4006
VanEssa Mobilcamping	1300 221 000
Vintage Vee Dub Supplies	(02) 9789 1777
Volksbahn Autos	(02) 9688 2933
Volkscare	VIC (03) 9729 9281
Volkshome Automotive	VIC (03) 9464 0366
Volkwerke	VIC (03) 9840 6449
VW Classic Kirrawee	(02) 9521 5333
VW Magazine Australia	QLD (07) 3806 1240
VW Spectacular	0427 695 203
Wayne Penrose VW	(02) 4272 5644
Westside Mufflers	(02) 9773 7244
Wolfsburg Automotive	VIC 1300 370 310
Wolfsburg Motors Sydney	(02) 9519 4524
Yehaar VW Glassware	0401 156 900
Zelicious Woodfire Pizza	1300 059 960



**VOLKSWAGEN**  
GROUP AUSTRALIA