

Zeitschrift



The big Kombi raffle at the VW Nationals.

June 2019

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The Legend Never Dies

Club VeeDub Sydney.
www.clubvw.org.au

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



Club VeeDub Sydney Committee 2018-19.

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VW Motorsport Committee:	John Ladomatos Craig Adams Conie Heliotis	Eddie Fleita Martha Adams
General Committee:	Shirley Pleydon Zelco Jurkovic Conie Heliotis	Charlie Attard Joe Buttigieg Barry Parks

Canberra Committee.

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Club VeeDub membership.

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

Monthly meetings.

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

Correspondence.

Club VeeDub Sydney
PO Box 324
Mortdale NSW 2223

Our magazine.

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

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

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

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

We thank our VW Nationals sponsors:

32 years.

Andrew Dodd Automotive
H&M Ferman
Stan Pobjoy Racing Engineering

Vintage Vee Dub Supplies
Volksbahn Autos Pty Ltd

25 years and over.

Aust VW Performance Ctre
Mick Motors
Indian Automotive

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20 years and over.

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Wayne Penrose Automotive

15 years and over.

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5 years and over.

Das Resto Parts
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Kombi Shop
MacKellar Service Centre

Motexion
Mountain Mechanics
Quik Strip
Volkshome Automotive
Volkswerke

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

BRIAN TANTI'S WORKSHOP
BTW



Brian Tanti's Workshop, Sydney

A unique destination for car clubs

Brian Tanti is a world-renowned coachbuilder who for the past 30 plus years has worked in association with the Fox Car Collection in Melbourne restoring some of the world's rarest cars. For decade's car clubs, motor industry groups and corporate visitors have been touring Brian's workshop facility, witnessing time honoured disciplines and many new-to-industry technologies. In Melbourne the car enthusiast movement enjoyed a healthy relationship with BTW regularly organising tours both informal and formal evening visits to the world-class facility in Docklands.

In July 2018, Brian Tanti's Workshop relocated to Artarmon, Sydney.

Tour information

Tuesday 11 June 2019

Time: 7pm – 9pm

The evening starts with a formal presentation and Q&A followed by a behind the scenes workshop walk through.

Light refreshments will be served - cold meats and cheeses, nibbles, bottled water and soft drinks

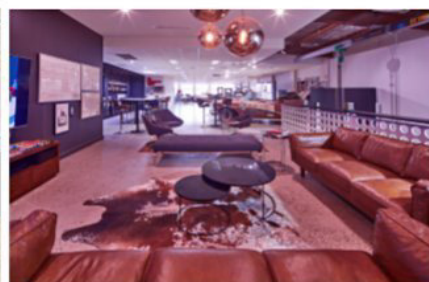
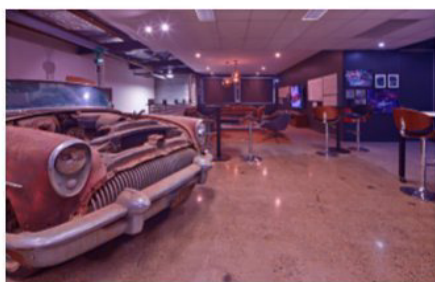
Price: \$20 per head based on 50 persons

Club Veedub Contact

All interested Club Veedub members and their families are welcome to attend (\$20 per head). We require booked names prior to the event (FOR CATERING PURPOSES). To book your place, contact club organiser Carl Moll on 0417 471137 or email library@clubvw.org.au

RSVP for booking your place with Carl is Monday 3rd June. Please get in early!

Carl will be taking bookings and gratefully accepting \$20 payments at the next Club meeting.





Daimler



Euro



Motorfest



2019



Sunday 16th June



From 8.30am to 1.30pm

Display Vehicle entry fee \$10.00



Newcastle Foreshore Park

Wharf Road, Newcastle East



Food & Drinks available

For more info call 0429 592 823



All European Marques Welcome!



PEUGEOT

*In the event of wet weather,
alternative date is Sunday 30th June*

Presented by MGCC Hunter Region

Proudly supported by Shannons





FLAT FOUR VW CLUB

Would like to Invite

ALL VW OWNERS, NEW and OLD

For Morning Tea or Brunch,

*At the **YALLAH WOOLSHED!***

on

Sunday 23rd June 2019

Meeting 9.30am

Boat Harbour Carpark near the

Old Wollongong Lighthouse

We will be Leaving at

10am for a Nice Leisurely Cruise,

Or You Can meet us,

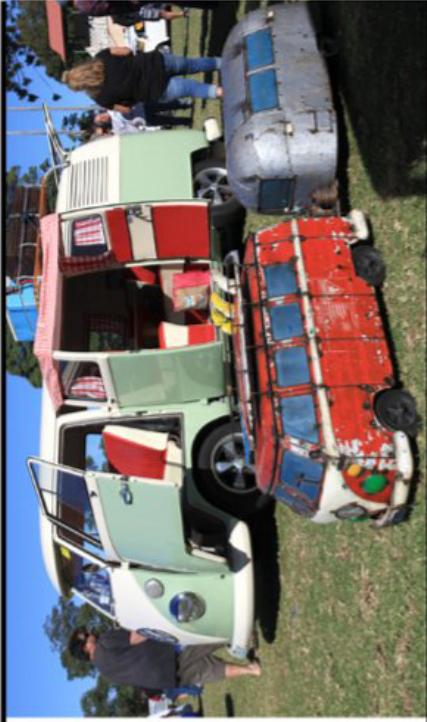
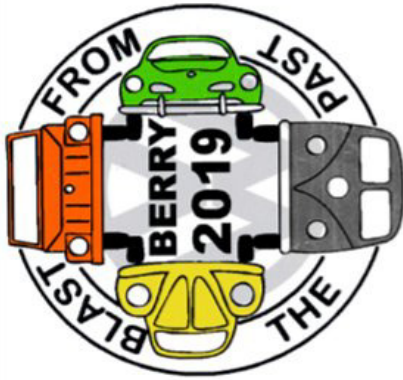
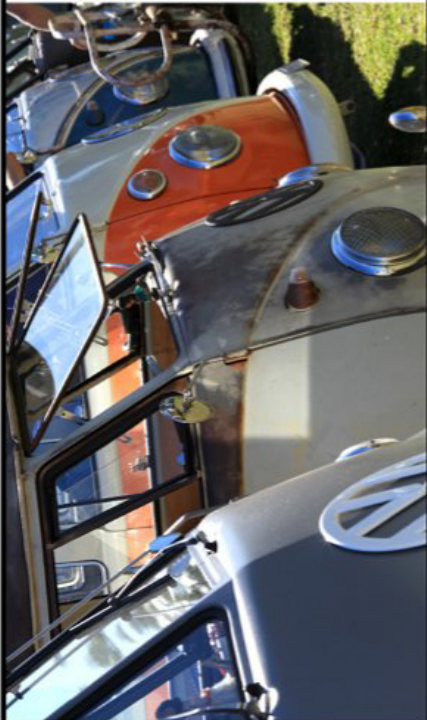
At the Woolshed at 10.30am!

For more Info, Contact Kevin 0417480905 or Rod 0416173859



Berry Blast From The Past

Sunday 7 July 2019 at the Berry Bowling Club



(02) 4204 - 1950



Gold coin donation for public entry

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

Proudly supported by Rod Penrose Racing

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



Jeff and Phil's



SLOT-CAR CHALLENGE

Saturday 27 July

at the SLOT SHOP

293 Princes Hwy Arncliffe

From 6pm

Club Veedub has booked out the SLOT SHOP (they are VW Nationals sponsors) for 3-4 hours in the evening.

We will have the place to ourselves!

Scalextric cars included (you choose), or bring your own. Several tracks and 30 colour-coded lanes to choose from. Computer-controlled timing and scoring.

Dedicated Slot Shop host to host to ensure maximum rotation and racing for everyone. You'll get lots of time

Spouses and (older) kids welcome

\$20 per head (\$5 kids) on the night

ARE YOU OUR CHAMPION SLOT CAR RACER??



www.slotshop.com.au

Kelso Oval Panania

EAST HILLS CHARITY

CAR Show.

28TH OF JULY 2019

The East Hills Charity Car Show is a community based event which attracts car lovers from all over NSW. Prizes are offered in a wide range of categories. A great family day out with the goal of the event to support a different charity each year.



The East Hills Charity Car Show is extremely proud to be supporting the Motor Neurone Disease Association of NSW

www.mndnsw.asn.au



www.easthillscarshow.com.au

2019 WINTER EUROPEAN CRUISE

2019

Australian Split Window Kombi Klub
"WINTER EUROPEAN CRUISE" to Mt Wilson
for a BYO Picnic Lunch

Sunday 25th August 2019



Since
1992

MEET FOR BREAKFAST:- From 8.00am at McDonalds McGraths Hill
Cnr Windsor Rd & Groves Ave
*9.30am Splitting from McDonalds
*10.15am Coffee Stop at The Fruit Bowl Bilpin
*11.00am Mt Tomah Lookout Kombi Photo Shoot
*12.00pm Arrive at Cathedral Reserve Mt Wilson

All VW Models Welcome



Split Kombi's to Lead Cruise

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

Facebook Group Register: Australian Split Window Kombi Winter European Cruise 2019



Simon Barnfield Photography ©2018



2018 Winter European Cruise
Simon Barnfield Photography ©2018



Von dem Herrn Präsident.

Hi all, well the 32 VW Nationals have come and gone, and again our biggest VW show of the year was very well attended. The VW Nationals and the club itself could not exist without help from our club members and the club committee. We needed help leading up to the Nationals, during the day and after a long day at the show packing up the venue, so a big thank you to you all, the show wouldn't have been a success without your help.

Due to a lot of hard work by Dave Birchall we again had our Supersprint at Sydney Motorsport Park on the Saturday. Unfortunately there weren't many competitors but that allowed for more runs during the day. The day ran very well thanks to our club members helping out and Craig Adams organising a very professional group of officials from ARDC. A special thanks Greg and Rohan Thatcher – Rohan did an exceptional job as Clerk of Course and Chris Fraser this year was our Chief Steward, Rudi Franks was Chief Scutineer and Mandy Conway from our Canberra Chapter had a ball as a first time flaggy.

We had no delays due to oil downs or crashes which was good. There were quite a few non VWs running, also lots of non-members or members of other clubs. We will see how much money we lost on the day and maybe next year have the Supersprint at the new privately-run circuit at Luddenham.

After racing it was off to Fairfield on Saturday night to get the venue setup for Sunday's show n shine – setting up signs, setting the layout, putting up tables, hanging banners, organising the club office and shop and all the other work getting the venue ready. Early Sunday it was very cold with lots of cars and traders arriving before dawn. Almost all the traders were in place early.

You may have noticed construction work being carried out at the northern end of venue beyond the swappers. This will be a big new under-cover area that we can put to good use next year.

Thank you to all the sponsors for their continued support. The updated sponsor list appears on the back page of our monthly magazine. Please support them, because they support us. The show classes and peer judging that have worked so well were the same as last year, with addition of a

new category for VW factory exotics like SP or Puma, and one for Porsches.

The queues at the entry were long at times but the cars moved through a bit quicker than previous years. We have plans to make this quicker next year, and will have a electronic payment system so entrants can just swipe to pay and move on. We had 198 entries in the car show this year, six more than last year, but even so they just fitted into the space available. All of them were through the entry gates and parked by 10:45am.

Almost all the 41 entry categories had participants this year. Beetle '68-on Modified was the most popular category, with 15 entries – the most we have ever had. Rat Class had 13 entries, showing that the 'rat look' is as popular as ever. Kombi '68-79 Standard had 12 entries, and Non-Factory Off-Road and Buggies had 11 entries – again, the most ever.

There were two cars entered in the concours category this year, Ken's beautiful '72 Superbug and Davis' lovely '77 Microbus.

As for the water-coolers, there were 32 Golfs entered this year, six more than last year, across seven categories. The most popular were '93-'97 Golf 3 and '13-on Golf 7, with 8 entries each. There were 6 entries in '74-'82 Golf 1, which is a great result for a car that sold here in comparatively small numbers over 40 years ago.

Every show category had a First Place trophy, with the more popular categories also having a Second, and sometimes even a Third Place trophy.

On the other hand, a great way to be assured of winning a trophy is to be the only entrant in your category! This year we saw only one entry in the Factory Exotics; Factory Off-road, Polo, Golf 4, Porsche, SEAT and Skoda categories, so these entries all won a trophy by default. There were also just a couple of entries in the Karmann Ghia Standard, Karmann Cabriolet, Best Engineered/Race (both air and water), Golf 2 and Golf 6, VW Sports and VW Commercial, and Audi. I hope we see more VWs having a go in these categories next year. The only category with no entries this year was VW SUV (Tiguan and Touareg). So if you own one of those, bring it along next year!

All entrants received peer judging sheets, and altogether some 1,772 separate votes were cast on these and posted in the blue box before the close-off at 12:30 (though sheets from latecomers were still being collected at 13:30!). That's 540 more votes than last year, which shows this system





is increasing in popularity and works very well. There were also an additional 506 People's Choice votes cast, 40 more than last year, which made 2,278 votes and 198 entries for Phil to enter into the computer. This took all morning and lunchtime, but the actual calculating of the results was quickly done with Phil's custom-built Excel spreadsheet. The results were all worked out by 1:30pm.

This year my son David was back again taking the photos of all the entrants' cars as they came through the gate in the morning, and he and Phil spent all afternoon matching up the photos to the 61 winners for the PowerPoint presentation, which was ready to go for the 3pm trophy presentation. The results of the show are in this issue, and we will be replaying David's PowerPoint at the June meeting on Thursday 20th at the Greyhound Club in case you missed it. We will also be handing out the nine trophies that weren't claimed on the day as they left early. Thank you to all the helpers on the main gate, and the traffic marshals, and the band of ladies taking entries, Shirley, Gwen and Martha.

Raymond and Grace, and their girls Bettina and Kira, were busy in the Club shop all day, not just selling shirts, jackets, mugs and hats, but taking memberships and answering hundreds of questions all day. Christine couldn't attend this year as she had fantastic holiday booked so Conie stepped in to help out.

This year our major raffle prize was a unique two children Kombi donated by Carl and his import company. Parramatta Rotary again did a great job with the BBQ lunch, and there were also a great variety of other food, drink and snack sellers throughout the show. The swap meet was a bit smaller than last year but was busy all day and the trader stands had crowds of interested buyers checking out their wares.

Once again, thank you to all our members who helped out with the Nationals at Fairfield on Saturday night and Sunday. It made the setting up, running of the show and the packing up afterwards so much easier. We were all worn out at the end of the day. I think having two golf buggies again really saved our aging legs on the day.

We are open to all input and suggestions from our members, both at the Committee and Monthly Club meetings, on the Nationals this year. What you liked, what you didn't and how we can make it even better next year. Don't be shy, let us know what you think. So if you have some great ideas or would like to help out next year, please come along to committee or monthly meeting. Or drop us an email or leave a message on the Club website.

There are lots of events coming up so keep an eye on the Calendar and flyers in this issue and mark them in your diary. All VWs and their owners are welcome to all events, so if you haven't been to an event for a while, why not come along?

See you with your VW soon.

Steve Carter



Kanberra Kapitel report.

Greetings from Canberra,

Another May has passed and that means another VW Nationals has been run. What a great event it was (again) and the Canberra guys and gals that made the trip to Sydney thoroughly enjoyed it. Huge congratulations to Steve and his team from the club who run this event year after year to such a great standard.

We had quite a few of us make the trip this year, with some coming for the Saturday Supersprint and the Sunday show, whilst most of us come up just for the show. Convoys were organised for both the Saturday and early Sunday for our members and anyone else wanting to tag along. More decided to get up early for the Sunday convoy this year, braving the cold and dark on departure due to work, family or sporting commitments on the Saturday. The Saturday convoy was incident free, with the steady pace set by Jim in his Splitty camper. The Sunday convoy also enjoyed an incident free trip, and got to Fairfield a bit later than they wanted, but still got their cars in and enjoyed the day.

For anyone who hasn't been before, or if it's been a few years since your last visit, the Nationals is one event you should really make the effort to get along to. So many great cars to see, a number of VW spare parts vendors, swap meet and food and coffee galore. Raffles and trophies for the cars also make the show well worth while attending. No trophies for any of the Canberra entrants this year, but that's not what keeps us coming back year after year. Catching up with the Sydney club members and other VW tragics is always a great way to spend a weekend and one we look forward to.

Coming up for Canberra Chapter members is the Sutton Pie Run on **Sunday 16th June** out to the Sutton Bakery. As usual, our meeting point is Old Parliament House at 11.00 for an 11.15 departure. Come along and spend a few hours with other club members, enjoying an easy drive and a great pie and coffee out at Sutton.

Sunday 7th July is the Berry - Blast from the Past show down at Berry. A group will be travelling down for this show and all are invited and encouraged to join in. See the event flyer in this issue, and there are more details on the convoy will be on the Canberra Facebook page.

A report on our trip to Tidbinbilla Deep Space Tracking Station last month can be read about later in this issue.

Planning has progressed for this year's German Auto Day (GAD), to be held on Sunday 22nd September. We are

also hosting a GAD dinner on Saturday 21st September at the German Harmonie Club. Numbers will be limited and must be advised well in advance. If you would like to join us for a great night with German inspired food and entertainment, please send an EOI to Dot at clubveedubact@gmail.com. Please keep these dates free and come along to our club's biggest event for the year. We look forward to seeing you all there.

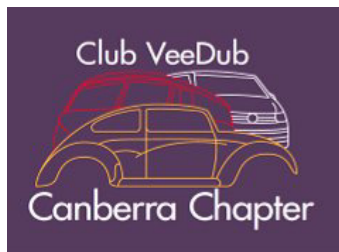
Please keep an eye on the Facebook page as we are planning a few short-notice get together (something along the lines of a coffee run) sometime over the next few months. As I said, it will be short notice and placed on the Facebook page, with a time and location to meet. If it goes well, we'll look at making these a regular thing throughout the year. We also post feedback and pics from recent activities on the Facebook page and invite members to also post VW related info. The Facebook page is also a great way to get in contact with the committee with any enquiries you may have.

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

clubveedubact@gmail.com

Cheers,

Willie.



Klub Kalender.

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

June.

Tuesday 11th:- Tour of Brian Tanti's workshop, 21 Dickson Ave Artarmon, 7pm to 9pm. Brian is a world-renowned coachbuilder who has rebuilt many rare and exotic cars. Come along for a personal tour of the workshop. The evening starts with a formal presentation and Q&A, followed by a guided 'behind the scenes' tour. Refreshments will be served – cold meats and cheeses, nibbles, bottled water and soft drink. \$20 per head. Pre-bookings are essential for catering purposes. Contact Carl Moll on 0417 471137 or email library@clubvw.org.au or see Carl at the next meeting. RSVP for all bookings is Monday 3 June.

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

Sunday 16th:- Euro Motorfest 2019, Newcastle Foreshore Park, from 8:30am to 1:30pm. All European marques, including Volkswagen, are welcome! Wharf Rd, Newcastle East. Display vehicle entry fee \$10. Food and drinks available. Presented by the MGCC, Hunter Region

Thursday 20th:- CLUB VW MONTHLY MEETING at the Greyhound Social Club, 140 Rookwood Rd. Yagoona (right

next to Potts Park). Get the latest VW news and views, plus VW socialising, drinks, raffles, trivia and plenty of prizes. Lots of fun, all welcome. 8:00pm start.

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

Sunday 23rd:- Flat Four Morning Tea Cruise to the Yallah Woolshed. Meet at 8:00am at Koshigaya Park, Camden Rd Campbelltown, for an 8:30am cruise departure. We will arrive at Wollongong Boatharbour car park, near the lighthouse, at 9:30am for photos and latecomers. Then a 10am cruise to the Yallah Woolshed, Princes Hwy Albion Park. Or meet us there at 10:30am for an enjoyable morning tea and coffee or brunch. All VWs welcome! After that we might head to the HARS Air Museum at Albion Park for a look. Contact Kevin on 0417 480905 for more info.

July.

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

Sunday 7th:- Berry Blast From the Past show at Berry Bowling Club. NEW DATE AND VENUE! 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. Hosted by the Shoalhaven Volkswagen Club., contact Dave Becker on 0402 003965. Proudly supported by Rod Penrose Racing.

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

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

Saturday 27th:- Jeff and Phil's VW Slot Car Challenge 2019 at the Slot Shop, 293 Princes Hwy Arncliffe, from 6pm. We have the place to ourselves for 3-4 hours! \$20 entry per adult, (\$5 kids) for as many races as you can handle. Multiple giant tracks and 30 colour-coded lanes to race on. All cars, controllers and computer lap counter and scoring system provided. We'll cater the drinks and nibbles. Partners and kids welcome to come along and race too. Can you beat Wayne, who was last year's champion??

Sunday 28th:- East Hills Charity Car Show at Kelso Park, Panania. This family charity event attracts car lovers from all over NSW, this year supporting the Motor Neurone Disease Association of NSW. All classic makes and models welcome. Trophies to be won in numerous categories (VW club won Best Display last year). Show cars enter through the council car park on Marco Ave, off Childs St. A great family day out, food and drink stands, music and entertainment, motor

accessory traders. Phone Glen on 0434 360791 for more info. Join the Club VW convoy at McDonalds Moorebank (Newbridge Rd) at 8:00am for an 8:30 departure. www.easthillscarshow.com.au

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

August.

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

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

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

Sunday 25th:- Split-window Kombi Winter European Cruise to Mt Wilson in the Blue Mountains NSW. Meet at McDonalds McGrath's Hill (Windsor Rd & Groves Ave) from 8am for breakfast. Cruise departs at 9:30am. Coffee stop at Fruit Bowl, Bilpin. Photo stop at Mt Tomah Rest Area. Arrive at Cathedral Reserve, Mt Wilson, at 12pm for BYO picnic lunch. Trophy presentation at 1:30pm. A free event in which all VWs are welcome but split Kombis will lead the cruise! Sponsored by Andrew Dodd Automotive and FortyHorse products. Please ensure your VW is full of fuel, food and drink before cruise departure as there is no fuel or food available at Mt Wilson (there are public toilets on site). Contact Simon at kombis2u@gmail.com for more info.

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

September.

Thursday 5th:- Magazine Cut-off Date for articles, letters and For-Sales.

Thursday 12th:- Committee Meeting and magazine pack at the Arena Greyhound Sports Club, 140 Rookwood Rd. Yagoona (next to Potts Park).

Thursday 19th:- 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 30th:- Canberra General Meeting at the Harmonie German Club, 49 Jerrabomberra Avenue, Narrabundah, at 7:30pm.

Marktplatz.

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

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

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

New ads.

For Sale:- I am not a member but have **2 VWs for sale:** 1 x 1956 Beetle reg 4 years ago; and 1 x 1973 VW with a Carrera kit but current reg. The older one has been in the family since 1974; Time for it to go to a new home. Plus the 73 needs a new happy home also For more info and photos contact Mr Mark Newman on 0429 846146 or email mark.coringle@gmail.com

Wanted:- Motor Spare Parts Sales person. Would any of your members be interested in a job? We have a small bearing business in Hornsby and are looking for a suitable employee with knowledge of motor parts to work in sales and customer relations. If you are interested, contact Ms Keiren Shun (North Shore Bearings) on 0400 502636 or email accounts@northshorebearings.com

For Sale:- Original VW Karmann Ghia factory brochure. \$45. Contact Michael on 0407 282628.

Wanted:- Rossi headlights or rims, to suit 6v Beetle to 1967. Email dtruneck@gmail.com

For Sale:- Custom-made VW workshop stands. Front end stand \$100, floor rotisserie stand \$250, gear box stand \$100,





car body stand \$400. I can also make you one to your requirements. Please call Davis on 0402 042031 or email david.vella57@optusnet.com.au

2nd Month ads.

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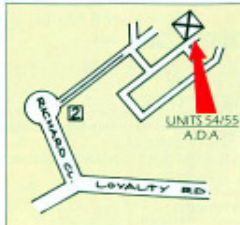
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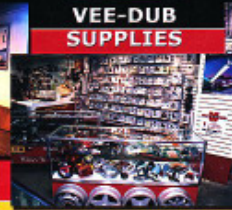


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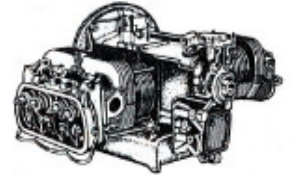


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Like the wider Volkswagen range, the Multivan Black Edition is covered by VW's new five year, unlimited kilometre warranty.

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Tiguan 132TSI R-Line.

Volkswagen Australia has announced a limited-edition version of its popular mid-sized SUV, the Tiguan 132TSI R-Line, on sale now from \$46,990 plus on-road costs.

It's the first time the sporty R-Line

package has been available on a grade lower than top-spec Highline - this new variant is based on the five-seat 132TSI Comfortline - and Volkswagen says it's the most affordable R-Line SUV to date.

Headlining the spec sheet are 19-inch 'Sebring' alloy wheels, a sporty R-Line bodykit, tinted windows, two-tone 'Race' cloth upholstery, and the usually-optional Driver Assistance Package which incorporates adaptive cruise control with Traffic Jam Assist, blind-spot assist, rear cross-traffic alert, and Emergency Assist.

The limited edition Tiguan (just 1000 units offered nationally) also debuts the second-generation Active Info Display for the nameplate Down Under, which is a new, smaller 25.9-cm display offering more customisation and new interface designs.

Carryover features from the model on which it's based are dynamic LED headlights, keyless entry with push-button start, electric folding side mirrors, autonomous emergency braking with pedestrian detection, Lane Assist, Park Assist, a rear-view camera, front and rear parking sensors, a 20.3-cm navigation system with Apple CarPlay and Android Auto, three-zone climate control, and an electric tailgate.

Power comes from the same 132 kW/320 Nm 2.0-litre turbocharged petrol engine as the standard Tiguan 132TSI (hence the naming), which drives all four wheels via a seven-speed DSG automatic and VW's 4Motion all-wheel drive system.

Two options are available for the 132TSI R-Line, being metallic or pearlescent paint (\$700), along with a panoramic sunroof (\$2000).

Volkswagen Australia's director for customer experience and marketing, Jason Bradshaw, said the decision



Multivan Black Edition.

The Volkswagen Multivan Black Edition has landed in Australia, priced from \$63,990 drive-away.

First revealed to the public at the 'Kombi Rally' in Manly in March, the Multivan Black Edition is limited to just 230 units in Australia, and is pitched as a lifestyle offering in the largely utilitarian line-up.

"A people mover needn't be all about carting passengers - it ought to truly move you too," said Ryan Davies, director for commercial vehicles at Volkswagen Australia.

"The new limited run Multivan Black Edition is our antidote for those sick of convenience coming at the cost of class."

Based on the Comfortline TDI340 specification, the Multivan Black Edition picks up black 18-inch alloy wheels, gloss black finish for the roof and B-pillars, exclusive Titanium Black cloth seat upholstery with contrasting seams, black-trimmed indicators, and 'Edition' decals on the sides and rear.

The special-edition Multivan also rides on lowered suspension (-20mm) featuring a reinforced anti-roll bar along with specific tuning for the suspension and shock absorbers.

Inside, there's the return of the Halifax Maple Wood-look washable floor finish, Servotronic speed sensitive steering, a premium colour driver's information display, and an electric tailgate.

The seven-seat layout can be configured in various ways thanks to the rail system, while the rearmost three-seat bench can be folded forward and reclined into a flat bed.

Power comes from a 2.0-litre four-cylinder turbo-diesel making 103 kW and 340 Nm, sent to the front wheels via a seven-speed DSG automatic. Volkswagen claims a combined fuel consumption figure of 7.7 L/100 km.

In keeping with the lifestyle theme, Volkswagen is offering a range of accessories so owners can further personalise their Multivan Black Edition, including roof bars with surfboard carrier, a four-bike carrier for the tailgate, tablet holders for the rear seats, rubber floor mats, and a tow bar kit.

Six colours will be available, two solids, four metallics (\$1720) - Cherry Red, Candy White, Acapulco Blue, Turmeric Yellow, Reflex Silver and Indium Grey.

to bring the additional R-Line variant comes from the sport pack's overwhelming popularity with local buyers.

"The single best selling variant of the Tiguan, either in five seat or seven-seat Allspace guise, remains the top-specification 162TSI," he said.

"Some 80 per cent of 162 TSI customers choose the optional R-Line package. Customers told us that they wanted this option for the 132TSI. We listened. Here it is," he added.

In addition to the announcement of the 132TSI R-Line, VW's local division has indicated it's expecting the sub-\$40,000 110TSI versions of both the Tiguan and Tiguan Allspace to be available in Australia later this year, following continued production delays caused by the WLTP testing regime in Europe.

Currently, the MY19.5 Tiguan range opens with the five-seat 132TSI Comfortline at \$43,150 plus ORCs, well up on the \$31,990 110TSI Trendline manual that opened the range back in 2017.

Last month Volkswagen registered 834 Tiguan and 445 Tiguan Allspaces, making for a total of 1279 units. The five-seat model was down 12.8% in a declining market, though the Allspace is adding new volume given it only launched mid-way through last year.

Aussies love V6 Amaroks.

Volkswagen Australia has released split sales data for 2018 of its Amarok ute range, which shows that more than 83 per cent of Australian Amarok sales are high-spec V6 variants.

In 2018 Volkswagen sold 9,290 Amaroks in Australia, with 7,739 of those being V6 models - an 83.3 per cent share.

That's more than the Amarok's largest market and country of origin, Argentina, where only 3,931 of the overall 18,201 Amaroks sold there last year were V6 versions.

Ryan Davies, director for commercial vehicles at Volkswagen Australia, said the V6-engined VW ute has been "embraced" Down Under.

"Amarok was already a Volkswagen Australia brand pillar before the V6 came online and changed the ute game up," he said, "With due respect to some excellent rivals from other brands, Amarok V6 is still the benchmark for drivers.

"Amarok V6 variants, but especially the higher grades, have been embraced by owners who want uncompromised performance married to what critics have universally called the best-handling in the ute space."



Davies added the Canyon and Black Edition V6 variants are confirmed for an August launch in Australia, and that a manual version is still on the cards.

"We have not forgotten the promised manual V6," Davies said. "Australia is the only market calling out for this and we're hopeful of bringing it home."

No T-Roc R for Australia.

Here's another car to add to the list of those that won't be heading to Australia anytime soon, due to our lower-grade high-sulphur fuel.

The Volkswagen T-Roc R was revealed at the 2019 Geneva motor show earlier this year, featuring VW's 2.0-litre turbocharged four-cylinder petrol engine tuned to deliver 221 kW of power and 400 Nm of torque. This is channelled to the ground via a seven-speed dual-clutch transmission, and an all-wheel drive system.



The hot VW crossover has a claimed 0-100 km/h time of 4.9 seconds, and an electronically limited top speed of 250 km/h.

Compared to the Golf R sold in Europe, the new T-Roc R has 20 Nm more torque. Australian versions of the Golf R are rated at only 213 kW and 380 Nm.

The T-Roc R rides on 18-inch alloy wheels as standard, with 19-inch rims and 235/40 tyres an optional extra. 17-inch brakes borrowed from the Golf R help to bring the speedy crossover to a halt.

In addition to lowered suspension, the T-Roc R is also fitted with a more aggressive set of bumpers, a different grille design, a new stack of LED driving lights, matte chrome wing mirror caps, four exhaust tips, and plenty of R badging.

Changes to the interior include a flat-bottom leather-clad steering wheel, white ambient lighting, paddle shifters, stainless steel pedals, and microfibre seat bolsters.

An Akrapovic titanium exhaust system, leather seats, and a contrasting black roof are available on the car's list of options.

But Australians will have to admire it from afar, because its potent 2.0-litre turbo engine has not been calibrated to run on our high-sulphur premium unleaded.

Australian regulations allow up to 50 parts per million of sulphur in our unleaded petrol, but in Europe the maximum sulphur content is just 10 ppm.

The T-Roc R engine has only been calibrated to meet European fuel requirements. Given the engineering time and cost to recalibrate engines for different markets around the world, the T-Roc R is one of the casualties.

It's the same reason the manual transmission version of the new VW Polo GTI has been dropped indefinitely, and certain variants of the next generation Golf won't be sold in Australia.

Volkswagen Australia Corporate Communications boss Paul Pottinger was quoted as saying: "The T-Roc R would be perfect for Australia - the third biggest R market in the world, a market in which Golf R outsells GTI. But we can't confirm it, unfortunately."

While car makers refuse to do special calibrations for certain engines to be able to operate on Australian fuel - and while the petroleum industry says it's not viable to introduce 10ppm premium unleaded until 2027 - local VW enthusiasts will miss out on cars like this.

The more sedate versions of the T-Roc range are slated to arrive in Australian showrooms from early 2020.

30 million Passats.

Volkswagen has celebrated a significant production milestone in April, with the 30 millionth Passat rolling off the production line.

On April 3 at Volkswagen's Emden plant in Germany, a Passat GTE 'Variant' wagon finished in Pyrite Silver metallic was the magic milestone unit.



The Passat first entered production in 1973 as a successor to the Volkswagen Type 3 1600 and the first of the 'new generation models. Australia became the first country outside Germany to assemble the Passat when local sales began in March 1974.

The Passat is currently produced at 10 different plants around the world for over 100 global markets. It is especially popular in China, where several older generations are still built alongside the latest models.

Overall, the Passat is Volkswagen's second best-selling model of all time, second only to the Golf (35 million). The iconic Beetle sits in third with 21.5 million vehicles produced, although the Jetta range has passed 19 million and is closing fast.

"The Passat is one of Volkswagen's most important and most successful cars since its launch 46 years ago," said Ralf Brandstätter, chief operating officer for Volkswagen in Germany.

"As a result, the Passat has become one of the world's greats: a car which today is as much at home in Beijing as it is in Berlin, Sydney, Johannesburg or on the streets of San Francisco."

Depending on the continent, Volkswagen offers independent versions of the Passat - for example, the version on sale in China and the US is a completely different model from the one sold in Europe and Australia.

A heavily revised version of the Euro-market Passat is due to arrive in Australian showrooms later this year.

While not confirmed for our market just yet, the updated Passat range offers an array of new technologies and features, including a new Travel Assist suite that can semi-autonomously drive at speeds between 0-210 km/h, combining the adaptive cruise and lane-keep assist functions.

Other new features in the catalogue include matrix LED headlights and Volkswagen's latest MIB3 modular infotainment system with wireless Apple CarPlay - the new infotainment setup has been confirmed for Australia and will likely feature on top-spec models.

Further pricing and specification details will be revealed closer to the new Passat's local launch, currently slated for November/December 2019.

Victorian Police VWs.

Police in Victoria will soon have turbocharged all-wheel-drive power to track down high-speed crooks, with the Volkswagen Passat about to join the ranks - ending decades of Ford Falcon and Holden Commodore patrol cars.

More than 250 Volkswagen Passat sedans and wagons will be rolled out across the Victoria Police fleet as a mix of general duties, unmarked, and highway patrol vehicles.

Frontline officers will be in 132 kW front-drive Passat sedans and wagons while the traffic branch will be equipped with 206 kW all-wheel-drive versions - in much the same way general duties and highway patrol have had similar vehicles but with different levels of performance among locally made Fords and Holdens.

The VicPol order for Passats demonstrates just how far and wide the various police agencies across Australia have searched to find suitable replacements for our now extinct home-grown vehicles.

Police in West Australia and Queensland are taking 100 Kia Stingers, while Northern Territory police are also taking a small number for their traffic operations.

As with VicPol, the highway patrol in NSW have a mix of BMW 5 Series diesel sedans. But NSW is also beginning to roll out Chrysler SRT8 V8s to operate alongside the BMWs.



NSW Police do use VW Transporters for larger cargoes and prisoner movements.

South Australian police are running a mix of imported Holden Commodore V6 and Kia Sorento SUVs for general duties and highway patrol work, but apparently the Stinger may be considered as a third alternative.

The VicPol order for Passats will take the total number of Volkswagens on the emergency services fleet to in excess of 450 vehicles, one of the single biggest police fleet orders in Australia.

Volkswagen Australia is also developing a Tiguan Allspace for police use, to replace the Ford Territory and to supplement the Toyota Kluger and Kia Sorento police SUVs.

To meet VicPol's requirements, Volkswagen Passats are fitted with an upgraded alternator (180 amp), a second battery setup and a bespoke wiring loom to assist with the fitment and running of on-board police equipment.

Ben Wilks, Volkswagen Australia's general sales manager for passenger vehicles thanked Victoria Police for its "resounding endorsement of one our brand's pillars".

"Globally the Passat has been Volkswagen's best-selling model line, but there can be no greater recognition than its acceptance by VicPol," Mr Wilks said. "Volkswagen Group Australia is honoured that our cars have been deemed worthy for use by the men and women who serve and protect the citizens of Victoria."

Many of the upgrades for police use were readily available, given the Passat has been used as a police car in Germany and other European countries for decades. 'Polizei' Passats are a common sight in German cities.

Golf 8 coming in 2020.

Volkswagen Australia has confirmed it's still expecting the eighth-generation Golf range during the third quarter of 2020, following reports out of Europe its launch will be delayed due to 'technical glitches'.

Paul Pottinger, communications boss for Volkswagen Australia, said regardless of the reported delays, the local arm should launch the next-gen Golf between June and August next year.

Additionally, Pottinger said the new GTI hot hatch variant should arrive at the same time as the core range, with the flagship R "due shortly after."

Automotive News Europe quoted a report by Germany's Bild, which claimed Volkswagen has been forced to delay the launch of the Golf 8 due to roadblocks in the development of the new model's 'advanced digital features'.

Citing 'boardroom sources', the German newspaper claims the new Golf's upmarket tech suite - which should include permanent connectivity and more screens - have seen 'technical issues', though VW denied the slight launch delay is a result of this.

Previously VW has indicated the new Golf will have a comprehensive suite of autonomous driving technologies and next to no physical switchgear in the cabin, with Karlheinz Hell, Volkswagen's head of compact cars, telling Automotive News Europe in January the new Golf "will have more software than ever before."

"We think it's better to come early next year with a full throttle offensive. It doesn't have anything to do with



production. It's a sales decision since you don't try to put cars under the Christmas tree when no one is paying attention," Juergen Stackmann, Volkswagen's sales and marketing chief, told Automotive News Europe.

The Golf 8 was originally meant to be revealed at this year's Frankfurt motor show in September alongside the all-new fully electric I.D. Neo hatchback.

According to Stackmann, the decision to push back the Golf's unveiling to after the auto show is "to give the eighth-generation Golf the exclusivity it deserves."

Compared to the current model, the eighth-generation Golf will be lower and wider, looking like a larger version of the current Polo, while featuring an evolution of VW's ubiquitous MQB architecture under the skin.

Volkswagen has confirmed European versions will offer 48V mild-hybrid technology in a bid to further reduce fuel consumption and emissions, though the performance models are expected to maintain their purely combustion-powered powertrains. Australia, meanwhile, will likely continue with updated versions of the current engine offerings.

VfL Wolfsburg finish 6th.

The 2018–19 season of the German premier league football competition, the Bundesliga, has just finished. It was the 56th season of the Bundesliga, which involves 18 professional teams from across Germany playing 34 matches. The Bundesliga is one of the world's biggest and most popular national football competitions, drawing even bigger average crowds than the English premier league.

Our team, the VfL Wolfsburg 'Wolves', was formed in 1945 post-war Wolfsburg as a fitness club for VW factory employees. To start with they were just an amateur club, competing in regional amateur leagues. When the professional Bundesliga was formed in 1963, Wolfsburg played in the third-division Northern Region league. They eventually won through to the National competition in second-division in 1992. In 1997 Wolfsburg finished second in the second-division, thereby winning promotion to the first division premier league for the first time, where they have remained ever since. Wolfsburg won the championship title in 2008-09, their only premierships so far.

VfL Wolfsburg is a fully professional organisation, 100% owned by Volkswagen AG, and they play out of the modern 30,000-seat Volkswagen Arena in Wolfsburg. Their team's full name is 'Verein für Leibesübungen Wolfsburg Fußball GmbH', which means 'sports club Wolfsburg football.' Their colours are green and white, not VW's blue and white, as you might think.

Wolfsburg struggled the last couple of seasons, finishing third-last in 2016-17 and again in 2017-18, both times having to survive a playoff with a second-division team to remain in the premier league. Fans were hoping for a stronger result in 2018-19.

The competition got underway last August. Wolfsburg began with wins against Schalke 04 and Bayer Leverkusen, putting them in second on the ladder, but then three draws and three losses dropped the Wolves to tenth. A good 3-0 away win against Fortuna Düsseldorf raised hopes, but two more losses placed the Wolves in twelfth spot. This was the lowest point of Wolfsburg's season, but the run up to the Christmas break reversed their fortunes. The Wolves won five of their next six, plus one draw, and they were back up to fifth.

When the competition restarted in January, the Wolves stumbled with two more losses, but then steadied with three more wins and two draws by the beginning of March. Their good run was halted by a heavy 0-6 away loss to Bayern Munich, and for the next four matches the Wolves bounced around with a perfect win-loss-win-loss sequence. With just five rounds to go, the Wolves were down in ninth place.

The run home was much better, starting with a draw with Eintracht Frankfurt and wins over 1899 Hoffenheim and 1. FC Nürnberg. An away loss to VfB Stuttgart was the last of the season, and in the final round the Wolves stunningly defeated FC Augsburg 8-1 to finish a creditable sixth on the table.

The Wolves finished the season with 16 wins, 7 draws and 11 losses. They scored 62 goals and had 50 scored against. The Wolves won 8 home and 8 away matches, so no winning advantage there, but they lost 7 away matches and only 4 at home.

Wolfsburg's Dutch striker Wout Weghorst scored 17 goals in the season for the Wolves, the equal third-best in the league. He scored a hat-trick of goals for Wolfsburg in their 5-2 defeat of Fortuna Düsseldorf, and another hat-trick in the 8-1 defeat of FC Augsburg. The season's top scorer was Bayern Munich's Polish striker Robert Lewandowski, who scored 22 goals.

Wolfsburg's Belgian goal-keeper Koen Casteels managed an excellent 8 clean sheets during the season.

The champions of the 2018-19 season were, again, Bayern Munich, who won their 28th Bundesliga title and seventh consecutive Bundesliga. However they did have a close fight for their title. Borussia Dortmund led the competition from round 6 in September until round 28 in April, when Bayern Munich beat them 5-0 to take over the lead, which they held to the end.

With VfL Wolfsburg finishing sixth in the Bundesliga, they qualify for the Europa League group stage for the first time in four years, along with fifth-placed Borussia



Mönchengladbach. This is the second-tier European club championship, below the Champions League. The group stage 'round of 48' matches begin in August in Monaco, and we'll let you know how the Wolves go.

As for the Bundesliga next year, the lowest two teams this year are relegated back to the second division 2. Bundesliga. These include Hannover 96, which goes back down after two seasons in the top league, and 1. FC Nürnberg after only one year in the top league. They will be replaced by lower division champions 1. FC Köln, returning to the premier league after one season, and SC Paderborn 07, a mostly second division team who actually fell down to the third division 3. Liga in 2016 after their only year in premier league in 2014-15.

Third-last Bundesliga team VfB Stuttgart were required to play off against the team finishing third in the second division 2. Bundesliga, former East German team 1. FC Union Berlin, with the winner to play in the premier league next year. This was the situation that Wolfsburg survived last season and the one before. In the playoffs this time, VfB Stuttgart drew 2-2 with Union Berlin at Mercedes-Benz Stadium in Stuttgart, and then drew 0-0 away in Köpenick, in what was once East Berlin. Union Berlin therefore won the playoff on away goals, and are promoted to the Bundesliga for the first time ever. VfB Stuttgart are relegated back to the 2. Bundesliga after just one year back in the top league.

You can follow the VfL Wolfsburg Wolves on their website, www.vfl-wolfsburg.de/en/

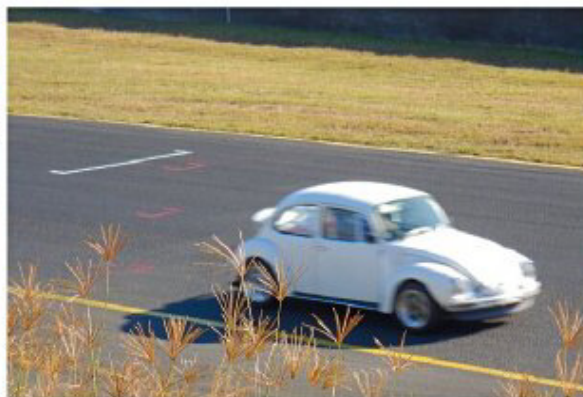
The 2019-20 Bundesliga begins in August, in what will be the Wolves' 23rd consecutive season in the premier division. Go Wolfsburg !



VW Nation



Photos: Brenda
and W



nals 2019



an Matthews
Willie Nelson





2019 VW Nationals trophy winners.

(2nd and 3rd-places were awarded for categories with large entry numbers).

1. Beetle - up to 1957 - Standard
1st: Simon Barnfield
2. Beetle - up to 1957 - Modified
1st: John Weninger
3. Beetle - 1958 to 1967 - Standard
1st: Koray Mamuk
2nd: Frances Komsic
3rd: Carl Moll
4. Beetle - 1958 to 1967 - Modified
1st: Nick Mannell
2nd: Marino Perillo
3rd: Sandy Benic
5. Beetle - 1968 onwards - Standard
1st: Val Garner
2nd: Michelle Jenkins
6. Beetle - 1968 onwards - Modified
1st: Peter Huckstepp
2nd: Sharon Macintosh
3rd: Lee Woods
7. Kombi T1 - up to 1967 - Standard
1st: Shannon Bonnar
8. Kombi T1 - up to 1967 - Modified
1st: Matthew Raine
2nd: Richard Calhan
9. Kombi T2 - 1968 to 1979 - Standard
1st: Sarah Webb
2nd: Kylie Rayner
3rd: Judi Brookes

10. Kombi T2 - 1968 to 1979 - Modified

1st: Matt Chojnacki
2nd: Geoff Edwards
3rd: Alison Schofield

11. Transporter T3 - 1981 to 1992 - All

1st: Ryan Smith
2nd: Grant Rollinson

12. Type 3 and Type 4 - Standard

1st: Kat Hawke
2nd: Trevor Reece

13. Type 3 and Type 4 - Modified

1st: Daniel Garland
2nd: Ryan Pasalich

14. Karmann Ghia - All Years - Standard

1st: Nicholas Palaric

15. Karmann Ghia - All Years - Modified

1st: Fred Vant Spyker
2nd: Cameron Schrijvers

16. Factory Karmann Cabriolet - All Years - All

1st: Ross Spencer

17. Factory Off-Road - Aircooled - All

1st: Paul Fenech

18. VW Factory Exotics - All

1st: Anthony Sarcasmo

19. Non-factory Off-road and Buggies - All

1st: Peter Campbell

20. Aussie Convertibles and Kit Cars - All

1st: Victor Busuttill



21. Best engineered/race - Aircooled - All

1st: Nick Blunck

22. Rat class - All Years - All Types

1st: Richard Scerri
2nd: Melissa Jones

23. Polo - All Years

1st: Mariselle Rodgers

24. Golf 1 - 1976 to 1983

1st: Thomas Alexander

25. Golf 2 - 1984 to 1992

1st: Alan Lotze

26. Golf 3 - 1993 to 1997

1st: John Angangan

27. Golf 4 - 1998 to 2003

1st: Thomas Do

28. Golf 5 - 2004 to 2008

1st: Jarrod Bright

29. Golf 6 - 2009 to 2012

1st: Marco Contreras

30. Golf 7 - 2013 onwards

1st: Nikolas Roufas

31. VW Convertible (Golf Cabrios, EOS, etc) - All Yrs

1st: Azsar Khan



38. SEAT - All Years

1st: Jamie Schnepf

39. Skoda - All Years

1st: Matti Maranitz

40. Best Engineered / Racecar - watercooled vehicles

1st: Chester B



41. Concours d'Elegance

1st: David Shumer

42. People's Choice - Air-cooled

1st: Richard Calhan

43. People's Choice - Water-cooled

1st: Benji DiQuattro

44. Ray Pleydon Award

1st: Ben Croft

45. Brian Walker Award

1st: Koray Mamuk

Photos: David Carter

32. Sports Coupe (Scirocco, Corrado, Audi TT) - All Yrs

1st: Peter Shelley

33. VW Sedan (Bora, Jetta, Passat, Vento) - All Years

1st: Lexus Aplin

34. SUV (Tiguan / Toureg) - All Years

No entries this year

35. VW Commercial vehicles (T4, T5, Caddy, Amarok) - All

1st: Stephen Butler

36. Audi - All Years

1st: Michael Zahra

37. Porsche - All Years

1st: Andy Maunsell





Blaupunkt radios.

For me (and I'm a bit special), the perfect older Volkswagen or Porsche starts from its Blaupunkt radio and works out to the bumpers and wheels (the Blaupunkt being in the middle of the car).

Even though you don't really need a radio because the engines and gearboxes sound so good, having one can relieve boredom on trips.

Either you have a radio blank, or you have a Blaupunkt. This is German for 'blue spot.'

Blaupunkt was a German manufacturer of electronic equipment. It was for many years part of the giant Bosch organisation, a 100% subsidiary of Robert Bosch GmbH until 1 March 2009. That was when Bosch's aftermarket and accessories branch including the Blaupunkt brand name were sold to Aurelius AG of Germany for an undisclosed amount.

After a troublesome time under new management and several more changes of ownership and reorganisations, Blaupunkt sadly filed for liquidation proceedings, completed in early 2016.

Strangely enough you can still buy new Blaupunkt stereos, starting from only \$50, and up to \$500 with free postage on Ebay.

Some early blue spot radios can be worth a bit these days, but some can still be found cheap.

If you have some other kind of other radio in your VW from the '60s-'70s-'80s or later, why not look at replacing it with a new or second-hand Blaupunkt? Don't forget to get speakers as well.

Ashley Day

VW Nationals.

Maybe the best Nationals ever!

At first, this was going to be a story about how disappointing the swap meet was, and how it will have to be my last because nobody brought any money along with them.

BLAUPUNKT

Volvo 121 / 122 S |
Volvo PV 544
VW 54-57

VW 1200 |
VW 1500 |
VW Bus



Sure I was disappointed after wasting days preparing my swap meet inventory for nothing, but you have to look at the bigger picture.

If you were to think of the Nationals as an '80s or '90s retro reunion Volkswagen party, I have to say it was the best ever.

Firstly, I have to thank all the people who volunteered their time to make it happen. Without them the Volkswagen Nationals wouldn't exist anymore.

Just to be able to do the same thing and see almost the same people once a year, for over 30 years, is priceless to me. Thousands of people look forward to the Nationals and life wouldn't be the same without them.

Everyone gets excited.

Just like every other year, there was something for everyone.

On the other hand . . . !

The Super Sprint on the Saturday was a complete debacle.

Poor organisation and disappointing numbers. Only 35 cars took part which was less than half of last year. Four of the five fastest cars were not Volkswagens, and the fastest eleven entrants were not members of Club VW.

Our club will have lost a lot of money and I'm sure this will see the end of this. I'd like to know how much, per car, it cost our club for a few people, many in non-VWs, to have a drive around Eastern Creek.

I think that money could be better used, or donated to a worthy cause.

Once again, thanks to everybody involved.

Ashley Day

**Club VW Nationals
Sydney Motorsport Park Amaroo**

Sprint

Qualifying S1
Scheduled Start 00:01

Page 1 Issue 1
Start Sat May 25 09:16
Elapsed Time 06:19:13

Pos	Car	Driver	Competitor/Team	Vehicle	Cap	CL	Laps	Fastest...Lap	Gap
1	48	Philip Heafey	NSSCC	Mit Lancer			25	8 0:59.7010*	
2	5	Troy Nicholson	ARDC	Commodore			38	18 1:00.6020	0:00.9010
3	99	David Isaacs	ARDC	Evo			48	18 1:00.6140	0:00.9130
4	59	Stephen Muller	ARDC	Golf			29	7 1:00.6390	0:00.9380
5	33	Neville Shears	ARDC	Nissan			46	10 1:00.8760	0:01.1750
6	40	Cem Yucel	APRA	Golf R			40	34 1:03.5860	0:03.8850
7	111	Daniel Cunningham	ARDC	Golf			23	22 1:03.8040	0:04.1030
8	15	Paul Muller	ARDC	Golf R			30	12 1:03.8660	0:04.1650
9	17	Alphonsus Fok	ARDC	Golf R			33	18 1:03.8690	0:04.1680
10	216	Sam Beeby	MGCC	Polo GTI			29	6 1:05.2350	0:05.5340
11	320	Leigh Parker	NSSCC	Golf GTI			39	32 1:07.5180	0:07.8170
12	88	Dung Lam	Club VW	Golf R			26	18 1:07.5890	0:07.8880
13	3	Sebastian Najder	Club VW	Golf R32			17	17 1:07.6510	0:07.9500
14	444	Hayden Boyd	MGCC	Golf			5	3 1:07.7310	0:08.0300
15	499	Colin Mayman	Tamworth	Beetle			6	3 1:07.8060	0:08.1050
16	85	Matthew Shylan	ARDC	Golf GTI			25	1 1:08.4850	0:08.7840
17	171	Ayden Cowley	Club VW	Ibiza			42	40 1:09.1480	0:09.4470
18	53	Hugh McKinley	Club VW	Beetle			38	15 1:09.6290	0:09.9280
19	28	Manuel Vassalo	Club VW	Golf GTI			15	11 1:09.7320	0:10.0310
20	65	Jukka Ylinen	RALLY MOTORSPORT ASS.	VW Type 3			39	31 1:10.0780	0:10.3770
21	71	David Cowley	Club VW	Ibiza			51	36 1:10.1940	0:10.4930
22	36	Zale Bailey	Wagga	VW Bora			12	12 1:11.5510	0:11.8500
23	800	Matthew White	Club VW	Polo			44	34 1:12.0780	0:12.3770
24	27	Simon Azzopardi	Wagga	Golf			26	17 1:12.4890	0:12.7880
25	47	Paul Fenech	Club VW	Beetle			43	12 1:13.1710	0:13.4700
26	303	Steve Carter	Club VW	VW Beetle			6	6 1:13.4650	0:13.7640
27	166	Stephen Monkhouse	WSSC	Commodore			14	14 1:13.4870	0:13.7860
28	61	Nicholas Blunck	Club VW	Beetle			33	29 1:13.9830	0:14.2820
29	801	Victoria Korshunova	Club VW	Polo			41	29 1:14.2210	0:14.5200
30	18	Krystian Koralewski	Club VW	Golf			15	15 1:14.2810	0:14.5800
31	741	John Ladomatos	Club VW	Vw Beetle			31	23 1:16.2410	0:16.5400
32	812	Miki Poposki	WSSC	Falcon			26	25 1:17.4140	0:17.7130
33	96	Rudi Frank	Club VW	Beetle			17	9 1:18.0980	0:18.3970
34	266	Alison Monkhouse	WSSC	Commodore			10	7 1:19.4790	0:19.7780
35	51	Eddie Fleita	Club VW	Nissan			9	7 1:24.6760	0:24.9750

Fastest Lap Av.Speed Is 109kph

R=under lap record by greatest margin, r=under lap record, *=fastest lap time



Canberra cruise to Tidbinbilla Deep Space Tracking Station.

Sunday 28th of April saw the Canberra Chapter conduct a cruise out to the Tidbinbilla Deep Space Tracking Station just outside of Canberra. Setting off from our regular meeting place of Old Parliament House, we cruised out past the Cotter Dam and on to Tidbinbilla. The roads through this area are a popular route for cyclists, motorcyclists and drivers on weekends, with this day being no exception. The roads are



quite tight and winding in sections, where spirited driving can be fun and rewarding for those that enjoy driving. The cruise was led by Dave in his bay window Kombi, with a leisurely pace set for all those following.

The weather was just glorious. The sun was out with a nice temperature once the day wore on and there was next to no breeze. We decided to sit outside on the sun deck at the café, where we had a great lunch. All commented on how nice the food was and how the service was speedy and friendly.

After lunch and a good chat, it was back into the cars and back to Canberra. This time a couple of the Beetles took the lead and before long the pace was picked up and that spirited driving mentioned earlier was employed. You know it's a great driver's road when you get immense enjoyment from the drive without depending on powerful late model cars. The rather limited performance of the modest Beetle was more than enough to explore the fun available on this route.



Overall a great day out with a great group of people. It makes you remember why we join a club like this and how it can put a smile on your dial.

We look forward to welcoming more members on our upcoming events so as this enjoyment can be shared around.

Willie Nelson

Robertson Classic Car Show.

I recently went to the Classic Car Show at Robertson, which was held on Sunday 14 April.

Some of us met at Uncle Leo's Caltex from around 7am





for coffees. It was a sunny morning with a bit of cloud. There were four or five VWs ready to go at 8am.

Phil was the only one who knew which way to go so we agreed to follow his Kombi camper. We cruised at 90 km/h down the motorway, but had to slow up the long grade just before Mittagong as his auto Kombi doesn't like long hills.

We went through Mittagong and turned left to Bowral, then along the single lane highway past Wingecarribee



reservoir. We turned left onto the Illawarra Highway, with a few other classic cars, and we were soon in Robertson. We parked on the grass beside the historic railway station.

It wasn't long before we were joined by more VWs, and we had a very good turnout.

It was an informal and enjoyable gathering, with no judging or trophies. There was plenty of time to wander through the cars and working historic farm machinery and look through the craft gallery at the railway station.

It was also the local markets at the local hall, a 10-minute walk away, where there were plenty of arts and crafts to buy. The locally made cakes and fudges were very good.

A couple of long freight trains passed along the line towards Wollongong. It was nice to talk to the locals and other car owners. We stayed until after lunch, when many of the cars were starting up and heading home.

We drove back through Mittagong and stopped at McDonalds for coffees and food on the way home.

Jeff Swords

Bathurst 6-hour.

I recently went to the Bathurst Motor Festival, which was held at Mt Panorama over Easter.

Easter racing of open wheelers and sports cars at Bathurst is traditional, going back to the 1950s and even some races in the 1930s. The Easter Bathurst 12-hour was run from 1991 to 1995, and again from 2007 to 2011 when it was expanded to GT3 cars and moved to February.

A new Easter 6-hour race was created in 2016, called the Hi-Tec Oils Bathurst 6 Hour. It was designed for Group 3E Series Production Cars. Since then, other classes such as V8 Utes and Saloon Cars, were also allowed to compete in the



Invitational classes.

These are the current classes for the 6-Hour:

- Class A1: Extreme Performance (Forced Induction)
- Class A2: Extreme Performance (Naturally Aspirated)
- Class B: High Performance
- Class C: Performance
- Class D: Production
- Class E: Compact

There were two Volkswagens competing. An AWD VW Golf R was in Class B, and a FWD Scirocco R was in Class C.

The Golf finished 5th in class and 25th overall. The class winner was a BMW 135i.

The Scirocco finished 4th in class and 15th overall. The class winner was a Hyundai i30 N.

The overall winner of the 6 Hour race was a BMW M3 F80 Competition. A BMW has won every one of the 6-Hour races held since 2016, which makes four BMW wins in a row.

Last year there was an Audi TT racing (it crashed out), but this year no Audis were entered. There were no Porsches either.

Jeff Swords

The first round of TCR Australia.

I recently went to the first ever Australian TCR Series round, which was held at Eastern Creek over the weekend of 17-19th May.

TCR Touring Cars is a new sporty touring car specification, first introduced in Europe, Asia and the USA in



2014 and is now used by a multitude of series around the world. All TCR cars are based on small 4 or 5 door hatchback-style production vehicles, and are powered by 2.0 litre turbocharged engines.

While the bodyshell and suspension layout of the production vehicle is retained in a TCR car, and many models use a production gearbox, certain accommodations are made for the stresses of the racetrack including upgraded brakes and aerodynamics. Competition vehicles are subject to Balance of Performance (or BoP) adjustments to ensure close racing between different vehicles.



The 2019 season is the first time for the TCR Australia Touring Car Series. The series will be run as part of the Shannons Nationals series.

There will be seven round of the series, at Eastern Creek, Phillip Island, Tailem Bend, Ipswich, Benalla, Springvale and Tailem Bend again. I went to Round One.

Cars competing in the series include Holden Astra TCIs, Subaru WRX STIs, Alfa Romeo Giulietta Veloce, Renault Megane RS, Hyundai i30 N and Honda Civic Type R. There were also two teams running VWs – Melbourne Performance Centre with a Golf GTI TCR (driven by Aaron Cameron) and an Audi RS3 LMS (Rik Breukers); and Matt Stone Racing with two VW Golf GTI TCRs (Jason Bright and Alexandra Whitley).

Jason Bright and Volkswagen wrote their names into the history books, becoming the first-ever TCR Australia race winners in the 30-minute Race 1 on Saturday. The 46-year-old qualified second for the 16 lap race and burned away from pole-sitter Tony D'Alberto in the Honda Civic Type R. Once Bright in the VW was in front, he could not be caught.

D'Alberto, driving his Honda Australia-supported Civic Type-R, would eventually finish second, unable to



match the speed of Bright. He was forced to withstand an attack from the Hyundai of Will Brown, but eventually managed the threat and finished a comfortable second.

Brown crossed the line third despite a a minor mechanical issue in the closing laps.

In Race 2 on Sunday, Hyundai driver Will Brown has scored his first victory in the Series. He stormed past the field to score a win amongst an action-packed race. Alfa Romeo driver Dylan O'Keeffe secured a brilliant second place after leading the majority of the race, ahead of Honda star Tony D'Alberto.

The Race 1 winner Jason Bright (Volkswagen) finished fourth after a slow get-away. Andre Heimgartner (Subaru) made up a heap of places to come home fifth, ahead of John Martin (Honda), Michael Almond (Hyundai), Nathan Morcom (Hyundai), Jimmy Vernon (Alfa Romeo) and Aaron Cameron (Volkswagen) rounding out the top 10.

Race 3 began at 2:20pm with teams only allowed to work on the cars for 20 minutes between the races.

Will Brown went on to another victory, the Hyundai young gun fighting off a number of challenges to secure his second win for the day and leave the Sydney venue with the championship lead.

The race was action-packed, with a number of great passing moves and the bump and grind that fans can expect to see at every TCR Australia event.

Alfa Romeo driver Dylan O'Keeffe finished second having led the first nine laps, only to be passed by Brown. The result added to his second place in today's earlier race.

Hyundai driver Michael Almond made an incredible passing moves to take third place, ahead of fellow Hyundai driver Nathan Morcom, who was involved in three separate incidents that raised the eye brows of the stewards. Morcom was served three penalties totalling 60 seconds and placed him last of the classified finishers.

Aaron Cameron (Volkswagen) inherited fourth place after Morcom's penalty, with James Moffat (Renault) recovering to fifth in a great display after his luckless race on Saturday.



The top 10 was rounded out by Jason Bright (Volkswagen), Chris Pither (Renault), Alex Rullo (Holden) and Alexandra Whitley (Volkswagen).

Brown (122) leads the championship standings by 12 points from O'Keeffe (110) with D'Alberto (99) in third.

The races are broadcast live and free and in HD on SBS. Check out the TCR Australia webpage at www.tcr australia.com

Jeff Swords

Our wedding Kombis.

After a week of torrential rain, the sky finally cleared up mid-Saturday morning to allow a sparking view of Sydney Harbour as the venue for Emma and Steven's wedding.

To the delight of the wedding guests, and a huge 'thank you' to Mark, Emma and Mark and all their wedding party were able to have a matching pair of Kombis for their big day. Mark's Kombi was a great match alongside ours.

The Kombis were very popular with passers-by, including other wedding parties who stopped to pose for photos with the cars.

Charlie Attard



1971 Bug-In memories.

We do have some old photos of the Adelaide Bug in from 1971 that Rick went to with a group of around a dozen VW club members.

The early interstate Bug Ins were centred around the south east of Australia, with the NSW ACT VIC and SA VW clubs taking turns each Easter to run a Motorkhana event as an Interstate Challenge.

The planning and organisation of this event in pre internet days between the VW club of SA and the other interstate VW clubs was essentially all done via return mail at the monthly meetings and was a 'big deal' event to be a part of at the time.

The NSW club members set off in a convoy from Sydney to Adelaide via Goulburn Hay and Mildura.



They were simpler days back then when people set off on a 2500 km return road trip in 1960s era Beetles with no phones and only a few guys had road maps in their cars.

Most guys just had a bag with a change of clothes and whatever cash from their last pay packet in their wallet and set off on the Easter weekend in their VWs with nothing other than the original tool roll and a bias ply spare tyre, but hardly anyone broke down or got lost on the trip.

The convoy tended to get spread out into smaller groups on the drive but regrouped at the towns along the way when everyone stopped at the same service station to refuel.

This was apparently quite a sight, especially for places like the petrol station at Hay when a dozen Beetles showed up out of nowhere to fill their tanks.

This is Hay roundhouse service station of Ricks friend Steve Pantlins VW that was one of the first 'new' 1500



Beetles in the club with the 'full set up' for rallying including driving lights and club badges on the bumper and mudflaps on the front edges of the guards to stop water splashing up onto the windscreen during creek crossings.

The club members arrived at Aldinga, a suburb on the south side of Adelaide on the coast and stayed at a caravan park on the waterfront in hostel style bunk houses that were pre booked for them and the other VW club members from ACT and VIC. There were reportedly around 30 VWs parked in every free spot in the park.

There was no organised welcome party dinner or any other actual planned 'social' events at this Bug In so most of the participants headed to the local RSL club for dinner.

The Motorkhana event was held in a large open field on a farm outside the city.

There were 3 lanes set up with a row of marker flags in each lane and a spectator parking along the side.

Events included slaloming up and back between the flags and then leaning out the window to grab a pennant from each marker from the furthest to closest in concentric circles and dropping them in a bucket and then another event with a passenger grabbing the pennants from the left side window.



There was no real concern with safety requirements back then so no one wore helmets or even long sleeved shirts and people actually took their seatbelts off so they could lean further out the window to grab pennants while driving. (if they were even fitted in older Beetles!)

Penalties were added to your time if you ran over a marker, went the wrong way or dropped a pennant.

The event was run by volunteers from the VW club of SA with a person waving a flag at the far end of the field for 'drag race' style starts on the 3 lanes.



The event 'office' was set up in the back of split-screen Kombi panel truck, which you can see in the photo next to the big VW flag pole. The timing 'control tower' was set up with a folding table and chairs on the back of a split-screen single-cab Kombi, supplied by VW dealership Sierp Brothers Pty Ltd, of Enfield in Adelaide's northern suburbs.

Around 40 to 50 VWs were entered in total from all the VW clubs and trophies were given out at the end of the day for 1st 2nd and 3rd overall and 1st in each club and a first state team prize.

No one seems to remember who won what 48 years later but the results were always secondary to going out and having fun with your mates in your VW.

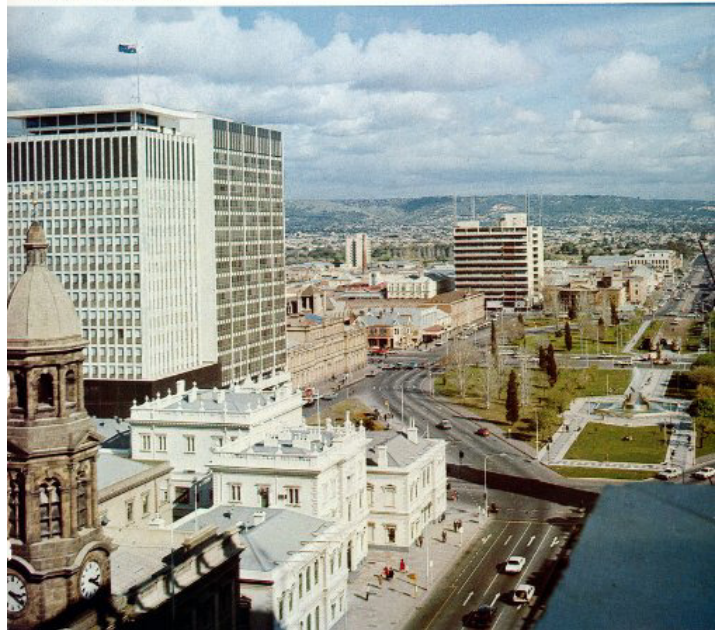
After the event everyone went back to the

accommodation to hit the showers then went out for dinner at a local restaurant to re-live all the action.

It was then time to either stay for a day to see the sights of Adelaide or just hit the road back to Sydney and drive the VW to work again the next morning.

David and Rick Feruglio

ADELAIDE



Easter Motorkhana, Adelaide

VW Club of NSW 'Club News', May 1971

Quite a remarkable response to what was going to prove quite a remarkable weekend.

This was the general thought rolling around the minds of all those who assembled on the dirt frontage of the little fruit shop opposite the Rooty Hill turn off that Friday night just before Easter.

One o'clock Friday morning was the official departure time, and that was the time we left. The 12 cars made their way out along the highway, up through Katoomba, Bathurst, Blayney and to the first refuelling stop at Cowra, just before dawn.

About 5.30 the sun ushered in the new day revealing the brisk, fresh cleanliness of the wonderful country morn. As the crews of the cars awoke after the long nights drive, the first and last big flex of the trip started. Within 5 minutes the 12 cars were strung out over about 5 miles (8 km) of road, 30 miles (48 km) east of West Wyalong and that's the way it started all the way into town.

Our first casualty of the trip was on this very fast run into the West, as Cheryl tried to extract 1700 cc from Dick's 1600 leading the pack, and really @%!#ed it up.

West Wyalong was our second fuel stop and breakfast. Dick, Cheryl and their luggage was hurried into three

different cars and with a minimum loss of time we set our sights on Weethalle, Goolgowi, Hay and all points west.

Our only other major breakdown of the trip was another blown motor at Mildura, reducing the number in the convoy to 10.

Around 9.30pm that night saw our arrival in Adelaide and it was here at Gloria and Bruce Hall's place where we experienced the real meaning of the term 'Southern Hospitality.' We were treated to a full smorgasbord-type supper. Accommodation was completely free at their beach house, and the following day was 'King Man', a real gas!



We were all called upon to remove the magnificent bods from between the linen at about 7:00am that Saturday morning, enabling us to be in town at 9:00am that morning to join with the VW Clubs of SA and VIC for a Bus Tour of Adelaide, the Barossa and the local water supply systems.

We took in the wineries of Penfolds and Seppelts, stopped at St Halletts for much purchasing and sampling and that counter lunch at the Tununda pub was fantastic.

That Saturday night we held the 'VWCSA/VICNSW Southern, Eastern States and Counties 'Whenever we get together' Bowling Championship.' By about 12 we all headed back to the beach-house and into the cot.

The Sunday presented itself as an ideal 'Khana-type' day, and by 9:30am we were all assembled in town at the usual spot, along with all the other VW Clubs waiting to be taken in convoy to the ground. This convoy proved to be another highlight of the weekend, as it consisted of about 120 cars, all following each other through the main streets of Adelaide. Sunday morning, and with traffic lights etc, well you can imagine the rest.

When we eventually arrived at the ground, we were a little disappointed as it resembled a ploughed field on about a 30° slope. Organisation by the VWC SA was another sore point, but generally it was a real good day.

We were thoroughly thrashed by the Victorians and South Aussies, with Greg (Farmer) Hart the only New South Welshman able to fly the flag at anything resembling a respectable fight.

After the event was over, we were called upon to make a 20-mile (32 km) drive right to the other side of Adelaide to the Presentation. It proved well worth it though, as pure Southern Hospitality was there in the form of all the SA boys and girls and we had a very pleasant evening.

That just about rounded off the weekend, except

for the drive home. The only things worth mentioning from that trip, are firstly when ACE gave the TLE its head across the Hay plain and presented himself as a dot on the horizon in about 1 ½ minutes flat; and secondly Dick's experiences in the towing of his car home from West Wyalong. For further details see Dick.

In conclusion I must thank all those people from SA for a truly wonderful weekend; say congratulations to Victoria for some exceptionally good driving, and to VWCNSW, maybe it will be our turn next year.

Steve Pantlin (Mr Handbrake)

A story for the kids - Slug Bug official rules.

Every one of us has probably played 'slug bug' or 'punch buggy' on a long drive.



But it always seems that the other person plays by different rules, or someone else has never played before. So, do you know how to play the game?

For the most part, there are two main ways to play the game.

One way depends on the colour of the VW Beetle, and the other is much simpler with a first-come first-served mentality.

The most common way the game is played is the simpler version. This version needs quick eyes and fast





you are looking for the classic air-cooled VW Beetle. However these are starting to get a little rare and some days you don't see any. So it's quite acceptable to include modern Golf-based 'New Beetles' and 'Beetles.' Some people also include Kombis. All players will need to agree on what to include before you start.

Hopefully you don't pass by a VW dealership lot that is filled with New Beetles, although as these are not sold in Australia any more, you're probably safe.

Some people allow one punch for modern Beetles, and two punches for original air-cooled Beetles.

The origin of the original Type 1 VW Beetle goes all the way back to the 1930s, as you've probably read a hundred times. Hitler was a big

reflexes. To win, you have to call out the Bug first, then hit other players. So, the faster you are, the better your chances will be in not getting punched in the arm.

The rules of the game are that participants punch each other in the arm as soon as they see a punch buggy or slug bug. The objective is to be the first one to spot a bug, call out "punch buggy (or slug bug)," and throw a punch to their arm before the other player can. If you get punched first, that means you weren't fast enough and have to take your lumps and not punch back.

One variation is to call "Punch Buggy, no punch back," which clarifies and ensures the other player is not allowed to punch you back.

The other version relies on the colour of the Bug and the colour that the players are wearing. If you see a red slug bug, you call it out and hit whoever is wearing red. The same goes with all the other colours.

Obviously for both versions of the game,



fan of streamlining and told Porsche to make it smooth and rounded, 'like a bug.' The nickname really only caught on in the booming sales years soon after the war. Both the Americans and British have claimed they invented the 'Bug' or 'Beetle' nickname for the VW, but they didn't.

The punch buggy or slug bug game has been around at least since the 1960s, and is known all around the world. It's a unique example of a game that involves punching your friends or family in the arm, as well as enjoying spotting VW Bugs on the road.

Ashley Day

1976 Hardie-Ferodo 1000.

The 1976 Hardie-Ferodo 1000 was held on 3 October 1976 at the Mount Panorama Circuit just outside Bathurst. As it had been since 1973, the race was open to cars complying with CAMS Group C Touring Car regulations.

Also as it had been since 1973, the race was made up of four classes – Under 1300cc, Under 2000cc, Under 3000cc, and Over 3000cc.

Class A, Up to 1300cc, was a total of 14 cars comprised of Alfa Romeo 1300, Datsun 1200, Fiat 128 3P, Ford Escort, Honda Civic, Mazda 1300, Morris Clubman GT, Toyota Corolla - and like last year, a **1300 two-door Volkswagen Passat**. Last year's light blue Passat 1300 had been entered by Parramatta's Lennox Motors, but this time a different car, in black and yellow, was entered by Adelaide's Blackwood Motors VW dealership. It was driven by Bernie Stack and Keith Poole.

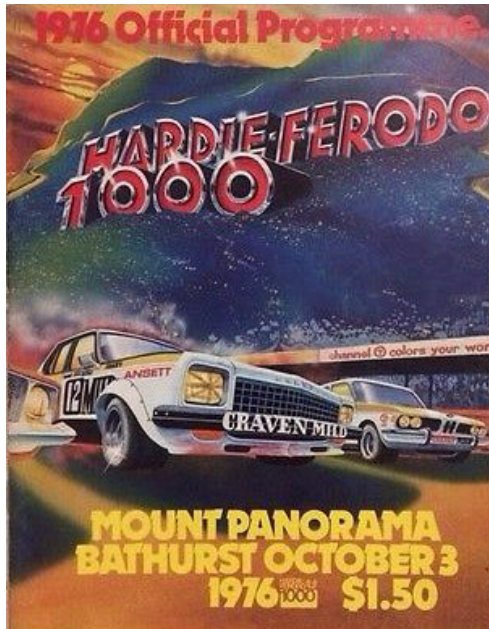
Class B, 1301cc - 2000cc, was 20 cars made up of Alfa Romeo Alfetta and 2000 GTV, BMW 2002, Fiat 124 Sport, Ford Escort RS2000, Mazda RX-3, Triumph Dolomite – and, for the first time, a **Volkswagen Golf**. It was a 1600cc two-door entered by Lennox Motors Parramatta, driven by Chris Heyer and Peter Lander. It had GTI badges but wasn't really a GTI; it was an Australian LS but fitted with some GTI suspension and brake parts. Due to homologation rules it had a normal LS 1600 engine, not the more powerful heron-head German GTI engine. It was entered with the number 53 - just like Herbie the Love Bug!

It was the first time since 1964 that the Bathurst race had seen more than one Volkswagen entered - and it would also be the last time that there was more than one.

Class C, 2001cc - 3000cc, was BMW 3.0Si, Ford Capri and Mazda RX-3. Only 11 cars made up this class. The big car Class D, consisted only of 12 Holden Torana L34 and three Ford Falcon XB entries, making 15 altogether.

The ARDC had finally gained agreement to open the public road circuit on Friday. This meant Friday was to be made available for the first time as a day of untimed practice. This overcame the endless complaints from the entrants that as cars became more sophisticated it was even more important to get time to tune the engines for the thinner air on the Mountain, which is well above sea level.

The other major news was that two Grand Prix greats were to make their debut, driving an L34 Torana. Stirling Moss, who had not raced since his unexplained Goodwood crash in 1962, and Australian Jack Brabham, who had been retired for five years, were entered in a navy blue, denim-stitch-painted car whose major sponsors were Blues Union and Sydney's top-rating radio station 1270 2SM. The fact that neither had driven an Australian improved touring car on slicks couldn't be considered in the light of their abilities, but it is probably true to say that no factory team manager would have offered either of the veterans a seat.



However, the fact that they would be driving boosted the spectator crowd to almost 37,000. The blue-oval fans were super confident. Ford was leading so far this year in the Championship of Makes, and Moffat was well out in front in the ATCC – even though at Sandown, Peter Brock demolished Moffat and the rest of the Fords in the Hang Ten 400, winning by two laps.

When entries closed for Bathurst, the ARDC was faced with 71 entries; 62 to start with nine reserves. For many of the teams, this was a year of massive effort, with the first of today's enormous transporters making their appearance, as many teams brought along spare cars for practice or for cannibalism.

HDT boss Harry Firth had named Colin Bond/John Harvey in one car and Queenslander Charlie O'Brien and West

Australian Wayne Negus in the other. In the entry there were 16 L34 Toranas and only three Falcons ... the perennial privateer Murray Carter, with Queenslander Ray Winter; 1974 winner John Goss with Kiwi Jim Richards, and Allan Moffat with expatriate open-wheeler driver Vern Schuppan. Whyalla-born Schuppan had driven Formula One, was Rookie-Of-The-Year at Indy, and finished fifth at Le Mans in the same year. Moffat's 'B52' hardtop (red/gold last year and Brut-33 blue the year before) had been destroyed in a transporter fire, so he had built a brand-new race XB GT hardtop, which he called 'Project Phoenix.' The new car, painted white and black with blue and red side stripes and entered under the Moffat Ford Dealer Team, looked great and was Ford's big hope.

But there were so many Toranas ... the two Marlboro HDT cars, crewed by Colin Bond/John Harvey and Wayne Negus/Charlie O'Brien ... the Peter & Phil Brock pairing ... Bob Skelton and Victorian Porsche importer Alan Hamilton ... Bruce Hindhaugh/Garth Wigston in the Gown-Hindhaugh car that, thanks to Brock, had won in 1975... Warren Cullen/Max Stewart... Grice/Gardner... the West Australian pairing of Tim Slako/Brian Rhodes ... Forbes/McRae ... Peter Janson with Kevin Bartlett... Moss and Brabham... and for Ron Hodgson Motors, Bob Morris with Englishman John Fitzpatrick, one of the finest long-distance drivers in the world and renowned for his gentleness with his cars.



Class C was a straight fight between the Capris and the RX3 Mazdas; the only outsider was a Craven Mild-sponsored BMW 3.0Si. Class B was the biggest entry, by far, and the most varied ... Triumph Dolomite Sprints, GTVAlfas, RS2000 Escorts, BMW 2002 Tii, Fiat 124 Sport 1600, Alfetta GTAMs, Holden Gemini, and the new Lennox Motors VW Golf, driven by Chris Heyer and Peter Lander, moving up from the Lennox 1300 Passat they drove last year.

The smallest class, Class A, was without a Mini Cooper S for the first time, as the flying bricks were now outlawed by the four-year age limit. There were still three Clubman GTs that were reasonably competitive, although somewhat heavier. There was a five-speed Datsun 1200 coupe, some Honda Civics and Alfa Romeo 1300s, and some other less competitive babies such as the Adelaide 1300 Passat.

As that first Friday untimed practice began, it seemed that only two tyre makers would be represented this year. A total of 46 cars were on Bridgestones, including the MHDT Toranas, and 14 on Dunlops, including the Ron Hodgson Torana. Bridgestone had also sponsored the new scoreboard, and all told had a big 'presence' for the weekend. Moffat was on Goodyears, as always.

The big teams were saying that the race would be run at a faster pace than before, because all the V8s were well proven and tested, and the driver pairings were of high quality. That was true, but the same hot pace was to prove very hard on the field, particularly the smaller cars.

Moffat set the scene in the first practice session with a 2m 25.4s but in the second session Brock replied with 2m 25.1s. Then Moffat came back with 2m 25.0s neat to get pole. Bond came home with 2m 26.2s and Morris 2m 26.4s, then John Goss with 2m 27.5s before he put the car on the trailer with serious engine problems. Gardner was next with 2m 28.1s, O'Brien with 2m 28.3s, Bartlett 2m 29.5s, and Brabham a 2m 30.0s neat before a complete brake failure at the end of Conrod saw him snatch third, just miss the back of the Craven Mild car, then grab first, and slide along the Armco before stopping near the escape road barrier.

Brabham had earlier given Moss the car for many laps to get the feel of the circuit and the slicks, and Stirling managed mid-30s in a fairly quiet way, coming back fairly subdued after the whole affair on the track and car that were quite outside even his enormous experience.

It was overcast on the Sunday morning, and crews started lining up a selection of wet and dry compounds, plus some hand-grooved 'intermediate' tyres. There was no warm-up lap on a track that was still a little damp in spots from overnight rain, but the rain was to stay away, except for



occasional drizzle.

When the flag dropped Brock bogged down, and Moffat, Bond and Goss departed ahead of him. The rest of the field streamed away, but back a little on the grid Jack Brabham was frantically working at his gearbox, which had selected two gears at once and jammed. For some strange reason the World Champion didn't get his hand in the air immediately - as you must do with a car that has stalled on the grid - and in front of hundreds of thousands of horrified viewers the Wade/Dellaca Dolomite slammed hard squarely into the rear of it.



It was a tragedy. As the bellow of the departing cars vanished up Mountain Straight, crash crews ran to the Brabham car to get it off the road and back behind the pits for whatever repairs were possible - they had just two minutes before the leading cars would be back along Pit Straight.

Moffat led Bond into Murrays at the end of the first lap, but then the MHDT Torana pulled out and passed him by the pits, with Negus and Morris running third and fourth ahead of Brock. Goss was already starting to drift down the field, and after two more laps Negus started having brake problems.

By lap 10 the order was Bond, Moffat, Brock, Morris, Grice, Janson, Negus, Goss, Carter, Stewart, Hindhaugh, Forbes, Slako and Skelton; then the second sign of brake trouble appeared for the Toranas as Max Stewart arrived at the bottom of Conrod with no pedal at all as a brake line blew, and stopped it on gearbox and parking brake. Slako came in with the gearbox deranged, and suddenly Moffat was in the lead as Bond started to drop back as his tyres went off.

Brock went through to second on lap 16, and on lap 17 there was further bad news for the MHDT pits as Negus went by signalling that he was having to pump the pedal to get any kind of brakes at all. Things got decidedly anxious when seven laps later Grice passed Bond to take third, and four laps later Morris did the same and then nailed Grice as well.

Suddenly it all started to go wrong for everybody. First Bruce Hindhaugh pitted on lap 26 with what was later diagnosed as a broken fuel pickup in the car Brock had driven to victory the year before. It went out again, but came back in on lap 33. Then Brock arrived a lap later with the same problem: the pickup was not delivering the last 35-odd litres. Then the others started arriving ... Goss to hand over to Richards, Forbes to McRae, Negus to O'Brien, then Janson and Bond, with Grice taking the lead as Moffat came in on lap 42 for four tyres, followed by the Morris car to do the same.

When Grice came in on lap 46 to get one new front

tyre and hand over to Gardner, Brock was in the lead from Moffat, Bond, O'Brien, Gardner, Richards, Morris and Janson. Then Bartlett arrived with a broken axle, and Peter Brock ran out of fuel coming down Conrod. He thought it was a broken linkage and jumped out to fix it, but the car got bogged on the damp verge and he struggled for two laps to push it free, coasting home to refuel and hand over to his brother.

So on lap 66 the Moffat Falcon was back in the lead from Bond, Grice, Fitzpatrick, Richards and O'Brien. Then Richards came in with a wrecked clutch, and the Grice Craven Mild car started to run roughly with a broken rocker retaining nut. The Grice Bathurst gremlin had struck again.

Then on lap 74 Vern Schuppan went past the pits with the bonnet jumping up onto its first latch, and two laps later he came in to have it fixed, with a furious Moffat yelling at Peter Molloy as he repaired the bonnet hold-downs, even though the car had a full lap on Bond. Phil Brock was storming around in low 2m 29s, a full second quicker than the rest of the field, but the Torana was seven laps off the lead by this time, due to the shortened fuel range. He and Morris got involved in a furious tussle that ended only when chief mechanic Bruce Richardson told Morris from the pits to back off and save the car.



Then the Moffat/Schuppan Falcon came in steaming; a crankshaft pulley had broken, which let the fan belt go, causing a head gasket to go as well. It was all over. Harvey was now well out in front in the MHD car, heading for his first Bathurst win, with the Ron Hodgson Torana still a lap adrift.

Three hours after the starting line crash, the ARDC were to waive the rules to let the heavily patched-up Brabham/Moss car out on the track again, just so the crowd, TV audience and sponsors could see something of Stirling Moss. But after only 37 laps the car spectacularly blew its engine, and Moss coasted down the hill, using the fast line all the way - which later drew strong criticism from other drivers. Moss had been forthright in bagging the smaller cars for not getting out of his road, and here he was laying an oil trail all the way down the Mountain!

The Brock car was flying. By lap 112 it was only three laps behind Harvey and just over a lap behind Morris, and ahead of Negus, Skelton and Janson. On lap 115 Bond got back into the leading MHD car, and not long after the Brock

Torana broke an axle, arriving back in the pits for hasty repairs so Peter could get it to the finish.

The Bond/Harvey car had a very slow stop to change brake pads, and suddenly the Morris Ron Hodgson car was in the lead. On lap 123 Morris brought it in to hand over to Fitzpatrick for the final dash, but two laps later the Englishman clunked in with a flat left hand front tyre. It seemed all over. With 30 laps to go Bond was over a lap ahead of Fitzpatrick, with Negus third in a sick Torana and Brock, back in the fray, hauling him in rapidly.



But Bond had started to slow dramatically, as both Fitzpatrick and Brock hammered around the circuit after him, lapping in the mid 2m 29s. As Fitzpatrick had him in his sights, Bond's car swooped into the pits with a fan belt off and a gasket gone. The pit crew descended on it to make urgent repairs and send him back out again, but Fitzpatrick now had a comfortable lead and was easing off, although Peter Brock was absolutely flying. Running fourth, he was catching O'Brien at 10 seconds a lap, putting in one lap at 2m 27.8s even though the circuit was damp in spots from the occasional drizzle.

Toranas were still falling by the wayside. Hamilton brought in the car he shared with Skelton; an axle had broken and he was sent out to nurse it to the finish. Then, as Fitzpatrick headed up the hill for the fourth-last time, the car suddenly slowed and started leaking smoke. It went past the pits at half pace, and the Hodgson pits stood there, shocked. So close, and yet so far... what they didn't know was that a front gearbox seal had blown and oil was getting onto the clutch, causing the smoke. But a rear axle had broken as well, and the Englishman was literally carrying the car around the circuit, with Brock storming up from the rear, passing O'Brien and heading for Bond in second place.

Fitzpatrick went past again, and the TV cameras had locked in on him, following the smoking half-pace yellow Torana every foot of the way, crossing quickly to the charging Bond Torana that was now less than a lap behind and closing fast. In the pits, Bob Morris paced up and down, rubbing his hands and crossing his fingers, sneaking a glance at the TV monitor when he could. Head mechanic Bruce Richardson, a veteran of motor racing's disappointments, particularly during his years as Frank Matich's mechanic, simply sat down on a toolbox and started to cry, with his wife Nola trying to console him. That set Bob Morris off and his wife Sandra moved in to hug him, and she started crying as well.

The yellow Torana went past the pits and headed

slowly up the mountain on the last lap, still smoking. The Cutting and the run up to Reid Park was the steepest part of the circuit and it was painful to watch the Torana struggle up the grades. Bond was now coming around Murrays and charged along Pit Straight in pursuit. By all the normal rules of fate, by their experience of Bathurst, the Morris Torana would have conked out and stopped somewhere on the Mountain. When somebody told them that their Torana was finally over Skyline and could now coast home, they began to believe that it would all happen. Fitzpatrick feathered the car carefully down Conrod as Bond charged through Reid Park, too far behind unless the leading car stopped.

The pit rose and moved out onto the apron, and there the television cameras recorded the emotional spectacle of Bob Morris, crying like a baby, welcoming Fitzpatrick home under the chequered flag. Colin Bond and John Harvey finished a close second, just half a lap behind. They would have caught the Morris Torana if the race had been just one lap longer. The Brock brothers finished in third, two laps down, with the O'Brien / Negus Torana fourth. The first seven overall finishers were all Toranas. The best Falcon was Murray Carter / Ray Winter way back in 19th place, 15 laps behind the winners.



In fact the best Ford was the Class C Capri of Barry Seton / Don Smith, which won their class and finished eighth overall with 156 laps. The Don Holland / Lynn Brown Mazda RX3 was second in class, and the Capri of Graham Moore and Dick Johnson was third. It was Dick's first drive in a Ford at Bathurst, after piloting an Alfa and a Torana XU1 in his two previous drives. He would be back in a Bryan Byrt Falcon Hardtop next year.

How did the **VW Golf** go in Class B? There was an enormous casualty rate in the class. The Heyer / Lander 1600cc VW Golf was slower than the 2-litre cars and could be spotted briefly on the TV coverage in the early laps as the smaller cars were first lapped by the V8s, but it didn't last long. The Golf had a camshaft break on lap 38. The winner of Class B with 152 laps was Eric Boord / Tom Tymons in an Escort RS2000, followed a lap behind by Phil McDonnell / Jim Hunter in an Alfa 2000

GTV, and Lyndon Arnel / Peter Hopwood in another Escort RS2000 third in class.

And the **Passat**? In Class A the Passat could also be spotted on TV in the early stages, but it survived even less time than the Golf. It lasted only 19 laps before breaking a wishbone. It pulled off into the grass on the left of the track at the top of Conrod, where it could be ignominiously spotted on the TV coverage for the rest of the day. The class winner was Bill Evans / Bruce Stewart in a Datsun 1200, 139 laps, followed by Brian Reed / Ian Chilman in a Honda Civic, and Roger Bonhomme / Doug Whiteford in another Civic.



In hindsight, about all the 1976 race proved was that the improved touring cars of the day couldn't last 1000 km at racing speed without something breaking. There was another post-race flurry about restricting the event to 3-litre cars, which was all a bit pointless as there were just as many walking wounded among the smaller cars as in the V8 class.

Channel 7 and the commentary team of Evan Green and Mike Raymond were happy, as the winning Bob Morris Ron Hodgson Torana featured big Channel 7 logos on the roof, bonnet and doors and was front-and-centre in most of the afternoon's TV coverage.

What really mattered was that the Holden fans loved that a Torana had won, and taken the top seven places overall; it was a Torana 1-2-3 for the second year running, and that Bob Morris had the Bathurst victory he so richly deserved.





It might be stating the obvious, but the Golf GTI is a delightful car. It goes hard and runs true. That much was clear after only a couple of enthusiastic laps. The remainder were spent simply enjoying it. The GTI behaves so impeccably that I can't recall impressions other than good ones; the effervescent exhaust note tingling your ears, the sheer bodily force of the invisible giant hand pressing against you through the turns, the almighty grip of the slick racing tyres, the finely accurate steering never needing more than an almost imperceptible touch of correction at the throttle or wheel, the sparkling responsiveness of the engine, and the sure confidence with which the brakes can be used anywhere, anytime.

It all adds up to a car that's beautifully balanced in every department, a total package, one which easily justifies the openly optimistic

Lennox racing Golf.

GTI's a performance potion. Volkswagen's taken the two-door 1600, added some spicy ingredients to the engine and running gear, and brewed an elixir that turns Golf into a giant killer. Mike McCarthy reports after playing a round or two, or 15.

Wheels magazine, February 1977

"OO-WHEE . . . stop it, I like it."

"Stop or I'll scream . . ."

Talk about Freudian slips. I'm not sure why those particular little excerpts should have been the ones to pop into mind as I finally drew off the track, bloop-blopped along pit lane and let the engine die. But pop they did, and I summed up my feelings just fine anyway.

I'd been circulating Oran Park raceway in the Chris Heyer/Lennox Motors Golf GTI, a very promising newcomer to Production Touring racing, and it was one of the most difficult things I've ever done . . . not the driving but trying to make my next lap the last. A while earlier, even when rappity-rapping away from the pits, I'd thought the session would need only a couple of laps for me to settle into the car and track, and a few more circuits to get the picture of how the GTI goes and feels. But by the time I'd done that I was hooked.

Every time I came sweeping up out of BP, running hard in third and snicking into top with the straight inviting me on, there was no way I could bring myself to take the GTI in. Pandora's box had opened, I'd found a superb little track toy, and I was addicted. Nine laps, 10, 11. Chris gave me the thumbs-up from the pits and the needle in my conscience eased enough to let me squeeze in another lap, two, and perhaps one more. C'mon, do it now, use some willpower, otherwise you'll be out here till the tank runs dry. And at that I managed to say when, but only after deliberately slowing very early and taking BP at a loping canter.

enthusiasm of Chris Heyer and Lennox Motors. It's also showing bright promise of developing into a leading contender in its class which is open to models up to two-litre capacity. Even at this early phase of its career the GTI has the measure of rival Escort, Alfa Romeo and BMW models and is keeping the Dolomite Sprints honest. As Chris told us - "As we learn more about fine-tuning the GTI's engine and handling, the only way we can go is faster."

There's no doubting the VW's potential. It should have first fired in anger at last year's 1976 Hardie-Ferodo 1000 but by race eve the 2500-made homologation still wasn't endorsed to official satisfaction, which meant reverting to standard Golf specs, including a well-worn and knowingly suspect engine which didn't last the distance.

Tardy homologation confirmation meant the Adelaide round was also missed. But the GTI broke its duck at Surfers and qualified fourth fastest in class, behind Dolomite Sprints. Gremlins struck after a few laps and from there on the clutch refused to disengage. Though slowed on that account, Heyer finished sixth in class.

The problem was traced to oil entering the clutch from a cracked gearbox casing; thought to be an isolated instance as the fault hasn't been reported among Golf GTIs and Sciroccos racing overseas. But when next racing (at Oran Park) the clutch played up again, despite which the GTI was eighth



McCarthy gets cockpit drill from Chris Heyer. Interior is standard Golf aside from roll cage, six-point harness, fleecy seat cover and oil pressure gauge.

across the line for a third or fourth (depending on a dispute over first) in class. This time the clutch had failed because there wasn't a GTI plate on hand to replace the oil-soaked original, and the non-standard facings used proved unsatisfactory. Now, with suitable linings aboard, the clutch problem should be cured and the GTI able to show its true mettle. Aside from the clutch, the car has been remarkably free of other bugs which often affect new racers.

Though the GTI adapts so readily to the track that it gives the impression of beings tailor-made for the job, it's essentially a road car, albeit an obviously sporty one.

The heart of the GTI is a special engine which uses the stock Golf block and bottom-end but not much else. The cylinder head is a Heron-type unit with a flat face and bowl-in-piston chambers. The inlet valves are much larger than standard, while the exhausts lead to a bigger manifold and two-into-one header. The carburettor is replaced by

Bosch K-Jetronic petrol injection, a relatively simple yet effective system using constant feed, electric-pump pressurisation and a mechanical metering unit. The GTI engine also includes a thermostatically-controlled oil cooler and is complemented by a different

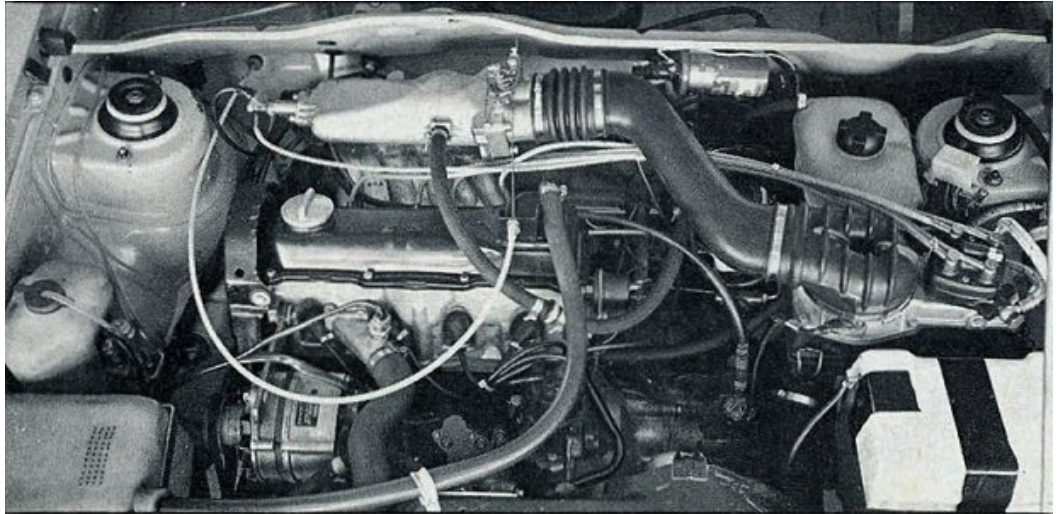


GTI has stronger driveline and ventilated front discs.

clutch/flywheel assembly, 3.7 to 1 final drive ratio (3.9 to 1 stock), stronger half-shafts and tougher constant-velocity joints.

The standard Golf engine claims 56 kW (75 bhp DIN) at 5600 rpm. The GTI changes boost the output to a rousing 82 kW (110 bhp DIN) at 6100 rpm but the engine remains smooth and tractably flexible.

Volkswagen puts the stock Golf's top speed at 160 km/h and credits it with an 0-80 km/h acceleration time of 8.2 seconds, whereas the GTI runs to 182 km/h and hits 0-80 km/h in just 6.5 seconds. As allowed under racing rules, Chris Heyer's GTI goes a bit further. And a bit faster. It uses a modified camshaft and extractor exhaust, and doesn't mind being buzzed beyond 8000 rpm.



GTI engine has different head (flat face with bowl-in-piston chambers) and Bosch K-Jetronic petrol injection, produces 82 kW

(110 bhp DIN) at 6100 rpm in stock form. Heyer's does even better with modified camshaft and extractor exhaust.

Volkswagen's chassis tweaks include increased track, wider wheels (with 175HR13 tyres on the road version), lowered suspension, stiffer springs, re-rated dampers, ventilated front discs and anti-roll bars at both ends. Lennox Motors intends marketing GTI suspension bits for local Golfers. Aside from the fatter tyres and reduced height, the GTI is visually identified by its badges, wheel arch flares and deeper (than standard) front bib. As we said, a total package.

Of course the big question now is: Will the road GTI be released here? We know dealers are asking for it and Volkswagen Australia's seriously weighing the pros and cons. It is hugely popular in Germany but hasn't gone on sale in the UK as VW hasn't yet made the GTI in RHD form. So it could be a while before fully-built GTIs arrive in Australia. We also know that if the GTI does arrive, it won't be cheap - but it will be welcome.

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PARTS MON-FRI, 8-5.30, SAT, 8-12, Sun, 9-12

From our website 22.

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

All of these messages received courteous and informative replies from our committee – usually from Norm or Phil. Messages about things for sale were placed in our MarktplatZ section at the time. It's great to receive so many diverse messages and requests from VW people everywhere. How would YOU answer these messages?



20/9/16 would like to obtain a service manual for a 1967 split screen twin cab. could you please advise if you have them. Many thanks Regards Julie

28/9/16 need to know which transmission goes into this vw bug.... vin # is 3VWCK31C65M410904 THANK YOU.

29/9/16 Hello, I have my year 12 school formal coming up on the 29th November 2016 and I am desperately trying to find a Kombi Van to arrive in, might you be able to help me? Jana

3/10/16 Hi, I am a photographer looking to do a special project with VW diecast model cars. I have found a source from China but I am unsure if the colours represented were available on new VW Bugs in Australia. They are metal-flake colours, in two-tone with white below the belt line. Are you able to advise? Steve

4/10/16 I have a 1978 2 litre air-cooled Dual Cab for sale. Mechanically great. Body highly average. Marj

4/10/16 I'm in the UK restoring a 1964 beetle built in Australia. It's Polar white with red seats. Do you know what colour the wheels would have been? They are currently silver, whereas European wheels of that era were two-colour? Thanks. Chris

4/10/16 Hi there, I am relatively new in Sydney and am currently about to purchase a Beetle Karmann Convertible 1974 1303LS. Everything seems good on the car except that the front brakes are meant to be Disc brakes and not Drum brakes (I think). The company selling the car is Motorman Imports in QLD (Owner's Name is Paul and his father Derek).Do you happen to know who they are and how they

are? I just really want to make sure I am making the right decision. Looking forward to your answer, Aline

5/10/16 I recently joined Club VeeDub and would like to join my wife Kylie.Do you have a family or partner membership available? Michael

6/10/16 Hi, just enquiring about joining your club, I have a 1968 beetle, kind regards Cindi

10/10/16 Hi, I am a sydneysider and know many members. I think its time I join. Do I simply pay online at clubvw.org? or do I need to fill in an application? Cheers Philip

10/10/16 Was after a type 3 notchback Glen

11/10/16 I have an old Bosch Kombi distributor without vacuum advance, VJ4 BR8, plus some extra parts, unused since late 60's. Do you have any advice for selling it? Thanks, Ken

13/10/16 I am having trouble finding where my car was made and where the engine was made. I know they do not match. the chassis number is 4602071. the engine number is B6350076. If you are able to help it would be appreciated Josh

16/10/16 Hi. trying to find an Auto electrician in Sydney Nth Suburbs to rework wiring in 64 bus. John

17/10/16 Dear Club Veedub, I have recently moved from Canberra ACT to Vincentia NSW and would like to transfer the Historic Registration for my 1976 Beetle from the ACT System to the NSW System. Can you please advise who I should contact within Club Veedub to facilitate thus transfer of Historic Registration, Regards, John

21/10/16 Hi Could you please email me details when the VW Nationals are on in 2017. Cheers, John

25/10/16 Hi! I own a 1972 panel van kombi and would like to put her under historic plates. What is the best way to go around this? Lee

27/10/16 Hi Just want to let you know you have 2017 in the description for Boris Picnic Day. Thanks See ya Rose

28/10/16 If members are interested, I have a 71 Type 3 TLE for sale. No urgency but willing to let go. Price range 6500 to 7500 Registered and daily running. Myron

30/10/16 I have a 69 notchback auto in barn condition low miles and all there on blocks and not driven for over 10 years for sale Michael

4/11/16 I have the Qld number plates 20 BUG for sale if any of your members are interested. contact me direct.Thanks Ged

7/11/16 I have a 1970 VW Beetle and I'm about to register it, is it possible to put it on club plate as it would only be driven about 3 to 4 month a year? Eduard

7/11/16 Hi, I had contacted you about two months ago as I had travelled over from WA in my Beetle and was to write a piece about it, which I did and sent almost two weeks ago, with photos, have you received it? Mair

10/11/16 Hi, do you have a group of enthusiasts in the Clarence/Northern Rivers area? Julie

11/11/16 Hi, I recently joined Club Vee Dub and received Historic Vehicle policy. Section 9 refers to "official log book" (what is official log book?), and section 10 refers to permission to get (from Registrar ?) if my car has longer run (more than 8 km) to service vehicle (I will take my car for service to Vintage Vee Dub number of times) hence more than 8 km for service can you please provide answers to my 2 questions. Thank you Regards Peter

13/11/16 Can you please advise me with the price if this unit below, Spark Plugs Bosch Beru 1200 1954-66 WR8AC Z57 14-7 AU I will be awaiting to hear back from you with the price plus tax but without shipping and also advise me with the types of credit cards you do accept for payment and ship to Victoria. Yours Respectful Matt

22/11/16 Hi there, I'm selling my 1963 Beetle, see details below. Price: \$33,000 To all Vw lovers, I do have nostalgic detailed information on Ruby in storage. We are in the middle of knockdown and rebuild of house so for serious Vw lovers and buyers I can with some time provide magazines and history of her lovely life. More detailed pics coming soon. Many thanks, Ra-el

2/12/16 we have discovered we have the wreck of a split screen kombi ute in our personal rubbish dump. Just wondering if there would be any interest in it Margaret

2/12/16 I live in Canberra and I'm interested in membership in Club Vee Dub. Do I need to join via the Canberra Chapter? John

5/12/16 I have a 1966 Ute Would like to join Club VW Would you be able to send me a membership application (I couldn't see it on the web site - apologies if I was doing a boy look and missed it) Thanks Peter

11/12/16 Hi Guys Can you tell me the date of the vw nationals at Liverpool 2017. Having attended last year we would like to bring our newly restored beetle next year and want to organize accomidation early. Thanks for your help Barry

12/12/16 I would like to join a vw club I am rebuilding a beetle and when its finish likk to go on runs and meet peple that's got vw thanks cheers john

12/12/16 would like to rejoin the club Alex

13/12/16 Hi I was looking to see one of your might need a parts car ,as I have a 1974std beetle I was restoring have now I have no time to do runs drives just body has rust except wings , bonnet and boot also missing carpets . Any help would be much appreciated Thank you for reading this Benjamin

14/12/16 I have 1966 beetle to sell. Do you have a for sale page? Janel

19/12/16 I would like to talk to someone about purchasing a 1990 vw transporter Francis

21/12/16 Hi there, My name is Dylan. I live in Australia and have a 1961 Volkswagen beetle. I have just ordered a birth certificate for my car using the museum website today but I know these certificates are only limited to certain items like build date, internal + external colours + m codes inclusions. Im wondering if you can help me out though possibly on some more history of the original purchase of the car originally. Im wondering if I was to supply you the vin number + engine number of the vehicle, could you possibly find out for me please which Australian Volkswagen dealership this was sold from please? Im just trying to find as much History as I can please? Is this something you can possibly help with please? If not can you point me in the right direction of somebody who may be able to help me find this information please? VIN = 364 3576ENGINE = 506 9163 Any help is very much appreciated! Dylan

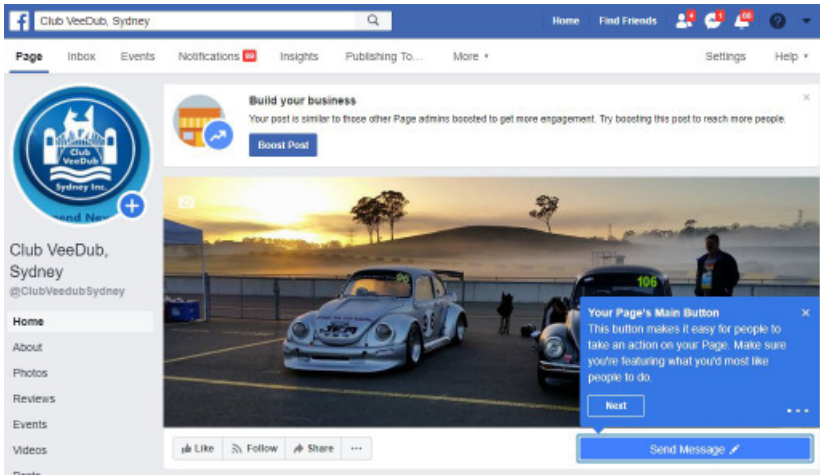
29/12/16 could use help looking up vw aircooled oem numbers have seen books on samba oem #'s and illustrations but not for sale ? Michael

31/12/16 Can someone help me I am trying to fix up the dub for my daughter big ideas the more I looked the more I found it has been now 3 years 2 off them was trying to find the little parts just to finish it, I am after a wiring loom, all heater connections plastic ones that go behind the dash and pipes for a flat dash. It has a wale Tale bonnet on it my daughter doesn't want it she wants a standard one so I will need to get rid of this one and the boot on the front I tried to fix the rust but part of it cracked so I need a boot and bonnet Every one I talk to want a fortune for them I can get all items new from the USA real cheap but its the shipping and a lot of the times costs the most sometimes they wont ship to hear I am 56 and my wife and I have both lost our jobs so that is why money is so short I am a person from the old school and don't like asking any one for help I am lost it is sitting here and I just can't finish it and about to give up thank you Graeme

4/1/17 question, my 1974 Thing rear suspension bump stop upper plate is 1/8 inch from the tire sidewall, should I amend this to greater clearance? Stock rims 14X75X185 tires, no wreck damage. Is it the slightly wider than stock tires? Email me Canada thanks, Frank

5/1/17 I live in Sydney and have a Kombi Beach I would like to find a VW club that has social activities including camping trips .I would appreciate any suggestions or contacts. Thanks very much Martin

6/1/17 I joined he club over 12 months ago and recently let my membership lapse after giving up on getting a suitable vehicle. I am now in the final stages of purchasing one so looking to rejoin. My old membership number was 1122. Can you please confirm the cost or rejoining. Thanks Philip



From our Facebook page.

When you hear the term 'social media,' most people think of Facebook. Many of us are personally on Facebook; some of us might love it; others hate it. For better or worse, many of us use Facebook (or 'Faceache') regularly to keep in touch with our friends.

The Canberra Chapter have their own Facebook page and promote its use strongly; Willie mentions it in every one of his monthly Canberra reports. Here in Sydney we also have our own Facebook page, and while it does get some use, we don't really push it at all. Why?

Well, our members have invested \$45 to join our club, and for that they should be able to expect some special privileges and exclusives that the non-paying public don't get – our magazine, our libraries, our events, our help and advice, our Historic rego, our CAMS affiliation. If the public can get club stuff for free on Facebook (event notifications, chat, photos and stories, help and advice, etc), then there would be little incentive to actually join our club. Why would they bother to pay \$45 to join if they can get this for free?

So I spend my spare time on our club magazine, our club website, club events and meetings, and answering queries on our club website. I don't go on Facebook.

Nonetheless, it does provide one avenue of communication, and people still leave us messages. Craig Adams is our general Facebook person, and usually answers the queries – although less recently due to his work commitments. Norm has also answered many of the queries, but spare time constraints mean he also concentrates on our own webpage queries and member requests rather than farting about on social media. Likewise with Raymond.

Maybe someone else would like to volunteer as our official Facebook question answerer?

Anyway, for interest, here are some of the queries that we have received so far. Not all of them got answers.

28/11/17 Hi there. I am trying to sell my Beetle Karmann 1303 LS 1974. I am unfortunately leaving the country and cannot take her with me. I was wondering what my best options are to sell the car and thought you guys would be the best help. What do you recommend? Aline

5/12/17 Hi there, my name is graeme and I'm hoping to sell

my beetle. I live in Bringelly and thought I'd message the ad in the hopes that you could share it on your page for any beetle lovers who may be interested in purchasing. Thanks Gabrielle

11/12/17 Hey, I just joined your page and wanted to introduce myself, I work with an Automotive Tech company and we help automotive clubs and enthusiasts create awesome events in your local area and get local businesses and media to support you. What we're obsessed with, is how clubs and groups like yours can be working with the manufacturer to create better relationships and experiences for you and your members. We have a relationship with Volkswagen Australia and specifically their Customer

Experience team and we have organised a few events and experiences for 2018 Australia Wide. Would you be interested in your Page and it's members being involved with Volkswagen events? Pradeep

22/1/18 Hi just wondering about the upcoming track day at the creek? How does it work...? Can I bring 2 drivers, costs. Is it just a cruise or hot laps with grades going out... have just restored my uncles original one owner 74 bug.. his just passed away and he would be stoked to know it's being used... any help would be great thank you.. Greg

23/1/18 Hi there, have you got a vw beetle for hire? Will be needing it for a wedding. What sort of bridal cars do you have for hire? Cecilia

25/1/18 Hi Just purchased my vw beetle needing a few replacement parts. I have an Australian built 1967 delux beetle 1) hand brake cables both sides 2) tail light lenses I'm Located in Adelaide Hi guys any luck with the above Cheers Vanessa

4/2/18 All help gratefully received, can someone date my VW bonnet with all those holes at the front - seems to be hand painted in interior gloss (no grill). Thanks Jon

20/2/18 Hey guys it's Kabrina from Indian Automotive... Not sure if you have our new address to send info on the sponsorship for the Nationals? Can you send it to U3, 61-63 Batt street, Jamisontown NSW 2750 Thanks Kabrina

23/2/18 G'day Club VeeDub Sydney, I just sent you a visitor post invite to the 2018 Winter European Cruise if you would like to share it with your main page..... thanks & hope to see you there... cheers Simon ...

4/3/18 Hi, my wife is onto me to get a 60's beetle and the one she wants is in Victoria on club plates... I know she will need to join a club like yours to keep club rego and I think she'll enjoy the enthusiasm that you only get with others who also love what you love (I'm a member of Illawarra old Holden for my ek wagon) but my question is, what would be the easiest way to get the vehicle up from vic and her on her way to club meets as I believe the plates will need to be surrendered to vic roads once we purchase? Thanks in advance... Daniel

WE ARE PLEASED TO ANNOUNCE THAT THE GOLF CLUB IS ONCE AGAIN OPEN FOR MEMBERSHIP.



The Volkswagen Golf is an extraordinary testament to the fact that a great many people weren't happy with the way the automotive business was headed.

All over the world the car of the future is selling as fast as we can make it. Australian demand was such that immediately after the launch of Golf there were more buyers than there were cars—hence the long waiting list.

Happily that situation is now much better. So if you have been thinking of joining the Golf Club see your Volkswagen Dealer today. We can't vouch for tomorrow.



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We wish to extend a sincere *thank you* to all of our sponsors below, who made the VW Nationals 2019 possible. Please support them, because they support us.

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