

Zeitschrift



Merry Christmas!

Merry Christmas to all our Club members!

December 2019

IN THIS GIANT CHRISTMAS ISSUE:

Boris' Picnic Day
ACT Marques in the Park
1978 Bathurst 1000
More Ash articles

Harold Holt pool
Beetle bicycle
She likes to drive fast
Plus lots more...



The Legend Never Dies

Club VeeDub Sydney.
www.clubvw.org.au

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



Club VeeDub Sydney Committee 2019-20.

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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 Vintage Vee Dub Supplies
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MacKellar Service Centre

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

Meet us at Uncle Leo's Caltex, the Crossroads, Liverpool, at 8:30am, departing at 9:00am, stopping at Appin and finishing at Stanwell Park at 11:30pm.

ALL VWs WELCOME!!

If you are not up for a cruise, just head straight to Stanwell Park and meet us under the Club Veedub marquee.



The 14th Annual VW Summer Cruise 2020

***Sunday
19th January!***

Families and kids are all invited, with a gold coin BBQ lunch of snags and rolls along with ice cold drinks. There's a great playground - and of course the beach! All donations on the day will go to the cancer council.

**Contact: Steve- 0490 020 338
Craig - 0404 184 893**



Australia Day at Glenbrook



Park St car park,
opposite Euroka Rd.

Arrive 8:00-8:30am
Depart from 2pm

Carl Moll: 0417 471137

Sunday 26th January

Display your Volkswagen and join in the fun at the Australia Day celebrations and the famous Annual Gnome Convention in the Blue Mountains at Glenbrook Park.

There will be a flag raising ceremony, market, community and information stalls, free on-stage entertainment for the whole family, children's rides, Gnome competition, local food and refreshments, Aussie family fun activities on the oval, and much, much more.

It's a great day - a country fair with extra flair! Gnomes come from all over to join the fun! Brought to you by Rotary Lower Blue Mountains in Glenbrook Park.

Join the Club VW Convoy! Meet at McDonalds (M4 westbound) Eastern Creek from 7:15 am for a 7:45 am departure. 28 km to Glenbrook.





Gerringong Motor Fest Saturday 15th February Michael Cronin Oval



Gerringong Lions Club will again be holding its annual **Motor Fest Car Show**, on **Saturday 15th February 2020** on **Michael Cronin Oval, Blackwood St Gerringong**.

The Lions Club Gerringong is a not-for-profit organisation and **all funds raised from this event will be provided directly to a Cancer Research Project.**

Once again we invite members of Club Veedub Sydney to attend. Space will be allocated for the VWs to park together. Prizes will be provided to winning vehicles in a number of categories.

Entry for participating vehicles for driver and passenger is only \$5 per car. A small charge of \$5 will apply for all other people, including the general public. Additional donations are welcome.

This event also coincides with Gerringong's monthly market day in the centre of town, a short walk of 300 metres away. The main shopping strip is also open. This provides more to see and do, and an opportunity to enjoy the hospitality of this wonderful seaside township.

Many thanks to you and your motoring enthusiast members.

Lions Club Contact:

Richard Barber:
Phone: 0438 678 882
Email: richard@wattlerdinvestments.com.au

Jim Davidson:
Phone: 0408 255 562
Email: jimdavo3158@gmail.com

JOIN THE CLUB VEEDUB CONVOY! Meet at McDonalds at South Engadine, (cnr Princes Hwy & Wilson Pde), from 7am for a 7:30am departure. It's 95 km (1 hr 10 min) to Gerringong.





The Edge Cinema Katoomba
Presents



2019 VW Nationals movie

Sunday 23 February
2:30 to 4:30pm

The Edge Cinema
225 Great Western Hwy
Katoomba



The movie covers the 2019 VW Nationals - the Saturday Supersprint at Eastern Creek, and the Sunday car show at Fairfield Showgrounds

Professionally filmed by Phil Mass

- There will be a special parking area on the cinema forecourt to display your VW, so please arrive at midday to park your VW
- Bookings are essential to cover the parking and seating
- Please phone the Edge Cinema on (02) 4782 8900 for bookings
- Cost of tickets: \$5 per person. Pay on the day.

Join the Club VW Convoy at McDonalds Eastern Creek, M4 westbound, from 10:30am for an 11:00 am departure. 1 hour drive.

All Volkswagen fans and their families welcome!

Contact Phil Mass on 0407 180446 for more details

Our Fourth Running



LIGHTHOUSE TO LIGHTHOUSE



VW CRUISE 2020

SAVE the DATE, It's on AGAIN!

Open to all VWs new and old.

Come along and join the fun, rain, hail or shine.

Date: **Saturday 7th March 2020**

Time: Meet from 3:00pm Depart: 3:30pm.

Meeting Point: Old Wollongong Lighthouse,
Flagstaff Hill Car Park, Wollongong.

Finishing: Kiama Light House, Kiama.

And after to Kiama Leagues club for food and drinks.

For more Information see our website flatfour.org,

On our [FACEBOOK](#) page as well as [VW EVENTS NSW](#) page

Also, Phone Kevin [0417 480 905](tel:0417480905) or Rod [0416173859](tel:0416173859)

Hope to See YOU There!

Von dem Herrn Präsident.

Hi all, well Christmas is almost here. The only club event left in the year is the Christmas Party, held in conjunction with December General Club meeting. It's on Thursday the 19th of December at the Greyhound Club.

Don't forget to bring along a wrapped Christmas present to the value of \$5.00 (marked boy or girl). This entitles you to free drink tokens on the night. There'll be plenty of free nibbles, hot finger food and drinks provided. See you there!

We've had quite a number of very successful events in the past months, so read all the reports in this giant bumper issue that Phil has put together. Lots of holiday reading! We are very lucky to have so many members contributing reports and articles, and as a result this issue is again the equal-biggest we have ever had.

The crowd-favourite Boris' Picnic Day was held at the same location as last year at Ramsgate and it was blessed with weather that was not too hot. The show was very well attended, so thanks to all those who helped run the day and attended. Check out the photos in this issue.

Our printer Bruce will be away on holidays in January until Monday 13th, so the printed version of the January issue will be a little late for those who still receive a printed copy. For most of us who get the digital version, it won't be affected and will go out at the normal time.

Lots of great events coming up, including the VW Summer Cruise to Stanwell Park, and Carl's Australia day at Glenbrook in January, and then the Gerringong Car Show and Phil Mass' VW Nationals movie day at Katoomba in February. So make sure to mark the dates in your diary so you don't miss an event.

Thank you to Craig and Martha for the great cover shot this month.

Merry Christmas!
See you soon,

Steve Carter



Kanberra Kapitel report.

Greetings from Canberra,

The Canberra Chapter of Club VeeDub has been quite active throughout November, attending a few of the local car shows throughout the region over the past month.

A couple of members made their way to Cooma for the Cooma Motorfest. Held every second year, this show brings out many classic cars from the region; many of which are

usually hidden away on properties and only make an appearance for this show.

We also had a few club members head out to Yass for the Classic Yass Motor Show. Once again, some beautiful classics on display and the road trip there and back gave our cars the opportunity to stretch their legs and cover some country miles. Unfortunately, due to costs, council bureaucracy and lack of volunteers, the organising committee have indicated that this was to be the final Classic Yass. Such a disappointment to lose one of the region's largest car shows.

And if Yass or Cooma just aren't far enough to travel for a car show, some of our members made the huge effort to attend the Day of the Volkswagen event in Melbourne. The pictures I saw on social media certainly indicate this is a well-attended show and its one I have on my list to get to one year.

One of two annual shows conducted by the Council of ACT Motor Clubs was also held in November, that being Marques in the Park. A good turnout by all motoring enthusiasts made for a great event. There is a report on this show further in this edition of Zeitschrift.

November also saw the annual ACT Swap Meet, organised by the Vintage and Veteran Motorcycle Club of the ACT. Quite a large meet; however this year I came away empty handed, with very few VW items for sale.

December, January and February will have a number of events the Canberra Chapter will conduct or support, listed below:

- **15 Dec:** Xmas function. Carols in the Park at Harrison. Meeting at OPH at 1600, then cruise up to Harrison and join the local Carols in the Park, where free sausage sizzle and cold soft drinks are on offer.
- **19 Jan:** Stanwell Park VW meet. Travel to Stanwell Park via Robinson and meet up with the Sydney crew for lunch. Please keep an eye on our FaceBook pages for details.
- **09 Feb:** Crookwell Show and Shine. Join us for a cruise out to Crookwell to attend their annual Show and Shine event. Please keep an eye on our FaceBook pages for details



- **16 Feb:** AGM. Please keep an eye on our Facebook pages for details

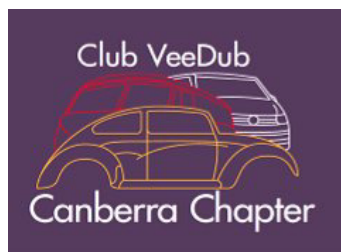
As usual, please keep an eye on the Facebook page for news and upcoming events. We also post feedback and pics from recent activities on the Facebook page and invite members to also post VW related info. The Facebook page is also a great way to get in contact with the committee with any enquiries you may have.

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

December.

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

January 2020.

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

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

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

You're invited to the Club VeeDub Christmas Party!



The Club's December monthly meeting will also be our Christmas Party. If you haven't been to a club meeting for a while, why not come along and join in the festivities. All members and their families are welcome.

We will be providing free nibblies and hot finger food, and free drinks (beer, wine, soft drink). Please bring a wrapped present (to the value of \$5 to \$10) to gain your free drink tickets. All presents will be placed in a big pile and raffled off by Santa (Christine) on the night. Please mark them 'Male', 'Female' or 'Child' as appropriate. If everyone brings a present (kids too), then everyone can also go home with a present.

Thursday 19 December, at the Arena (Greyhound) Sports Club, 140 Rookwood Rd Yagoona, from 8pm. Hope to see you all there!

Sunday 19th:- VW Summer Cruise 2020. Meet at Uncle Leo's Caltex Roadhouse, Liverpool Crossroads, at **8:30am** for coffees, photos and VW chat. **Cruise departs at 9:00am.** Brief stop for photos at Appin, then to Stanwell Park by 11:30pm. Families and kids welcome. Gold coin donation for BBQ sausage sizzale and drinks. Large grassy park with club tent, kids' playground, kiosk, toilets and nearby surf beach. All profits to the Cancer Council. All VWs welcome.

Sunday 26th:- Australia Day 2020 Car Show at Glenbrook. Display your Volkswagen and join in the fun at the Australia Day celebrations and the famous Annual Gnome Convention in the Blue Mountains at Glenbrook Park, Park St carpark opposite Euroka St. It's a great day - a country fair with extra flair! Gnomes come from all over to join the fun! Brought to you by Rotary Lower Blue Mountains in Glenbrook Park. Contact Carl Moll on 0417 471137 for more info. **Join the Club VW Convoy! Meet at McDonalds M4 westbound Eastern Creek from 7:15 am for a 7:45 am departure. 20 min (28 km) to Glenbrook.**

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

February.

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

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

Saturday 15th:- Gerringong Motorfest 2010 at Mick Cronin Oval, Blackwood St Gerringong, from 9am. Organised by the Gerringong Lions Club for prostate cancer research. We would like lots of Volkswagens to join our display of over 150 classic cars. Some famous race cars will be there, and hopefully a famous former Parramatta rugby league player who now lives in Gerringong. Town markets on the same day, a short walk away. \$5 entry for all show cars. For more info contact Keith Watson on 0401 777130. **Join the Club VW Convoy from McDonalds at Engadine (Princes Hwy) from 7am for a 7:30am departure - 95 km and 1 hr 10 min to Gerringong.**

Thursday 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.

Sunday 23rd:- VW Movie Event at the Edge Cinema, 225 Great Western Hwy Katoomba. Organised by Phil Mass, this replaces last year's postponed film event at Mt Victoria. The movie covers the 2019 VW Nationals - the Supersprint at Eastern Creek and the Sunday show at Fairfield. 2:30pm to 4:30pm, tickets \$5 per person (pay on the day). There will be a special reserved parking area for VWs so come early to park your car. Bookings are essential to cover parking and seating, phone the Edge Cinema on (02) 4782 8900 to book. Contact Phil Mass on 0407 180446 for all enquiries. **Join the Club VW Convoy at McDonalds Eastern Creek, M4 motorway westbound, at 10:30am for an 11am departure. It's 1 hr (68 km) cruise to Katoomba, arriving midday. This allows 2hrs for lunch and chat at Katoomba before the movie starts.**

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

March.

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

Saturday 7th:- VW Lighthouse-to-Lighthouse run, organised by Flat Four VW Club. This run is open to all VWs, old or new. Come along and join the fun, rain hail or shine. Meet at Wollongong Lighthouse, Endeavour Drive, Flagstaff Hill Park, Wollongong, from 3pm. Depart 3:30pm for a cruise to Kiama Lighthouse. Then afterwards to Kiama Leagues for food and drinks. For more info phone Kevin on 0417 480905. **Join the Club VW Convoy from Uncle Leo's Caltex at Liverpool Crossroads, from 1:30 pm for a 2pm departure. 75 km and 55 min to Wollongong.**

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.

April.

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

Sunday 5th:- Berry Blast From the Past show at Berry Bowling Club, the same new venue as last time. 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 9th:- Committee Meeting and magazine pack at the Arena Greyhound Sports Club, 140 Rookwood Rd. Yagoona (next to Potts Park).

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

Sunday 19th:- Robertson Classic Car Show at historic Robertson Heritage Railway Station. Yes it's back! Gold Coin Donation for exhibited cars appreciated; free public entry for browsing. 9.30 am to 1.30pm weather permitting as the cars are precious and the grounds can be soggy. Lots of activities: Railway Station open for History Display. Working model trains. Historic Farm Machinery. Art Show in the Fettlers Shed Gallery. BBQ sausage sizzle. Food - tea and home made cakes. Gourmet Coffee van. Robertson Monthly Markets at the School of Arts is on the same day. Inquiries: Steve (02) 4885 2393 or email accn@bigpond.com. **Join the Club VW Convoy from Uncle Leo's Caltex, Liverpool Crossroads, 7:30am for an 8am departure.**

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

May.

Saturday 2nd:- SurfLife Classic Surf Car Expo at South Werri Beach Park, Bridges Rd Gerringong, 10am to 3pm.

SurfLife is a celebration of music, surfing, food, cars and good times, held in the beautiful coastal town of Gerringong, surrounded by world class surf breaks and green rolling hills, just 90 minutes south of Sydney. Bring your classic VW along and enjoy live music, explore our markets & surfboard swap meet whilst enjoying a beer and burger. There will be prizes for Best Surf Camper, Best Surf Wagon and Best Surf Cruiser. You must register your vehicle as there are limited spots. Register here for free! www.surflifemusicfestival.com.au or contact Adam on 0416 294801.

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

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

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

Saturday 23rd:- Planned VW Nationals Supersprint at Sydney Motorsport Park, Eastern Creek. This event is yet to be confirmed. A possible alternative is Go-Kart racing at another venue. Details to follow.

Sunday 24th:- VW Nationals 2020 at Fairfield Showgrounds, Sydney. Our biggest VW show of the year, with 44 peer-judged categories, a special concours category and 3 perpetual trophies. VW trade stands, new car display, VW swapmeet, kids rides, Club shop, German dancing, entertainment, great food and drink, VW fun all day.

Monday 25th:- 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.

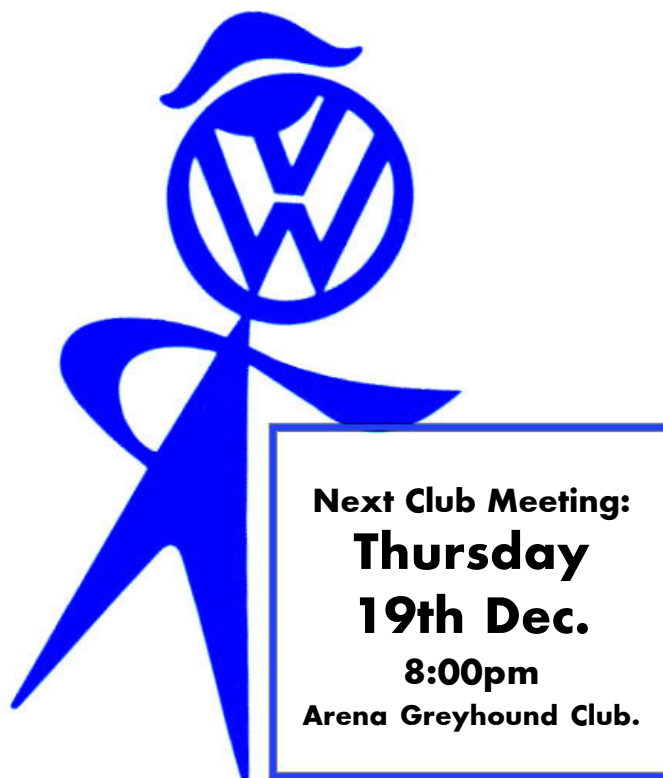
New ads.

For Sale:- Volkswagen 1972 Superbug. Rolling shell, body excellent condition oxidised. Ready to go. Best offer. Also 2x 1600cc motors and 1x 1500cc motor. 2x CV joints with axles. Spare gearbox, working. Spare petrol tank and other spare parts. Call Ted on 0412 856162.



For Sale:- VW Type 182. After 15 years of fun, trouble-free motoring I have decided to part with my beloved 'Kübel'. This is an original right hand drive, made in Germany (1974) and sold in England. It was extensively refurbished by a VW enthusiast in Europe before I imported it. It has been my daily driver, serviced by VW experts and garaged every night. There are very few like this in Australia. I have recently replaced a brand new top-on-frame from the Thing Shop in Arizona, and other parts besides, so the car is looking like new. Time to pass it on. Offers around \$30,000. Contact Simon on 0438 839 398 or email ozardofwiz@gmail.com

Wanted:- Hi Club VW, No doubt you receive these email requests from time to time, so, here's another one. Casting a wider net, I'm hoping to track down **my dad's old VW**, it was black, original number plates were **JOC 266 (vic)**. The original engine was a 1300, although he tweaked it to a 1600 in his youth. That's all I have on it at this stage, should you require more info, I could ask my dad, but I'm hoping to surprise him and find that needle in a haystack. He



**Next Club Meeting:
Thursday
19th Dec.
8:00pm
Arena Greyhound Club.**

continually goes to VW shows in a hope of stumbling upon it. Thank you in advance. If you can help, contact Mr Stuart Wilson on 0414 514 222 or email stuart@mightyworld.co.au

For Sale:- Hi my dad has a **vw trakka about 2000** model long wheel base with wheel chair access - the gear box has gone on it (only about 150K on engine) and we are intending to wreck it. I thought instead of doing this as the body is pretty good and has trakka features that someone from your club would find some value with it or wreck it via a club member. If you are interested please contact me. Thanks Mr Mark Bonney 0413 449494 or email mark@dab.com.au

Wanted: Copies of Zeitschrift, August 2006 and June 2015.



The State Library of NSW has been collecting our magazine since the first issue in 1985, but they are missing these two issues. Do you have examples of these two issues in your boxes of old magazines? If so, please bring them along to the Christmas meeting and donate them so that we can complete the State Library's collection. Thanks – Phil (Editor)

2nd Month ads.

For Sale:- I have a 1954 Volksie beetle and I have just moved from Sydney to country SA and I was wondering if anyone would want to buy my **number plates (VDUB 54)**. Photo of the plates on the car attached for reference. I thought that I would contact your club first before I went anywhere else. I would appreciate any advice re if anyone was interested in the



plates. Please contact Frances Asher on 0412 494 835 or email fjasher@ozemail.com.au

Club Veedub Christmas Carol.



On the first day of Christmas
My true love gave to me
A Volkswagen Squareback Type 3

On the second day of Christmas
My true love gave to me
Two Amaroks
And a Volkswagen Squareback Type 3

On the third day of Christmas
My true love gave to me
Three Tiguan
Two Amaroks
And a Volkswagen Squareback Type 3

On the fourth day of Christmas
My true love gave to me
Four Superbugs
Three Tiguan
Two Amaroks
And a Volkswagen Squareback Type 3

On the

Twelve Kombi Campers
Eleven Passat Wagons
Ten Karmann Ghias
Nine Oval Windows
Eight T3 Syncros
Seven Country Buggies
Six Twin-Cab Pickups

Five GTIs

Four Superbugs
Three Tiguan
Two Amaroks
And a Volkswagen
Squareback Type 3 !



Trades and services directory.

Trades and services directory.

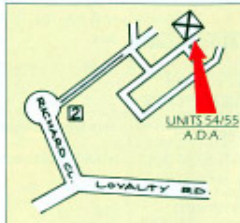
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Fax: 02 9718 8704



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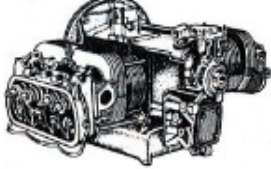
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mm wheelbase. Compared to the outgoing car, the eighth-generation model is 26 mm longer, 10 mm narrower, 4 mm taller and has a 16 mm longer wheelbase.

In Europe the Golf will be available with a new range of super-efficient petrol engines and two plug-in hybrids. However, as these engines are equipped with petrol particulate filters, Australia's fuel quality means the shiny new Golf will in fact be powered by the same 1.4-litre turbo petrol engine already in showrooms today.

It is unclear if this version of the engine will get a power bump or a fuel economy boost, but for now Volkswagen Australia will stick with

Golf 8 officially revealed.

The Volkswagen Golf Mk 8 has been officially unveiled after months of spy photos and weeks of image leaks - revealing the most daring update in decades to one of Europe's biggest selling cars.

While the silhouette of the Volkswagen Golf retains its familiar looks, the 2020 model is roomier than before while still able to fit in the same size parking space as its predecessor.

The sleeker and slimmer headlights - with pronounced 'spears' that taper into the front fenders - are the easiest way to identify the eighth-generation model, which is in fact all-new despite retaining similar dimensions as the current model.

Significantly, Volkswagen has resisted the urge to give the new Golf a sleeker, lower, and less practical roofline - such as the new generation Toyota Corolla, Mazda3 and Ford Focus hatchbacks have done.

These three rival brands have attempted to turn their hatchbacks into low-slung models with more sporting flair - even if it means back seat roominess and boot space have been sacrificed - based on the rationale that buyers who need more room are shifting to SUVs.

But Volkswagen is keeping the faith by delivering a roomier, conventional hatchback while promising to maintain class-leading comfort and road-holding - which could end up being a masterstroke as sales of sleeker and smaller hatchback rivals are in decline.

For those interested in the finer details, the new Golf is 4284 mm long, 1789 mm wide, 1456 mm tall, and has a 2636



proven engine technology.

Although the GTI wasn't revealed today (though it is expected to share similar looks to the GTE), hot hatch fans are in for a treat, with plans to launch the high-performance Golf GTI locally at the same time as the regular Golf range, which has never happened before in Australia. The GTI usually goes on sale about 12 months or more after the local arrival of the regular line-up.



Volkswagen Australia is yet to announce exact timing and pricing of the new Golf, however a representative for the company says it should arrive in local showrooms in late 2020, a little less than 12 months from now.

Overseas markets will get a choice of two power outputs for the Golf GTI, but examples sold in Australia will carry over the sole 180 kW/370 Nm version of the 2.0-litre turbo that arrived with the Golf GTI Mk 7.5 update - and will retain a mechanical limited-slip differential and larger brakes shared with the all-wheel-drive Golf R.

It is unclear if a manual transmission will make a comeback on the new Golf GTI, but we expect it will continue to be an automatic-only proposition given the extra cost involved in certifying a manual transmission variant solely for the Australian market given its unique fuel requirements.

A manual GTI will likely be available overseas, however Volkswagen Australia argues the exclusion of a stick shift has not hurt GTI sales; before it was dropped from the local line-up the manual accounted for less than 10 per cent of the sales mix.

Meanwhile, the flagship Golf R is not likely to arrive

in Australian showrooms until 2021. Power output and other key details are yet to be revealed.

Overseas models will come standard with a super-wide 25-cm touchscreen infotainment display, and a 26-cm customisable instrumentation screen. Wireless Apple CarPlay will be available on some models.

Traditional physical buttons have been significantly reduced, with the majority living on the steering wheel, around the stubby gear shifter, and surrounding the electric window switches.

There are capacitive sliders and buttons under the touchscreen for the climate control system, while a similar set of sliders resides on the ceiling console for the sunroof. A pod of capacitive buttons for headlights and demisters resides next to the instrumentation display.

In Europe, the Golf will be fitted with an eSIM as standard, meaning it will be constantly online and capable of receiving over-the-air software updates. It is unclear if this will be available locally.

Detailed information about local equipment levels are slim at this early stage. The only clues coming from Volkswagen Australia are it will come with a "comprehensive" safety package, which is set to include autonomous emergency braking and other advanced tech.

Volkswagen Australia will no doubt be counting down to the arrival of the new model; sales of the current Golf are down by 26 per cent so far this year in a market that has declined by 12 per cent. We'll bring you an overseas road test of the Golf 8 as soon as one becomes available.

In the meantime, Volkswagen continues to offer sharp prices on the soon-to-be-superseded model.

The Golf Trendline automatic starts from \$26,990 drive-away. This is about \$3,000 more than the Golf's previous lowest price over the past two years after Volkswagen dropped the \$23,990 Golf TSI base model.

However, Volkswagen has also been offering a zero deposit, 2.99 per cent finance deal on the sharp drive-away price. Sometimes low interest finance deals require buyers to pay full retail for the car, evaporating the savings, but not in this case.

Meanwhile the Golf GTI is currently available for \$47,990 drive-away and the Golf R is from \$54,990 drive-away. However, the performance models are not available with the 2.99 per cent finance offer of the more affordable versions. Instead, the finance rate on the current Golf GTI and Golf R is a much less attractive 9.08 per cent.

Golf GTI TCR delayed.

It seems that the limited-edition Volkswagen Golf GTI TCR won't hit Australian showrooms until well into next year, with VW Australia confirming the most powerful production GTI yet has been delayed.

Volkswagen Australia has now indicated a tentative "Q2 2020" launch frame for its race-inspired front-drive hot hatch, after it was initially slated to arrive Down Under last month.

Why? The company's local PR and brand experience manager, Kurt McGuinness, said: "as you can imagine there's strong global demand for the car, so we're still working with

the factory at the moment on securing our allocation."

The Australian arm still intends to offer the previously promised run of 300 units, however, which will be the "biggest allocation internationally," according to VW's local communications boss, Paul Pottinger.

Final pricing and specifications for our market are still to be confirmed, though we do know the GTI TCR will be powered by a 213 kW/380 Nm 2.0-litre turbocharged four-cylinder petrol engine shared with the all-wheel drive Golf R flagship.

Peak torque is available between 1800 and 5300rpm, with maximum power coming in from 5400rpm to 6400rpm.

Drive is sent to the front axle via a seven-speed DSG automatic and a locking front differential. There's also two additional water radiators up front to provide extra cooling compared to the 'standard' GTI Performance, just like the Golf R.

Volkswagen claims the GTI TCR will dash from 0-100 in just 5.6 seconds, making it one of the quickest-accelerating front-drive hatchbacks on sale today, on its way to an electronically-limited top speed of 250 km/h. It's worth noting there's an option overseas to derestrict the V-max to 260 km/h.

In Europe the GTI TCR comes with 18-inch 'Belvedere' forged alloys as standard. As an option, buyers can choose from 19-inch 'Pretoria' or 'Reifnitz' designs, both in black, which also upgrades the brake package with perforated discs and special brake pads.



Model-specific appointments in its home region also include a specially-tuned stainless steel exhaust system, microfibre/textile upholstery with unique design, optional contrasting roof and mirror caps (depending on body colour chosen), a perforated leather steering wheel with red 12 o'clock marker, and the option of Pure Grey exterior paint - similar to Audi's popular 'Nardo Grey'.

Two option packs are available in Europe, the first including the aforementioned 'Reifnitz' alloys, the removal of the 250km/h speed limiter, and adaptive Dynamic Chassis Control (5mm lower ride height and adaptive dampers).

A second option pack brings lighter 'Pretoria' alloys wrapped in track focused semi-slick 235/35 R19 tyres, derestricted top speed, a sportier version of the adaptive rear shocks, and additional anti-theft wheel locks.

Currently, the DSG-only Golf GTI Performance and Golf R hatchbacks are being advertised with ongoing drive-

away deals, listed at \$47,990 and \$54,990 respectively. Expect the TCR to slot somewhere in between but probably closer to the R flagship.

Local ID.4 price under \$50,000.

Volkswagen's range of electric vehicles is about to hit the roads in Europe, with Australia lagging a couple of years behind.

When the Volkswagen ID.4 SUV-sized electric vehicle does finally arrive here, however, it's expected to have a starting price under \$50,000.

Speaking to media after the Frankfurt motor show, Volkswagen Australia product planning boss, Jeff Shafer said he's looking forward to welcoming the ID electric range and is confident it'll be sharply priced.

"Ah look, I'm an optimist," he said. "And I would like to see something under \$50,000. If we could bring in that ID.4 SUV in that space, I think it'd be very successful in a lot of ways.

"But as Michael Bartsch, VW Australia managing director has said, it's a long journey compared to where we are at today.

"I had that meeting again today. And without saying anything I shouldn't, we have a couple of meetings coming up next month, where we are going to be having this discussion again."

SUVs have overtaken the rest of the market in terms of popularity, continuously representing over 50 per cent market share - and recently hitting a 60 per cent sales mix if you exclude light commercial vehicles, like the Toyota HiLux.

Volkswagen is betting its ID.4 product will resonate best with Australian buyers, with expected performance and range similar to that of the recently-revealed Golf-sized ID.3.

Volkswagen expects its first electric vehicles to arrive in 2022, with the local delay being blamed on the unknowns around supply chain capacity and popularity of the car, not to mention our already stretched electrical grid.

"The fundamental issue that we're facing is that we are blinded by the reality of being south of the equator," VWA boss Bartsch said.

"This is all going to go out in the Northern hemisphere first. I think there's a reluctance to do an absolutely fixed date yet because the launch of the car and so many of the things



that drive the car are so untested.

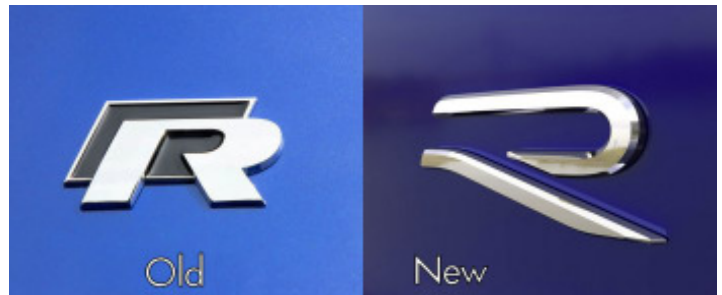
"I don't mean technically. I mean the supply line on batteries, the production capacity."

The ID.4 will be followed by a range of electric vehicles including the ID.3 in the years to come.

VW redesigns its 'R' logo.

Hot on the heels of Volkswagen redesigning (simplifying) its iconic round VW logo, VW has now redesigned and refreshed its 'R' performance car logo.

R could indeed stand for 'redesigned' and 'refreshed.' Those words describe the new logo for Volkswagen's R and R-Line models.



Another descriptor would be 'heavily stylised' as some observers mightn't immediately recognise it as being a letter 'R'. Designed in-house, it's intended to be "modern, distinct and sleek". It arguably meets those criteria and is also reportedly more suitable for digital media.

R-Line models will receive a two-shade variant of the badge while fully-fledged R models have a logo that's wholly silver in appearance. The difference between the two is subtle and might fool a few people into thinking your R-Line Volkswagen is a genuine R, especially as the "-Line" text will be omitted.

The updated logo will appear first on the new US-market Atlas Cross Sport R-Line, set to debut this month. Based on the large Atlas SUV, the Atlas Cross Sport has a sleeker roofline and misses out on the third row of its stablemate. Like the Atlas, however, it hasn't been engineered for right-hand-drive and therefore won't be coming to Australia.

Volkswagen currently offers the R-Line trim across most of its line-up - excluding commercial vehicles - while the racier R badge is affixed only to the Golf and new T-Roc. Sadly, the latter won't be coming to Australia at this stage.

Next Passat to come from Turkey.

The Volkswagen Group is finalising a new production facility in Turkey which will reportedly become the site of Passat and Skoda Superb production in the next decade.

According to documents obtained by industry journal, Automotive News Europe, the new factory will have an annual production output of 300,000 units when it goes



online in 2022, and be located in Manisa, some 40 km north-east of Izmir on the Turkish west coast.

The publication reports that giant Volkswagen company picked Turkey because of "positive macroeconomic conditions" which include cheaper labour, along with its location amid growth markets.

The Passat is currently assembled at VW's plant at Emden in north-west Germany. Emden has built all eight generations of the Passat, right back to the first model in 1974. Australian-sold Passats have all been sourced from Emden since the end of the locally-assembled model in 1977 (none were sold here from 1982 to 1994 so we missed the B2 and B3).

The report claims two thirds of the 300,000-unit Turkish output will be reserved for the next-generation Passat. It's also said the Turkish facility will serve as an export hub for markets like Russia and the Middle East. Nothing has been mentioned about Turkish Passats being sold in world export markets (like Australia).

It's believed the Emden factory will be retooled for EV production, while Skoda is anticipated to shift production of its related Superb to the new Turkish factory, freeing up capacity at its Kvasiny plant in the Czech Republic.

Automotive News Europe cites 'experts' who say Volkswagen's move to produce vehicles in Turkey will prove a cost-effective way of servicing strong demand for the Passat in the region given slowing sales and currency fluctuations.

The plant will also form part of VW's newly established Turkish division, which is dubbed 'Volkswagen Turkey Otomotiv Sanayi ve Ticaret AS'. According to a notice published in Turkey's trade registry, Volkswagen Turkey will "design, manufacture and assemble motor vehicles."

Once production commences in 2022, the new facility will take the Volkswagen Group's portfolio of global manufacturing sites to 123 factories in 22 countries around in world, including 61 facilities in Europe and 18 in Asia, including 15 factories in China. VW has factories in every continent of the world, except Antarctica - and Australia.

US Atlas Cross Sport.

No longer will Americans have to buy a luxury brand to enjoy the privilege of an SUV with a slightly more rakish roofline.

The VW Atlas Cross Sport is based on the large US-made Atlas SUV (also known as the Teramont in China,

Mexico, Russia and the Middle East), and is based on the ubiquitous VW MQB platform. It's 71 mm shorter than its normal boxier sibling and sits 58 mm lower. It still uses the same 2979 mm wheelbase as the normal Atlas but ditches the third row of seating.

Cargo volume is 1141 litres behind the second row of seats; the fastback roofline resulting in a loss of 430 L over a regular Atlas with its third row stowed. The Cross Sport does, however, have an extra 71 mm of rear seat legroom.

There are other, more minor changes from the Atlas. The grille is unique to the Cross Sport, for example. Inside, there's a new steering wheel and some additional stitching inserts.

Motivation is provided by the same two engines as in the US Atlas range. There's a 2.0-litre turbocharged four-cylinder petrol with 175 kW and 350 Nm, along with a 3.6-litre V6 that produces 206 kW and 361 Nm. Both are mated to an eight-speed automatic transmission (not DSG), while Volkswagen's 4Motion all-wheel-drive system is optional with the V6.



There's no word yet as to whether the Atlas Cross Sport will come with a plug-in hybrid option like the concept that previewed it. Pricing has also yet to be released for the sprawling line-up, which comprises eight different trim levels in the US.

The Atlas Cross Sport has an upgraded version of Volkswagen's Car-Net connectivity suite (that's still not available in Australia). Free for the first five years of ownership, the Car-Net app can be used to remotely start, lock and unlock your car, while a remote status display can tell you how much fuel you have left and whether your doors or windows are open. Later this year, you'll be able to connect Car-Net to a smart home device.

North American buyers miss out on the new generation of Touareg, making the Atlas and Atlas Cross Sport the flagships of the Volkswagen line in that region.

The introduction of the Atlas in 2017 finally gave Volkswagen a three-row crossover in what's referred to as the 'mid-size' segment in the US. Although it's consistently outsold there by rivals like the GMC (Holden) Acadia, Hyundai Santa Fe and Ford Explorer, it outsells the Mazda CX-9 by some margin. Volkswagen US will probably count Cross Sport sales as part of the Atlas' sales numbers, pushing it further up the chart.

The Cross Sport will directly rival two-row crossovers like the Ford Edge (Endura), Nissan Murano and Honda Passport, the latter of which is itself a cut-down version of a

three-row crossover, the Pilot.

The new crossover will be produced at Volkswagen's Chattanooga plant in Tennessee. The factory also produces the regular Atlas and the US-market Passat, unrelated to our Passat and still using an older platform. Volkswagen will also manufacture the new crossover at its Ningbo plant in China, although workers there will apply Teramont X badges.

Volkswagen Australia earlier confirmed the normal Atlas won't be engineered for right-hand-drive, and therefore won't be sold in Australia. We expect it to be the same for the Atlas Cross Sport.

VW-Audi to share electric platform.

If the Volkswagen Group has its way, its new electric platforms won't just be proliferating throughout their own corporate range - they'll be proliferating through rival automakers' line-ups, too.

Bloomberg reports the German giant is in discussions with other automakers to share with them its upcoming, all-electric 'PPE' (Premium-Plattform Elektrisch) platform, designed for larger models.

The PPE platform has been designed to underpin electric Audis and Porsches, with the first PPE-based model due to launch in 2021. Audi has already previewed a future PPE-based model.

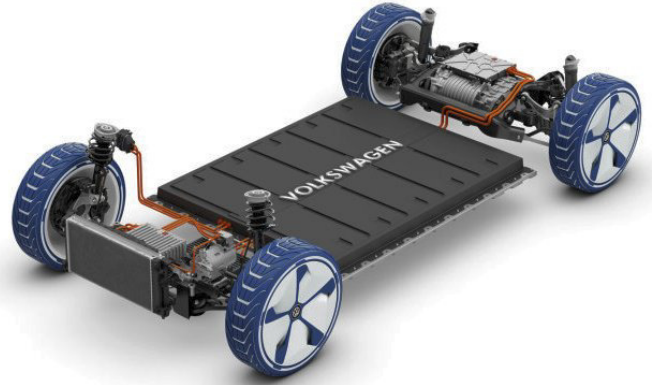
Ulrich Widmann, head of PPE development at Audi, said: "There's definitely interest. We're having conversations. Sharing technology to generate scale effects is the only way to achieve the turnaround in electric cars, both economically and ecologically".

Widmann didn't say which manufacturers have expressed interest in sharing the PPE platform. Given the price point at which PPE cars will sell, it's likely only luxury and sports car manufacturers that would be interested.

It's no secret the Volkswagen Group is investing big in electric vehicles, a necessary move as European emissions regulations tighten and demand increases. But while EV sales are growing, in the first six months of this year they still only accounted for 1.7 per cent of new car sales globally.

Therefore, even a corporate behemoth with a menagerie of brands like the VW Group must work hard to economies of scale and try to recoup development costs.

It's not the only EV platform-sharing the VW Group is doing. Although Ford's already developing its own EV platform, the American automaker announced earlier this year it'll be borrowing Volkswagen's 'mainstream' MEB platform for a high-volume EV for the European market. MEB stands for Modularer E-Antriebs-Baukasten and is the basis of the production ID.3 and ID.4 revealed



so far, as well as numerous other VW electric prototypes.

In addition to the MEB and PPE platforms, the Volkswagen Group also has the 'J1' platform which underpins the Porsche Taycan and upcoming Audi e-tron GT.

Additionally, Audi uses a modified MLB Evo platform for its e-tron crossover. There are also electric versions of the Volkswagen Golf and Up! called the e-Golf and e-Up!, based on modified MQB platforms, though these models likely won't be renewed for another generation due to VW's focus on its upcoming all-electric I.D. family.

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It was a fantastic turnout, with many VW Beetles, Kombis, Type 3s, Ghias and even some modern VWs arriving to enjoy a day by the water. Soon the carpark was bulging at the seams - over 150 VWs on the day. The BBQ was sizzling, with Steve, Dave, John, Zelko, Rudy, Leigh and Boris taking turns to cook the snags and onions. Everyone enjoyed the thin sausages, which were tasty and much easier to cook.

Christine helped out with the stand, selling

Boris' Picnic Day 2019.

Sunday 24th November was the day for the very popular VW Picnic Day, hosted by Boris from Vintage Veedub Supplies at Campsie and organised by Dave Birchall. It came from months of phone calls and paperwork with the Bayside Council.

Once again the picnic day was held at the Ramsgate Beach car park, off the Grand Parade on the shores of Botany Bay. It's a really nice spot, just big enough, with some shady pines and a modern amenities block for convenience.

The day dawned cool and overcast with a light breeze; we had rain overnight which put little spots of dirt on our freshly washed VWs. The club tent, BBQ and entry gate were set up early. It's still a normal public carpark, but Martha and Lee on the entry gate were able to keep the number of non-VWs to a minimum. The cars started arriving at 8am.

raffle tickets, and served the line of customers.

There were some swappers setting up their blankets and tables on the grass under the shade, selling their VW parts. Everyone enjoyed wandering up and down the rows of





VWs, many we know well and some we had never seen before. Great to see some new faces coming along to a VW event, and we hope to see you again. Also great to catch up with other friends we might not have seen for a while.

The weather was a bit too cool for cossies and a swim in the bay. Even so, the sand and water looked very clean and inviting and the kids enjoyed playing in the sand.

The venue also meant a huge number of passersby coming through the area, either on their Sunday walks or jogs, or on pushbikes or scooters. There were lots of people in lycra riding their bikes through the car park, some of them



too fast. It was good fortune that no one got knocked down.

The weather stayed dry and the cloud cover meant that it wasn't too hot. It was still important to wear a hat and slip-slop-slap, as so many people wearing shorts on the day.

By midday the snags were mostly all gone and many of the cars were starting up to head home; some of them had started to leave at 9am in fact, and there were latecomers still arriving at 1pm when Christine drew the raffle. It got packed up after that and everyone had a fun day.

Thank you to Dave and Boris, and all the other club helpers, who made it such a successful day.





Most marques were represented with a number of cars that haven't been seen on the local show circuit before making their debut. The Volkswagen enthusiasts were once again the largest European marque in attendance, with around 12 cars on display throughout the day. The air-cooled VWs well outnumbered the water-pumpers this year, with Beetles being the most represented model.

VWs weren't the only classic cars on

ACT Marques in the Park - 2019.

The annual ACT Marques in the Park car show was run on Sunday 17 Nov at John Knight Park on the banks of Lake Ginninderra in the Canberra suburb of Belconnen. This is one of two annual car shows conducted by the ACT Council of Motor Clubs for all car enthusiasts in the ACT region. A gold coin donation to enter and free for spectators, it's a relaxed atmosphere where clubs set up where they wish in the expansive area available. There is a large play-ground, tree house and flying fox within the park, making it easy to understand why this show attracts many families to the event each year.

display. Many great cars came along, including many from the local Hot Rod and Muscle Car clubs. Of course the usual Aussie classics from Holden, Ford and Chrysler were well represented, as were Minis, Mustangs, Classic Japanese and a large showing by the American muscle car fraternity, just to name a few.

This event should be pencilled in to all local car enthusiasts calendar and definitely on their to-do list. Held in November each year, Marques in the Park proves to be a popular annual



The Vietnam Veterans Support and Counselling Association provided food on the day from their very well set-up and equipped food van. Of course a couple of coffee vans were also in attendance again that were very well supported during the day. The local McDonalds is only a short stroll away and they also enjoyed a high level of patronage from show goers. Overall, food and beverage options are quite varied and help make this show a great family event.

Overall car numbers were up this year, as the weather forecast promised a beautiful warm day and no rain predicted.





event showcasing the huge variety of vintage, veteran, classic, muscle and popular cars of the ACT region.

Willie Nelson

Free classic Volkswagens.

A good way of saving money and sealing a deal on a car you're interested in, is to bundle-deal it with another Volkswagen or two, if possible.

Bundle deals are the preferred way to sell old Volkswagens, both by buyers and sellers.

Buying Volkswagens two or three at a time means you



can drive the price down on all cars.

It takes a keen eye and knowledge to pull off bundle deals.

Normally after the unwanted Volkswagens are sold, you end up with the one you want for free.

That's a free classic Volkswagen, just by having a bit of guts and going out on a limb.

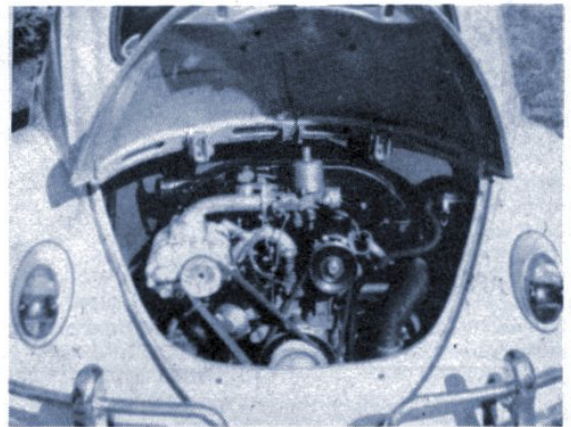
Obviously, you have to have the money, but luckily collecting Volkswagens isn't like collecting Ferraris.

Also, you only need the money for a few weeks, until you sell the unwanted cars on Ebay.

Keep in mind, bundle dealing can be done on both cheap, and expensive, Volkswagens, or a mixture of both.

I like to stick to the cheap ones.

Ashley Day



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Harold Holt swimming pool.

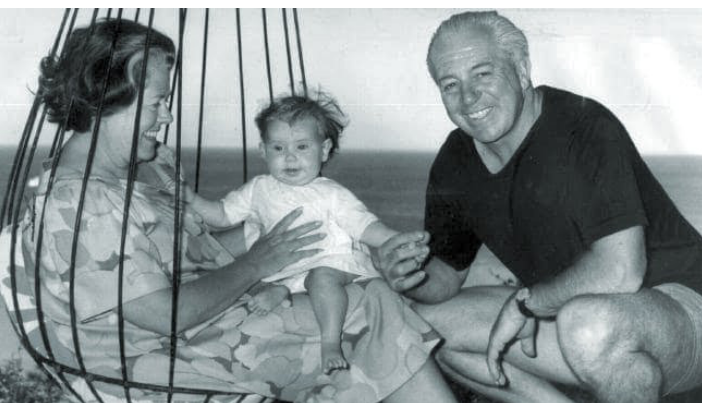
Most of us know the story of our former Prime Minister Harold Holt, who drowned at Cheviot Beach in Victoria in 1967.

Harold Holt was born in Sydney in 1908 but grew up in Melbourne and became a solicitor. He contested and won the 1935 by-election for the Melbourne seat of Fawkner, representing Robert Menzies' United Australia Party. He became a junior cabinet minister when Menzies became Prime Minister in 1939, until they lost power to John Curtin's Labor Party in 1941.

Menzies and his new Liberal Party was re-elected in 1949, and Harold Holt was appointed minister for immigration, labour and national service. He became deputy party leader in 1956, and in 1958 he replaced Arthur Fadden as Treasurer. He was in charge of the creation of the Reserve Bank and later our conversion to decimal currency.

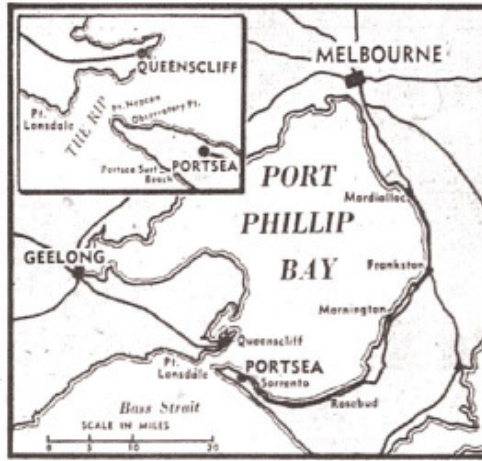
Menzies retired in January 1966 and Harold Holt was appointed our 17th Prime Minister, and our first to have been born in the 20th century.

Holt was a well-known ladies-man and had courted Zara Dickens in the 1930s. However she turned down his marriage proposal and married British army officer James Fell. However that marriage ended in divorce and Holt married Zara Fell in 1946. He became legal guardian of her 9-year old son Nicholas and 7-year-old twins Sam and Andrew. It was an 'open secret' that Holt was in fact the biological father of the twins. Zara later said that he had 'dozens' of extra-marital affairs.

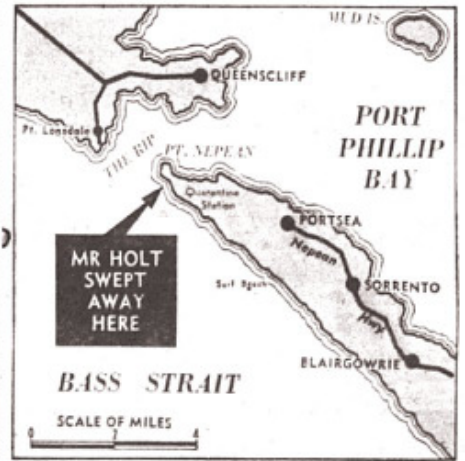


Holt was keen and active sportsman, especially enjoying swimming, snorkelling and spearfishing. He and Zara bought two holiday houses, one in Bingil Bay in Queensland and one at Portsea in Victoria, so he could enjoy his water sports.

On Sunday 17th December 1967, while Holt was spending the weekend at Portsea, he and four companions



Port Phillip Bay shown in relation to Melbourne.



A large-scale map of the Portsea area.



Holiday-makers look on as civil defence volunteers enter the Officer Cadet School, Portsea, to take part in the search for Mr Holt.

decided to drive to Point Nepean to watch sailor Alec Rose pass through The Rip on his solo circumnavigation attempt. On their way back to Portsea, Holt convinced the group to stop at remote Cheviot Beach for a swim before lunch - he had spearfished there on many previous occasions, and claimed to "know this beach like the back of my hand." Because of the rough, blustery conditions, only one other person, Alan Stewart, joined Holt in the water. Stewart kept close to shore, but Holt swam out into deeper water and was seemingly caught up in a rip, soon disappearing from view. One of the witnesses, Marjorie Gillespie, described it as "like a leaf being taken out [...] so quick and final."

Holt's disappearance sparked one of the largest search operations in Australian history, but no trace of his body was



ever found. A police report released in early 1968 made no definitive findings about Holt's death, while a coronial inquest in 2005 returned a verdict of accidental drowning. It's most likely that Holt overestimated his swimming ability, possibly suffering a heart attack through overexertion in the rough seas. He was 59.

Holt became the third Australian prime minister to die in office, after Joseph Lyons (1939) and John Curtin (1945). A memorial service for Holt was held at St Paul's Cathedral, Melbourne, on 22nd December, and attended by numerous world leaders. John McEwen, the leader of the Country Party, was sworn in as caretaker prime minister on 19 December. John Gorton was elected party leader and Prime Minister on 9 January 1968.

One of the reasons for this article (apart from finding the period newspaper article with a VW in it!), is that Harold Holt is commemorated by the 'Harold Holt Memorial Swimming Centre' in the Melbourne suburb of Glen Iris. The complex was under construction at the time of Holt's disappearance, and since he was the local member, it was named in his memory.

The irony of naming a swimming pool after a prime minister who drowned, is so typical of our Australian sense of humour, intended or not! I thought it was very interesting, and I wanted to visit the pool and have a look at it.

The Harold Holt Swimming Centre is located on the corner of High St and Edgar St in Glen Iris, in south-east Melbourne, just 10 km from their CBD. While it first opened



as a swim centre in the 1920s, it was redeveloped in the 1960s 'brutalist' concrete style. The 1960s rebuild was opened by John Gorton in 1969.

The main pool is an outdoor 8-lane 50m Olympic-sized pool, the first heated pool in Victoria for all-year swimming, and the first in Australia to be built to metric standards. It's a classic council pool, still with its 1960s pale blue tiles, stairs, diving blocks and a deep end - it's a real time capsule. I swam a few laps of it and didn't drown - thanks Harold.

There is also a 1960s round deep diving pool with an iconic spiral stairway and platforms at heights up to 10 m - but because of concrete cancer and OHS issues, it's been closed, empty and barricaded off for more than fifteen years. Proposals to refurbish it pop up regularly, but nothing is ever done due to the high costs. Pity, but at least, like the main pool, it's heritage protected.

In 1988 the centre underwent a major renovation with the additions of a new extended main building with hydrotherapy pool, indoor training pool and learner's pool, spa, sauna and multi-purpose room for aerobics and yoga classes. Further works were undertaken in 1998 to improve pool operations and an upgrade of the filtration systems. In 2010 another major redevelopment expanded the centre's health and fitness facilities as well as its aquatic areas, which included new indoor splash and play pool for kids.

The Harold Holt Swim Centre has become one of Melbourne's most popular aquatic facilities with 400,000 visitors per year.





Julie and Andreas.

Here is Jeff Swords' 1974 Beetle with Julie & Andreas, the Norwegian harp and bandoneon music duo who are visiting Australia.

Julie is Jeff's cousin by marriage and sounds very cute in her Norwegian accent as she calls his VW 'the Bubble.'

"We love the meat pies and the kookaburras" they said, "and getting to ride in Jeff's very special car."

You can visit www.harp-bandoneon.com for a musical welcome gift, and there are also some cool videos at www.youtube.com/harpbandoneonduo

All the best,

Andreas and Julie Rokseth
+4793640899 / +31650425914

www.harp-bandoneon.com
www.youtube.com/harpbandoneonduo
instagram: harp_bandoneon

Klub Korrespondenz.

Dear Sir,

Both the October and November editions of Zeitschrift cannot slip by without comment, the opportunity too great.

VW @ 00000 - Martin Fox (page 32) in October talks of his Beetle reaching the significant figure of 00000 wondering what could possibly be the correct reading of his nigh-on 50 year old Beetle.

Perhaps I can help for I believe I would be the only person in Australia having owned a 1969 VW beetle since buying it brand new from Volkswagen in Germany on 15th February 1969 - yes, fifty-one years together and we're both still going strong!

My odometer reads 24086 (25th Nov 2019). A bit of history, I didn't drive it a great deal in England or Europe for her first year - although mustn't forget our honeymoon driving around Europe in 1970. Then the beast cruised out aboard 'Botany Bay' to Sydney in a container. Since then she has been well driven through to around 2000 and a little less since then. She's been around the clock twice recording as at today's date 224086 km. So Martin, perhaps rather seek out records, with driving my bug very little in her first year of life, you'd be pretty safe in betting your correct reading to be 200,000 and certainly not in the 300's. Hope that helps.

And **Ashley Day's** article The Best VWs and Porsches (page 39) of your November edition shows a beautiful blue bug which I swear could be mine! You are absolutely correct Ashley, Volkswagen Germany-made VWs in 1968-69 were the best and bearing in mind I took delivery of mine 15th February 1969, it is well on the cusp of those two special years. And as your article highlighted, given the opportunity, I'll still be driving my precious bug for another decade or two - God willing my good health continues - so here's to longevity, my bug and I will remain together forever. She fires like a rocket thanks so much to the special care Boris at Vintage VeeDub gives her on her regular service calls. Best ever vehicle and as I often say, "til death do us part" for it was a wedding gift to my wife with whom we celebrate our fiftieth



wedding anniversary in January.

There are seriously so many stories about my little bug that has been an absolute treasure; James my 12 year old grandson loves the 'air conditioning' when I open the side triangle to let the air in! He loves roaring down the expressway to the Harbour Bridge.

When my wife and I were touring Europe on honeymoon my then P.A. asked me to buy a certain pair of skies that were unavailable in Oz so we did in Innsbruck in Austria so we 'tucked' them into the little bug - they were in our ears, up our backside.....so so many happy and fabulous memories. Then the police in UK pulling me over for speeding as I was driving back from Pinner Rugby Club - only (I explained in an un-noticeable state of intoxication which thank God they didn't pick up) that they were flashing their headlights at my rear vision mirror and that I thought they were drunken louts coming home from the West End. She's so very bloody special.

So many memories, many many treasured memories worth a fortune. I've got all the records of maintenance checks since I bought her, yes, love her to bits. Please, go ahead, print my story, I think it's worth it. I seriously think "our partnership" (my beetle and me) is unique.

Cheers

Tony Dear



Karmann Ghia

Karmann Ghia meeting.

I thought there might be some interest in hearing about our first Sydney Karmann Ghia meeting held Sunday 30th November in Annangrove.

It was only a small gathering of 6 wonderful cars but as Paul Kelly sang, "from little things big things grow." We would anticipate that next time the numbers will increase as we disclose planned future events for 2020.

In depth knowledge about the restorations and rebuilds were abound and valuable to anyone embarking on a Karmann Ghia restoration.

We offer in invitation to any owners or KG enthusiasts to register with us and be updated on any future events. Email details to dieter@tekevent.com or watch for meetings/drives in future issues of Zeitschrift. I hope it proves of interest.

Regards,

Dieter Regel
PO Box 569
Round Corner 2158. NSW.
Phone: 0409 100 952



VW Campmobile.

The Sun-Herald, Sunday 4 December 1970

Volkswagen this week launched their latest Campmobile, which puts the emphasis on camping out over the Christmas holidays.

The Camper is aimed at catering for families who never before have been so venturesome.

The Campmobile provides a real get-away from it camping facility right inside your own vehicle.

In turn it becomes kitchen, living-room and sleeping quarters for up to four adults and two children.

Raised Roof

This number is made possible by an optional pop-up top which raises the roof to 7ft (213 cm) of headroom and a 6ft (183 cm) long upper berth.

The Campmobile is furnished with practically everything to be found on any luxury-loving out-backer's list of most wanted things, including a full sized double bed.

There also is an optional 10ft by 10ft (3m x 3m) free standing tent which can be left standing when the Camper is driven to town for supplies.

The tent also can be used as a screened off living room, or extra bedroom.

The optional pop-up roof is made of durable fibreglass and greatly enhances the airiness and dimensions of the vehicle, with windows fully curtained.


Whether the vehicle is used for camping in, or camping out, a large sliding door makes everything inside easily accessible.

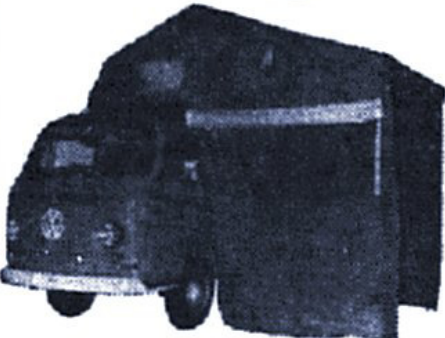
The Campmobile also is good for out of the way places due to its 7in (18-cm) road clearance, combined with its rugged construction and its reliable air-cooled rear engine.

Built-in equipment includes a full length closet, a



● The Campmobile looks like a VW Microbus, but has the spare wheel on the front.

GETAWAY 

 **HOLIDAY**


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mirror, linen closet, three utility storage cabinets and a four-shelf food locker.

The modern pump-equipped sink is serviced by a portable five-gallon water tank.

Power

Other interior fittings include a dining table which folds away after use, gas cooking equipment, gas-electric refrigeration and a ceiling mounted 12 volt fluorescent light.

Felt soundproofing material is used under the wall-to-wall polyvinyl flooring, while panelled walls and ceiling are fully insulated with fibreglass.

The vehicle can be equipped with an optional 240 volts electrical inlet to provide power for appliances, including television sets.

Two interior lamps operate off the vehicle's 12 volt battery.

The Campmobile is based on the VW Microbus or eight passenger station wagon, as it is sometimes called.

Ready access to the rear compartment is provided by a passageway between driver and front passenger seat.

There are four seats in the rear section, three facing forward and one to the rear.

The Campmobile comes in two styles - the Weekender and the Cruiser, both available with a pop-up roof and a big number of other options.

Prices: Campmobile Weekender, \$3635; Cruiser, \$3656; Pop-Up roof, \$300.

Motorised Camper demand grows.

The Sun-Herald, Sunday 6 August 1972

Motorised caravans represented the fastest growing section of the automotive industry, according to Mr R. H. Bessemer, Volkswagen Australia's national marketing manager.

Mr Bessemer made this remark during the week in Adelaide.

He was presenting a commemorative plaque to E. Sopru and Co, conversion specialists, to mark production of the 1,000th Volkswagen Campmobile.

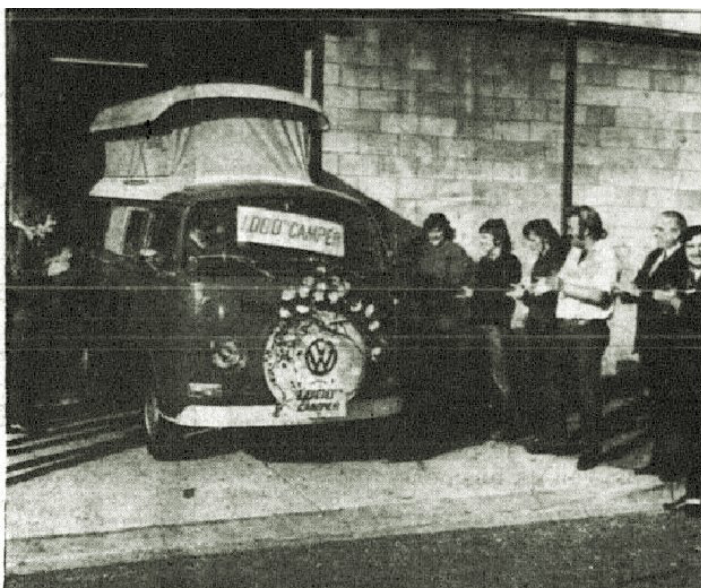
The Campmobile was introduced in Australia in late 1969 and production of the first 500 took two years.

The second 500 were produced in less than nine months. Mr Bessemer predicted that the next 12 months could bring production increases of about 25 per cent.

Volkswagen, he added, was securing an 85 per cent share of the motorised caravan market with the Campmobile.

Mr E. Sopru, the managing director of E. Sopru and Co, said that before the Campmobile, most conversions were carried out by small workshops and home handymen.

With the introduction of proper technical design and volume production techniques, prices have been lowered considerably.



ROUSING CHEERS for the 1,000th Volkswagen Campmobile as it leaves the conversion plant in Adelaide

Mr Sopru announced an expansion program would commence later this year.

While the main manufacturing centre would remain in Adelaide, negotiations had been completed to establish an additional plant next to Volkswagen's Melbourne factory. This would have a capacity to double output, he said.

A similar Sopru factory was established in Sydney's Silverwater last year, when the Volkswagen Australia head office at North Ryde took part ownership of the Sopru company.

Mr Sopru said that with plants covering the three major market centres, it was only a matter of time before similar arrangements were made for Brisbane and Perth.

The 1,000th Campmobile, an Adventurer model, was similar to the one which performed so well in the recent around-Australia 'The Sun-Herald' Esso Caravan Safari.

The entry secured first place in its class.

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CAMPMOBILE HOLIDAYS. AVAILABLE FROM NOVEMBER
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MILES for \$300.**
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The VW Beetle bike.

After running an online community for bicycle builders for 11 years you'd probably feel like you've seen it all. Then along comes a build that really makes you stop and take notice... actually, it makes your eyes bug out! In this case we're referring to Clyde James' latest wild and wacky creation... the VW Beetle Bike. It made its recent debut at the OBC gathering in Las Vegas and people have been talking about it ever since.

Clyde James has been building killer bikes in his shop in Haltom City, Texas for several years now and he's quickly becoming a household name in the world of custom cruisers. Because of this reputation, he's the go to resource in the North Texas area for fabrication, bikes and parts. This is where the story of the VW Beetle Bike begins.

Japanese Inspiration

In order to understand the motivation behind this build, we have to take a few steps back and examine the work of Japanese artist Hotaka Saito. Hotaka is known for building tricked out VWs and Porsches, but he is also an artist that does work for Hot VWs Magazine as well as Street VWs in Japan. One of his illustration projects was the EMPI GT-Bike. This illustration popped up on online a few years ago and it had everyone wondering if it was a real project or just a spoof in a magazine. Eventually the ad caught the attention of Doug Gipson and he knew it needed to be built.

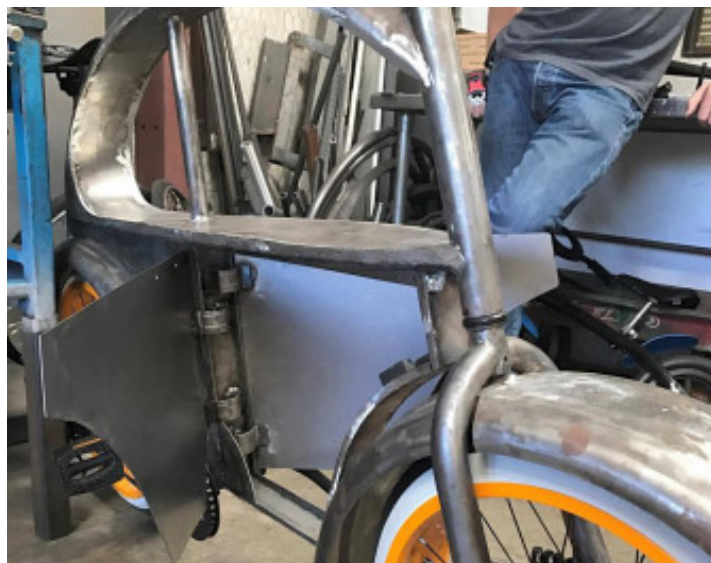
"My friend Doug came through the shop one day after finding this drawing and asked if we could make his dream of owning the world's first VW Beetle Bike a reality," Clyde



said. "After some planning and budget management, we started the task of building the bike from a picture that was illustrated by a man all the way on the other side of the world. Needless to say, we had a lot on our plate, but I was confident that we could make it happen."

The Build Begins

As with many custom bike builds, an upcoming gathering or show is usually the motivation that drives the timeline. In this case it was the One Big Club (OBC) 2017 custom bicycle gathering in Las Vegas that was scheduled for April 19. This gave Clyde and Doug about 3 months to complete the bike from start to finish.



"From the beginning it was a lot of trial and error. I always say a lot of what I do is create a problem then create the solution. With this build it was no different. From the internal skeleton, to the sheet metal work, each part of this build was time consuming to design and fabricate. Once we had the main part of the VW Beetle Bike built, Doug decided he wanted a suicide door on the side that he could open and use for storage. I was a bit worried about pulling it off due to the short amount of time we had. There were only two weeks before OBC 2017 and we still had to paint everything."

In the spirit of creating a problem and then a solution, Clyde and Doug decided to make two suicide doors with a full interior and upholstery! As you can imagine this required many long hours of hard work, but in the end, it turned out to be worth the extra effort.



“So the rush was on! We had to get the bike assembled before the long drive to Vegas that night. We assembled everything in about 5 hours, taking our time to make sure nothing got scratched. We made the first official test ride at 1:30 am that night. After we knew everything was complete, we all went home to get ready for the trip. Within a couple hours we met back at the shop and headed out on our 18 hour drive through the desert to Vegas!”

Sweet Success

The VW Beetle Bike did make it to Vegas as planned, and as expected, it was a big hit.

“Within two hours of unveiling the bike at OBC 2017 I was able to talk with Hotaka Saito through Facebook thanks to RRB forum member Brian Palmer. Hotaka was very happy that someone had finally made his drawing a reality.”

Since the unveiling, Clyde has had a lot of people asking about purchasing a bike of their own and currently he’s trying to get a manufacturing deal set up to bring the VW Beetle Bike to the masses. If anyone has any suggestions, he’d love to hear from you about a source. “Right now we are hand building each bike so it takes a little time to complete each individual build and paint it to the customer’s specifications.” If you are interested in having a VW Beetle Bike custom built, you can contact Clyde’s shop directly to place an order.

We love shops like this that are willing to push the envelope and break creative boundaries. It’s also fun to see builders who love what they do and have fun doing it. We’re looking forward to the next amazing build to come out of Clyde James Cycles’ shop. Until then, make sure to contact him for any custom work or parts that you may need.

Clyde James Cycles
Haltom City, TX, 76117
www.clydejamescycles.com

The Challenges

You can’t work on a project like this without expecting some challenges and difficulties to come along with it. In addition to the tight timeline for the build, Clyde mentioned a few other hurdles that they had to jump.

“When choosing parts for a unique build like this, sometimes a part you think will work perfect ends up not working as you expected. From the 20” x 100 mm 7 speed disc brake wheels and the Boxkars shifter, we wanted the bike to be an everyday rider. Since its unveiling at OBC 2017, the bike has almost a 1000 miles on it. Doug likes to get out and ride his bikes.

“Paint was also an issue...deciding what colour combination and style of paint job we wanted. After much talk and deliberation we ended up going with turquoise blue and cream to give it that old school Bug look.”

Clyde enlisted the help of his friend Tony Cano, owner of Evo Time Customs in Fort Worth, Texas – who is also known as GMG Tony for his work on the TV show Fast & Loud. With only one day left before needing to leave for the OBC show, Tony, Steven and Clyde stayed late at Tony’s shop to knock the job out.





The Volkspod.

In one of the most creative examples of 'upcycling' that we've seen in a while, designer Brent Walter has transformed parts from old Volkswagen Beetles into a whole new type of transport. Dubbed the Volkspod, this pair of minibikes plays with the iconic curves of the VW Bug thanks to the inventive use of the mudguards. Too cute for words, it's delightful to see Walter zip around on these little scooters.

They are normal small scooter frames fitted with what looks like a VW Beetle mudguard. However there is more to it than that – it's not just a normal left- or right- only guard, but rather both of them cut and shut together to make them symmetrical.

The Volkspods are fitted with an oversized US-spec 1967-on VW Beetle headlight that makes them look a bit like a cyclops on wheels. Wide handlebars and a Schwinn seat give a bicycle vibe, while the VW logo emblazoned on the front of each minibike ensures you'll never forget their origins. The taillights are also VW Beetle, the classic three-part 1962-67 design.

The bikes have a 79cc engine, with a VW logo on one side and a reproduction of a VW tappet cover on the other. There are also billet footrests with VW logos. And with their birch green and pastel blue paint jobs – some of the original colours of the US-spec VW Beetle – Walter reinforces their vintage vibe.

This is just the latest in a line of VW Bugs that have been transformed into something new. From beach buggies to kit cars to RV hybrids to electric conversions, vintage Beetles are often given an overhaul. Given their iconic status, this



shouldn't come as a surprise. From the time they began being produced in mass quantities at the end of World War II up until they went out of production in 2003, their bulbous design has been an inspiration.

Thanks to Carl Moll for the article

German Motor Industry reborn.

Australian Motor Manual, July 1955

The re-establishment of the automotive industry in Germany during the post-war years is probably one of the greatest industrial feats in history.

After suffering complete defeat in 1945, great bomb damage to most of the factories and also from the later effects of the 'cold war' the German motor trade has made a most phenomenal recovery.

In January, 1954, over 11,000 more private cars were manufactured by German motor firms than in the same month in 1953 when the West German production of cars was almost one and a half million. Whilst the ascendance of the German motor industry must be admired by virtue of its achievements, it also poses a major problem to the European

and American export markets.

German motor exports have risen to phenomenal heights and in Europe have dominated the market. In Switzerland, in 1954, 17,677 German cars were sold. This figure exceeded by over 12,000 the American 5,234 cars sold in the same period, and by a still greater number the 4,264 English cars sold.

Even in America, where imports of foreign cars are strictly controlled by tariff and other regulations, the sale of German cars in 1954 jumped to 8,210 from the 1953 figure of 2,222, an increase of 300 per cent on the previous figure.

In Belgium, a country which imports all its cars, the Belgians bought 23,868 German cars. France, who had previously held this market, fell to third place with 13,565 cars sold. Even the Americans only sold 20,326 cars to the Belgians in the same time.

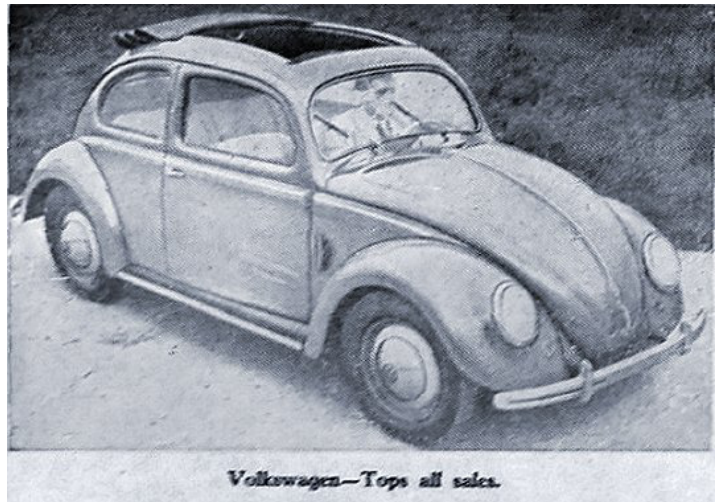
Figures from Switzerland show that the English Ford models sold 1,333 cars in 1954 whilst the German Ford Taurus model sold 2,095 in the same period. In this same period, German cars equal 49.55 per cent of all cars sold in Switzerland.

Economic reasons, poor distribution and the accusation (against the British) that most cars are too old-fashioned, have also been given as possible contributory reasons towards the German ascendancy on the markets, but whatever the reason, it appears that other exporters are going to have a strong battle to beat the Germans.

The German motor trade today is not only a large export industry; it is also a thriving home industry with over thirteen companies producing at least 29 different models.

Volkswagen leads

Leading head and shoulders above all other German companies in production is the Volkswagenwerk G.m.b.H factory at Wolfsburg. The company estimates it is the fourth-largest car manufacturer in the world and led only by the Big Three in America. The Volkswagen was originally designed as Hitler's 'people's car' but production never really got started. During the war, the factory produced a German jeep and an amphibious vehicle, both using mostly VW components. By the end of the war over 60 per cent of the factory was destroyed. Popularity of the war-time cars with the British and U.S. army officers, along with the need to provide work for thousands of homeless war survivors, largely influenced the works to redevelop the Volkswagen.



By 1949 the factory was already producing 46,000 cars a year of which 7,000 were exported, and by 1954 this firm alone had captured 31 per cent of the Swiss market, 30 per cent of the Belgian, 27 per cent of the Dutch and 20 per cent of the Danish and had established assembly plants in Eire, South Africa, Brazil and Australia. The popularity of this car, designed over 20 years ago, can be attributed to low costs, good service, cheap spares and probably the fact that at its price, it serves as a happy alternative between the very small car and the family car and is priced cheaper than most competitive makes. Coming a close second in production is Opel with their four models, and they are followed by the Mercedes-Benz plant whose eight different models continue their pre-war international popularity amongst the higher powered and higher priced cars.

Mercedes-Benz and Porsche

Determined to play a leading role in Grand Prix racing and with organization and output, based on many years of pre-war experience, Mercedes-Benz are keeping well ahead of Porsche and Borgward in the sports car field.

Porsche cars were originally designed by the late Dr. Ferdinand Porsche, who was the original designer of the Volkswagen in 1934. Unlike Mercedes-Benz, Porsche are concentrating on quality and whilst their numbers may not compete with the Mercedes, each car is individually built in keeping with the traditional European handicraft tradition.

Borgward are another firm who, like the phoenix, have arisen from the ashes. In the raids on Bremen, the factory was razed. By 1948 the factory was rebuilding, and in the first 12 months of manufacture, 10,000 trucks and a handful of cars were produced. Today their range of four cars are selling well in Europe and overseas.

The famous pre-war firm of Auto Union has not survived, with its works at Zwickau destroyed by bombing and the remains in what is now communist East Germany. However a new concern using the pre-war D.K. W. has been started in the West and now produces improved versions of its pre-war two-stroke small car. Another pre-war company, N.S.U., is now Europe's largest producer of motorcycles.

The contemporary German car industry is forging ahead with the ruthless precision of a Panzer division. The pressure of this competition on other car manufacturers must force them to critically examine the reasons for this success. We hope it will also persuade them to emulate this achievement in their own factories.

She loves to drive fast in traffic.

The Sydney Morning Herald, Thursday 24 November 1966

Driving around town in her imported VW Karmann Ghia sports car, Mrs Gordon Bendall Charles, of Woollahra, is as safe as houses.

But once her feet become her 'wheels', there's TROUBLE.

Her driving record is one that makes the Road Safety Council of NSW, traffic policemen and insurance companies delirious with joy.

Last week she renewed her driver's licence for the thirty-eighth completely accident-free year!

She is "not boastfully, but thankfully proud" of her driving record of "never having hit another car or having another car hit me."

But it's an entirely different matter when Mrs Bendall Charles is a pedestrian. She is a jaywalker - and has had more encounters with the law than she cares to remember for this traffic offence.

"I'm a great driver, but a hopeless pedestrian," Mrs Bendall Charles said. "I've never been fined for jaywalking, but I've been cautioned quite a few times.

"In fact I was once accused by a policeman as having made 'the most perfect jaywalk' he had ever seen."

In her 38 accident-free years of driving, Mrs Bendall Charles has never driven her own car. They have always been 'OPs' - Other People's.

Accompanied by her father, Mr George Lowe, she drove to the drivers' licence office in Clarence St in 1928, in his Hupmobile car, shortly after her eighteenth birthday to take out her driving licence.

"That was a car in the luxury class in those days," she said.

"Brand, spanking new they sold at \$1,200. I still see a few of them around today."

Mrs Bendall Charles drove the Hupmobile for many years. "Not on long trips, mainly around Sydney, and a few short trips to the country.

"I'm not a long trip person. I like driving fast, but I like driving in traffic."

In 1944, Mrs Bendall Charles married. She relinquished the Hupmobile to drive her husband's 1940 Chevrolet.

The Chev almost caused Mrs and Mrs Bendall Charles to miss out on their honeymoon in Canberra.

"We were married in the war years and because petrol was rationed, we had a producer gas container fitted to the car. Bushfires raged throughout the country at the time, and graziers blamed the sparks from the hopper at the back of the

cars for starting bushfires.

"They were in fact going to be banned, and our honeymoon at the time was in doubt."

The crisis, however, was averted and Mr and Mrs Bendall Charles did get to Canberra.

During the war years she was also a voluntary driver for the Eastern Suburbs Civilian Ambulance.

"The ambulance station was at Coogee Beach then and not at Randwick where it is now. I was rostered for Saturday shifts.

"We had to take a special course to qualify as drivers.

"We had to know how to change a tyre on a four-ton truck and how to wire a motor. I had a girlfriend who was a fellow ambulance driver and she could wire a motor in 20 minutes - and that's terrific."

The technical side of cars has never interested Mrs Bendall Charles greatly, but she was prepared for her ambulance driver's test because in 1928 her father had stipulated that if she was going to learn to drive his car she would also have to learn how to service and maintain it.

In the post-war years, Mrs Bendall Charles drove a number of VWs before her husband purchased the Karmann Ghia.

Upon hearing of her non-blotted driving copybook, people often wonder just how regularly Mrs Bendall Charles has exercised her cars, and whether in fact they are often neglected in a garage for weeks on end?

The answer is no! She drives her cars daily. She will only walk where she cannot drive.

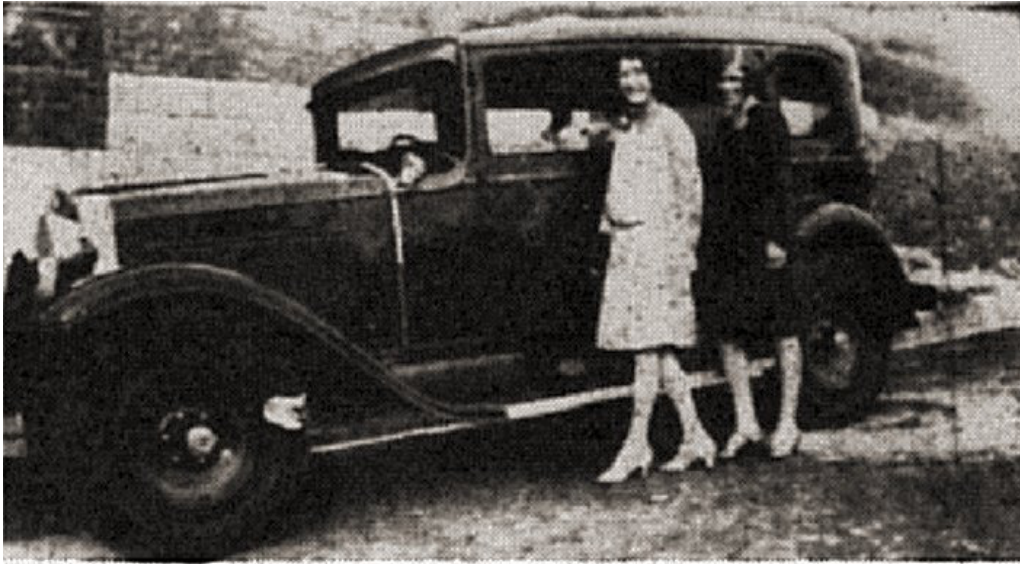
What is the formula for her driving success? "Most people say how 'lucky' I am," she said.

But is it luck?

"I don't think so," she said. "I'm all for hand signals. I know they're not compulsory now - but how on earth do you ever know what the next fellow in front is going to do? Hand signals have always stood me in good stead.



1966: MRS GORDON BENDALL CHARLES, perched on the bonnet of her Karmann Ghia car in her driveway at Woollahra. She had a party recently to celebrate her fifty-sixth birthday and thirty-eighth year of accident-free driving.



1929: Beside her father's Hupmobile car parked outside their home at Coogee. MRS GORDON BENDALL CHARLES (then Miss Constance Lowe) and a friend.

"I prefer to drive without passengers. With no passengers there's no talk. I drive much better on my own.

"I hate back-seat drivers. People who can't drive are usually the biggest back-seat drivers of all.

"I am a fast driver. I'm the type that always likes to be away from the lights first. This might make me a little unusual for a woman driver. Most men are wary of women drivers. They don't like being behind a car driven by a woman because women are too slow and too cautious.

"I always park in my own driveway on my own property, because they're a streetful of shocking parkers here in Magney Street.

"Never having had a prang, I suppose I should not comment," Mrs Bendall Charles said, "but I'm constantly amazed that when accidents do happen, and two parties are involved, it's always the other bloke who is at fault. People just will not admit their guilt in a car accident."

By sheer coincidence, Mrs Bendall Charles' telephone number appears in the telephone directory below that of a Mr G.A. Charles, Smash Repairers, Padstow.

Footnote - Can any of our women readers surpass Mrs Bendall Charles' 38 years accident-free record?

The Sydney Morning Herald subsequently received numerous letters from readers, and published them two weeks later, on Thursday 8 December 1966.

Mrs Ada B. Allen, of Vacluse, wrote:

As a driver of 38 years' standing, I feel I can rival Mrs Bendall Charles' record.

During this period I have never had an accident and never made an insurance claim.

I took my driving test in Kent St in a Chevrolet belonging to my instructor, and subsequently drove a Studebaker and a Buick 8-cylinder continually in city traffic.

I was one of the first nine women in NSW to gain my G2, or military driving licence, in World War II.

As a member of the Scottish V.A. Detachment, our commandant arranged for us to train with the Second Ambulance Car Co.

We took a very exacting driving test in convoy, as well as having to learn to oil and grease the vehicles.

Then women were enlisted in this outfit and the men we trained with moved to New Guinea as the Second Ambulance Convoy Co.

I have also driven interstate from Brisbane, the Darling Downs, and south to Melbourne.

The various models of cars I have driven include a Morris Cowley, Austin A40, De Soto truck, Ford and Chevrolet.

Today I mostly drive around McEvoy, Bourke,

Wyndham and O'Riordan Streets, which involves negotiating a lot of heavy industrial traffic.

Mrs Jean Crittenden, of Neutral Bay, wrote:

I find I can beat Mrs Bendall Charles' record by one year, but I could not look nearly as glamorous on the bonnet of my car.

I also have an accident-free record, plus no traffic offences of any kind. Maybe I was lucky in regard to the latter.

Before coming to Sydney five years ago, I lived in Casino, and being a country driver made many long trips (alone) in various makes of cars.

I have just traded in a wonderful old 1948 Pontiac, which I have been driving for the last 18 years - bless her heart. I often hear her whinnying for me.

We were growing old together. She was going like a bird, of course, but it was a bit hard to get spare parts for her. We had to get them from Melbourne or search junkyards.

I traded the Pontiac in for a VW. After 18 years in a big car, the smaller one takes a lot of getting used to.

From Mrs Ruby M. Cole, of Strathfield:

I have held a licence for 41 years now, without having an accident, and with only one parking fine.

I commenced driving in 1925; in 1936 during a trip to England with my husband, we drove from London to Land's End and then to the north of Scotland.

At the present time I drive a Simca. I have never been fond of city driving, having lived near Strathfield for over 50 years.

I found trams much more convenient.

My one parking fine was incurred by parking at an intersection as I hurried to keep a doctor's appointment at Burwood.

I have done nothing spectacular in more than 40 years' driving and never had an accident.

From Mrs Thelma Park, of Killara:

My father, the late George Skinner, a pioneer of the Tweed district, purchased his first car in 1914 when I was eight years old.

In 1924 he bought me an Austin 7.

I learned to drive, got my licence and have been driving now for 42 years.

I taught my late husband to drive in 1927. We were married in 1933 and drove away on our honeymoon in a Ford coupe.

I have driven over all types of country, through flooded creeks and with chains on to get the tyres through the mud.

When I married and came to Sydney to live, I had to teach myself to drive in the city but, as I always say, when you know your own car you will drive anywhere.

I am a great advocate for hand signals and I don't like fast driving, but was always taught to keep an average speed - it's better for your car and better for petrol consumption.

I have a couple of parking offences, the last a couple of weeks ago. I resented this very much, seeing I have a clean sheet otherwise.

I think the law is not strict enough with young drivers as they get away with far too much.

Mrs Beryl (Billie) Moir, of Double Bay, wrote:

I have been searching through our old snapshots and found a couple of the very first car I ever drove. I received my licence in June 1922, soon after my eighteenth birthday.

I have been driving without a break ever since - no accidents and at least 16 different cars in 44 years.

However, I did collect one parking blue, and in 1962 a \$10 fine for exceeding the speed limit.

I was driving through a town called Tumbalong and missed the 30 mph sign. I was stopped by a policeman and fined £5. I reported this incident to the Veteran Motorists' Association as soon as I got home again, but they said it would have no effect on my membership.

I was told in Gundagai afterwards that Tumbalong is well known as "the Golden Mile."

I have driven back and forth to Melbourne at least 14 times, but the only time we found the road really bad was when the road from Tarcutta to Holbrook was badly flooded and I had to drive over a bridge covered with swirling water while a roadman on a bulldozer called out instructions.

We did not give up, although quite a few motorists did, but it was not a trip I'd enjoy a second time.

In my 44 years of car driving my motto has always been "never to be in a hurry" and always to keep to all the rules and regulations.



Mr Ian Reardon, of Manly, wrote:

I desire to submit the name of a woman driver who was driving before Mrs Bendall Charles was born, and is still driving her own car almost daily.

This lady has had 57 years without an accident - beat that!

I'm proud to say it is my mother, now Mrs Jessie Hayes, of Dalley Street, Harbord.

In 1909 Mrs Hayes - then Mrs Arthur Reardon - drove her father, Mr William Forrest-James, to Leura in an old twin-cylinder French Darracq. She took all day to do it.

Exact details are not available, though they could be obtained no doubt from the Traffic Department, but mother drove before licences were necessary, and when they were issued in 1910, she was the second woman in NSW to be given a driver's licence.

The first woman was the daughter of the then Commissioner for Police.

Mother drove her father's car first, and during the First World War often drove for the Red Cross.

She was one of the first and one of the many who drove the Americans about the city on official business when the US Forces came here in 1942.

The Americans were amazed at her knowledge of Sydney and its surroundings, and my mother attributes this to getting plenty of practice at the age of 12 when she drove her father's horse and sulky into the city regularly from Camperdown where they lived.

Between the wars, and since then on holidays in various parts of the world, mother has driven in New Zealand, England, the Continent, South Africa and America.

Unfortunately, mother's original licence was allowed to lapse when she was on holidays overseas and she had to get another when she returned in spite of many unsuccessful appeals for the original.

Even as a 'young woman' of 78, she can easily beat any of the young bloods and most of the men in any traffic and in any weather.

My mother now drives a Holden, and except when the weather is bad, drives every morning to Queenscliff for a surf.

The Holden is the fourth car she has owned, and other cars include a British Wolverhampton Star, an Austin, four Dodges, a Buick, Citroen, Chevrolet and two Hudsons.

She looks after and services her own car; it is always in inspection order, and she is modestly proud of the fact that she has such a safety record.

Mother would probably frown on the idea of my writing this, but when I read of the very fine record of Mrs Bendall Charles, I just had to come up with someone who can easily beat that, good as it is, and now I would like to hear of ANY driver, man or woman, who can match that!

The new-car smell.

Coconut hair, paraffin wax, lead, cadmium, chlorine, arsenic, mercury, tin, BFRs, PVCs and antimony. Our sense of smell plays a big role in our every-day life.

From such things as choosing our partner, eating, drinking, warning us of danger, along with many other things.

Who doesn't love the smell of spring and newly-mown grass? And the smell of a new or old Volkswagen or Porsche.



Volkswagens have a very specific smell that way outlasts the 'new car' smell. '60s VWs smell of thick, good quality vinyl and coconut seat matting, with a touch of petrol and engine exhaust.

My favourite is the smell of a brand-new Carrera Cup race car, followed closely by the rubbery smell of my 1991 Syncro.

To most of us, these smells bring us back to a time remembered fondly. A time when things were less complicated and stress-free.

The pre-1993 cars smell so good because they used a rubberised coconut fibre for the seat padding and sound deadening, and also the type of glue or wax they used.

I always thought it was horse-hair and wondered that there must have been a lot of horses in Germany without a tail, but this is not the case.

This has always been important to me because some cars just make me feel sick as soon as I sit inside, just from the way they smell. That's why I'll always drive a Volkswagen.

I always thought that maybe I'm a bit special (and let's face it, I am), but really my nose was telling me to get out.

Which brings me to that 'new car' smell. That special aroma is coming from a mix of many toxic chemicals used in the production of the car, especially the interior trim, fabrics and plastics. They slowly out-gas into the interior air, containing things like brominated flame retardants (BFRs), chromium, lead and over 275 different chemicals. This includes some associated with birth defects, impaired learning, liver problems and cancer.

Immediately after delivery, new cars have unusually high concentrations of a variety of chemicals which combine to create that 'new car' smell.

No wonder my nose is telling me to get out. The new car smell is actually plasticisers



and I wouldn't recommend spraying the inside of your car with this, but it would bring back that new smell.

You can't buy plasticisers because they give you cancer, but maybe you could use weed killer or some other poison for the same toxic effect.

Your new car is a virtual chemical reactor happening in a confined space.

Some people like to never open their windows so they never lose that smell, but really we should be leaving windows open to release gases. You can prove they're there as they're easy to see - they build up on the inside of the window glass as they evaporate and re-condense, creating a white or oily film. Vinegar and water will get rid of it.



There are ways of absorbing some of these chemicals. Remove smelly items, use vinegar and water, apply baking soda, clean the glass and add dryer sheets in door pockets.

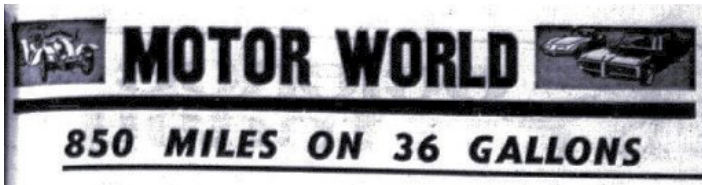
Sorry to hit you with this if you just bought a new car, but it's not only our cars, it's our homes and our offices, and as we spend more time indoors it's a problem.

Only Honda has taken steps to remove some of these dangerous chemicals from the inside of their cars. Most of the dangerous chemicals come from the fire retardants used.

A lot of people can't stand the smell of the wax used to rust-proof and sound-proof modern car bodies. They say it smells like crayons on a hot day. That's because it's paraffin wax, the same wax used to make crayons. The wax is everywhere and you will never get rid of it, but it never bothered me.

So what started out as a simple story about how Volkswagens smell, ended up opening a can of worms for me.

Ashley Day



One tank of fuel record.

The Sun-Herald, Sunday 14 December 1969

Two Ford Falcon GTs have just completed what is believed to be a world record distance test for a standard vehicle on one standard tankful of petrol.

The two high-performance Falcons – an automatic and a manual – powered by the 351-cubic-inch displacement V8 motor, travelled distances exceeding 850 miles (1368.5 km) without refuelling.

They travelled together from Sydney to just short of Bundaberg, 253 miles (407 km) north of Brisbane.

The automatic was the first to run out of fuel, after the odometer clocked a distance of 855 miles (1376.6 km), but the manual travelled on until the tank ran dry with the odometer showing 880.7 miles (1417.9 km).

Previous best 'tankful' efforts have been non-stop trips between Sydney and Melbourne (556 miles (895.2 km)) by a Triumph 2000, a Falcon 500 V8 and a Holden 161.

Strong headwinds, which were encountered for almost the entire journey from Sydney, probably prevented the Falcons from travelling another 100 miles (161 km).

Other factors also against good consumption were the heavy traffic for 30 miles (48 km) out of Sydney, and bumper-to-bumper morning peak through Brisbane.

The run was also done in trying heat conditions with the thermometer passing the century (37.7° C) in Queensland.

These conditions, however, made the test all the more authentic and were those which the average motorist would be likely to encounter.

The test was conducted jointly by the Ford Motor Company and Mobil Oil.

Independent drivers were The Sun-Herald motoring editor, Clyde Hodgins, who drove the manual GT, and Mike Kable in the automatic.

Official observers were Ford's publicity manager in New South Wales, Max Ward, and Mobil's competition

manager, Max Thomson.

Both Ward and Thomson changed cars throughout the run, which was completed in 17 hours' driving time.

The Falcons had more than 15,000 miles (24,150 km) on the speedo before the run started.

In fact, they were veterans of many miles of hard testing by Sydney's motoring writers over tough country roads and on the race track.

Both were stock standard GTs. Before being handed over to the two drivers, they were given to Fred Gibson, one of Ford's racing team drivers, who operates the road and track performance centre at Randwick.

Before leaving, the 36-gallon (164-litre) 'Bathurst' tanks were filled with Mobil Super and the wide track Dunlop Aqua-Jet tyres were boosted a little higher to 36-lb pressure (248 kPa) – allowable under the Mobil Economy Run regulations.

The cars carried the crews' luggage in the boot, but no other 'dead weight' was loaded.

After leaving Sydney the cars proceeded along the Pacific Highway – Route No.1 – to Kempsey, where the first rest break was taken. This first leg, a non-stop run of 300 miles (483 km) was done at an average speed of 40 miles an hour (64.4 km/h).

The second leg was to Surfers Paradise – more than 300 miles – and this was completed after a total running time of 12½ hours.

Crews stayed overnight at Ford's racing rendezvous – the Pink Poodle Motel – which is close to the Surfers Paradise race circuit.

To this stage, both Falcons had travelled without so much as a murmur, and despite the 'quiet' driving, proceeded so consistently that few other travellers passed them.

Torque range

The excellent driving position and comfort of the Falcon reduced driver fatigue to a minimum and crews could have travelled even further as both fuel gauges were showing just under the half-way mark.

Hodgins was most impressed with the manual GT, which responded just like an automatic because of its remarkable torque range in top gear.

Even through the steep, winding stretches of the MacPherson Range, which forms the border of New South Wales and Queensland, it was not necessary for him to change out of top gear.

After leaving Surfers Paradise with temperatures soaring towards the century mark in the early morning, the cars were caught up in long streams of dawdling traffic before reaching Brisbane.

Hold-ups were frequent through Brisbane due to road works and heavy commercial traffic, and it took more than an hour before smooth running could again be achieved.

Several hours later the automatic coughed to a stop after 855 miles, to be followed by the manual a little after, and 880 miles from when it was filled.

By a special correspondent

Note – this record was beaten many times over the years since. Currently in the US, the model with the longest normal range on a standard tank of fuel is, surprisingly, the



The two Ford Falcon GTs at Surfers Paradise on their world record petrol mileage economy run.



Ram 1500 full-size pickup truck with a 3.0-litre EcoDiesel V6 and a 32-gallon (121-litre) fuel tank. With an EPA consumption rating of 9.9 L/100 km, this gives the Ram a range of 755.2 miles (1215.8 km) on a single tank of diesel.

However, it's possible to set economy records that easily beat the standard EPA mileage figures. The current world record for the furthest distance travelled on one standard tank of fuel was set in 2012 by US-based Australian couple John and Helen Taylor, driving a Volkswagen Passat.

The couple have set numerous long-distance and economy driving records over the years. In Australia they were sponsored by Peugeot, and in 2002 they drove a Peugeot 406 HDi diesel from Melbourne to Rockhampton (2,348.3km) on one tank of fuel. This is the current Australian record.

However in the USA they are sponsored by Volkswagen. They therefore decided to attempt the record in the United States with a US-model 2012 Volkswagen Passat SE TDI Clean Diesel with six-speed manual transmission. The previous world record was 1526.6 miles (2457.8 km), achieved in Europe with a VW Passat 1.6 BlueMotion diesel.

The result was a new world record of 1626.1 miles (2618.1 km), achieved on one 18.5-US gallon (70-litre) tank of ultra-low sulphur diesel fuel. Travelling for three days across nine US states, the couple averaged 84.1 miles per US gallon (2.8 L/100 km), spending 2.89 US cents per km. The drive commenced May 3, 2012 in Houston and ended May 5, 2012 in Sterling, Va.

To simulate real-world driving conditions, the Taylors included 55 kg of luggage and drove during daylight to experience normal traffic situations. They took turns driving and didn't travel more than 14 hours per day.

"We're excited to have broken the record for the longest distance driven on one tank," said John Taylor. "The Passat TDI was the perfect car for the trip. It offers plenty of

interior and cargo space, yet is frugal enough to help us achieve this record."

The Passat's 2.0-litre TDI Clean Diesel four-cylinder engine produced 105 kW and 320 Nm of torque and delivered an EPA estimated fuel economy rating of 43 mpg (US) (5.5 L/100 km) on the highway. The TDI engine was equipped with a Selective Catalytic Reduction System (SCR) that fulfilled emissions requirements in all 50 states.

To ensure the test was conducted accurately, the speedometer was correctly calibrated for accuracy, recording parity at 20, 50 and 70 mph. The odometer was reading slightly under, so all figures were corrected to maintain accuracy.

The fuel used was verified by Senior Police Officer Daniel M. Rodriguez in Texas, then sealed and signed. Motel managers along the route also signed to confirm the seal was still intact, before it was finally signed for and removed by Deputy Sheriff Alonzo Perry at the end of the drive.

John and Helen Taylor run their own eco-driver training website at www.fuelacademy.com



Bug that's hard to shake.

The Daily Telegraph, Friday 23 May 2008

There is a bug going around . . . and it's very hard to shake. Just ask David Birchall, who picked up his fascination with the classic VW Bug, or Beetle, as a 14-year old and has been unable - and unwilling - to shake the habit.

"I have been playing with Volkswagens since I was 14, that's 40 years now," says Birchall. "I have had them, owned them, worked on them . . . every model you can imagine, except the Karmann Ghias - I don't like them."

Birchall says he started by working on his brother's car and as his knowledge and experience grew he helped out with friends' cars before getting his own when he turned 17.

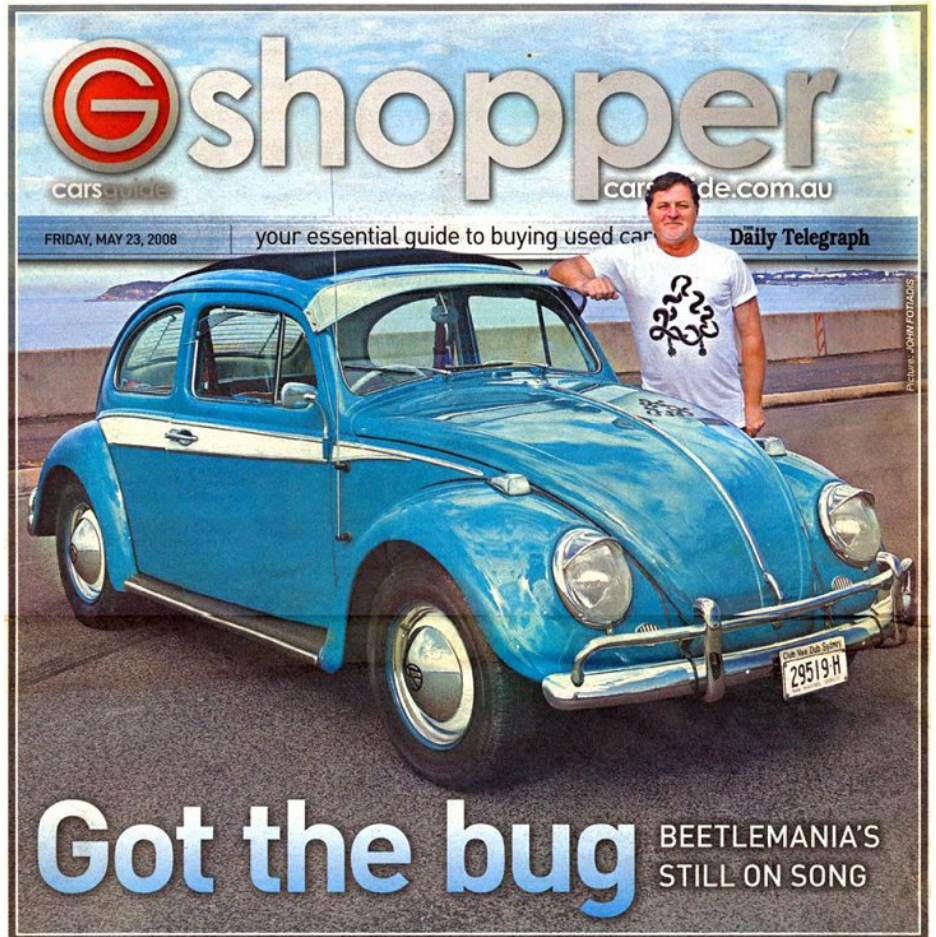
"They are just a different car," he says. "I like the body style and they are an easy car to work on as a mechanic. I love fiddling with them."

Birchall currently has three Beetles in the shed, a 1956 1200cc 36-bhp 'Oval' - so called for the shape of the rear window, with sunroof; and a pair of 1965 models - one a fully-restored 1200cc 40-bhp Australian-built original and the other a modified model. The current favourite is the '65 original. Birchall spent 15 years restoring it from the ground up after buying it in 1988.

"I had originally restored the '56 which I bought in 1981 and used as a daily driver and then when I found the 1965 with a sunroof I thought I had better grab that one as well," he says.

"It has taken a long time to fully restore but it is original - with plenty of original accessories like the radio, sun visor, reversing light, headlight eyebrows and the chrome flash down the side."

The car was one of those to roll off the assembly line at VW's Clayton factory in Melbourne. The factory, based in a



former railway workshop, began in 1954 as a CKD (completely knocked down) assembly operation with packs imported from Germany. By 1959 it had expanded to a full production factory and, by 1967, 90 per cent of the content of the cars was Australian-made.

Assembly of German CKD kits resumed in 1968 and continued until the last Australian-produced Beetle was sold in 1977. Before the factory was sold to Nissan, Australian-made VWs were exported to New Zealand, Fiji, New Guinea, Malaysia, New Caledonia, Indonesia, the Philippines, Western Samoa and other South Pacific islands.

While Birchall's original car has again fallen by the wayside, not having been driven for four years and not currently registered, he does have plans for it.

"Now that I have the '65 nicely painted up I am going to re-restore the '56," he says.

"It is looking a bit sad and knocked about at the moment from its days as a daily driver."

But there are no plans to reduce the garage, and he says eventually his sons will get the cars.

Birchall's VW passion extends far beyond classic restoration. He is also involved in a team that runs a drag-racing Beetle. He says it is difficult to pinpoint the reason why the old VWs evoke such strong loyalty.

There is also the advantage that restoration is made easier by the ready availability of parts driven by the design's longevity and popularity.

The VW Beetle is the world's longest-made and biggest-selling individual model of

SNAPSHOT

1965 VW 1200 SEDAN

price when new: £899

value now: \$12,500 (est)

verdict: A much-loved car. Just about everyone over 30 has owned one or knows someone who has. A people's classic.



These parts are normally thrown in the skip bins, because storage becomes a problem.

Everybody knows, it's the stuff we throw away that can become valuable in the future, but who can store parts that aren't worth anything now for 20 years or more?

Storage costs alone would far outweigh any gains.

If you do have free storage, you are better off storing something decent - for example a complete car.

Selling parts one by one, door handle to door handle, is not much fun, believe me. People want you to respond to 14 text messages, send 5

pictures, spend an hour looking for a fuse relay and then you never hear from them again.

car, with 21,529,464 built from 1938-2003. The VW Golf has passed that total and reached 25 million in 2007, but it is currently on its fifth generation since launch in 1974.

Similarly, Toyota's Corolla has been redesigned many times since 1966 and can't be counted as the same model.

"You can't just go out there and grab a mudguard from a 1960s Corolla and pop it on to a 1980s model. It's not going to work," Birchall says. "With the VWs there are still plenty of restoration parts, body panels - even new rubbers and trims from the US where they love the old models, even more so than in Germany."

The highlight of all things VW in NSW is on Sunday with the 21st staging of the VW Nationals at Fairfield City Showgrounds.

"It's a show for people who enjoy the VWs of all ages - both the air-cooled and water-cooled models," says Birchall, who is president of show organisers Club VeeDub Sydney.

With up to 200 vehicles on show at the Smithfield Road, Prairiewood, site there should be plenty for the estimated 3,000 visitors to see. Gates open for the Nationals at 8.30am and close at 4.30 pm. Entry is \$ 10 adults, and under-16s free.

The Volkswagen Classic and Vintage Club of Australia is also staging a free display of vintage VWs at Darling Harbour from 9am tomorrow.



No sale, just wasted time. Who can be bothered?

What I do is bundle it all up as one job lot and sell it to people, or a business, in Melbourne.

As I've mentioned before, people in Melbourne love their old cars and are quite happy to buy and use Sydney's left over leftovers.

So if you are thinking of cleaning up your shed and are wondering who's going to want all that old junk, now you know.

De-clutter and be free.

Ashley Day

Left-over leftovers.

As you work and play with Volkswagens and Porsches, over the years you end up with a lot of left-over left-overs.

Parts that apparently nobody needs or wants to buy - for example, 924 doors and tailgates.



1978 Hardie-Ferodo 1000.

The 1978 Hardie-Ferodo 1000 was held on Sunday 1 October 1978, at the Mount Panorama Circuit at Bathurst. As it had been since 1973, the race was open to cars eligible under the locally developed CAMS Group C touring car regulations.

The Under-1300 class had been deleted last year and again in 1978 the race was run under just three engine capacity based classes. Class C was Up to 2000cc class and saw a mix of Alfa Romeo Alfetta and GTV 2000, Ford Escort RS2000, Holden Gemini, Toyota Celica, Triumph Dolomite - and the same **Volkswagen Golf 1600 GTI** that had competed in 1976-77, again entered by Lennox Motors Parramatta and again driven by Chris Heyer and Rudy Dalhauser, VW Germany's #1 test driver. The Golf qualified 17th in class and would start in 60th place on the grid, just four places from the back.

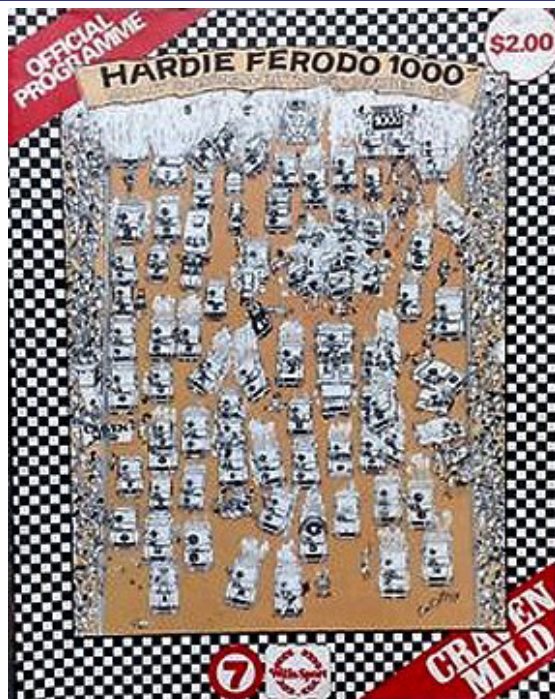
Class B was the 2001 - 3000cc class and featured Mazda RX3, Ford Capri V6, and BMW 3.0Si. The biggest class was for the big cars with 29 entered in Class A for cars 3001 - 6000cc. However this big class consisted only of V8 Holden LX Toranas and Ford XC Falcon GT Hardtops.

The photos of the 1977 race finish may not have improved XC Falcon sales (in fact, history shows that the December 1977 introduction of the revised HZ Holden with the now-famous RTS 'witches-hat' advertising campaign halted the Falcon boom) but it certainly spurred GMH into pumping more money into what had now become the Marlboro Holden Dealer Team.

Moffat's successful 1977 campaign, followed by a series of disasters early in 1978, had lost him a lot of money. He had been running the Ford operation, effectively, as team manager, controlling the finances on the basis of a Ford factory budget. But Ford Australia decided to withdraw from official motor racing. The end result was that Moffat lost Ford's factory backing, and few drivers ever deserved such a fate less. The former Canadian had been, for Ford, a true and faithful servant - even in the times when Ford had abandoned him.

On the other hand, Brock - who two years earlier had suffered his own financial disaster through trying to run a racing team with financial support from Holden/BMW dealer Bill Patterson - was back at the Marlboro Holden Dealer Team, where everyone thought he belonged. He was on the receiving end of a big bag of GMH money, channelled, through new Holden Dealer Team manager John Sheppard.

Sheppard is a reserved, almost secret person and he had inherited the considerable mantle of Harry Firth, but had brought to the Marlboro HDT all the precise, finicky, meticulous arrogance that the dictatorial and cynical Firth had lacked. The Firth style was superbly right for most of the seventies, but the new style of motor racing had passed him by, and Sheppard brought in the kind of results-management



that GMH demanded.

In the eyes of the uncommitted observer, the entire 1978 situation was an excellent paradox. If it had been GMH which had the 1977 one-two victory, it is certain that it would have unbolted the vault and invited the racing team in to pick up enough bars of gold to do it again. Instead, Ford withdrew and the unhappy Moffat found himself in the wilderness after years of remarkable service. Still, he drummed up a campaign among the Ford dealers to keep a Ford Dealer Team going without factory support. He got most of it. His own contacts produced subsidiary sponsorship from Goodyear, Dow Corning, and Camel cigarettes.

The battle was in front of him. The Torana A9X hatchback, which had made its racing debut at Sandown in 1977, had become a formidable opponent. This car, developing around 400 bhp, using roller-rocker overhead valve gear, four-wheel disc brakes, front and rear spoilers, Detroit locker diff, and wider alloy wheels, was homologated as a road car and within weeks was selling on the black market at prices up to \$8000 over its recommended retail price of around \$11,000.

The Ford entrants had only the old 1976-77 hardtop, developing around 470 bhp, without much factory support in the way of special homologated racing parts because Ford by then was deeply involved in producing the new 'Blackwood' XD Falcon, scheduled for release in March 1979, and without any program envisaging a motor sport role for the car. Ford really didn't want to know about racing. But then Edsel Ford II and his wife Cynthia arrived from the USA, sent to 'learn the ropes' as Ford Australia's sales and marketing boss by his father, Henry Ford II.

Edsel Ford immediately showed his initiative when he came up with a plan to clear 400 XC hardtops that weren't selling at the end of their model life - Australians were no longer interested in big V8 coupes. Edsel had them painted white with two big blue stripes and special decals and called them Falcon Cobras, in homage to the Shelby image. They quickly sold out.

Meantime, the Hardie-Ferodo 1000 was changing. The track had some significant improvements, such as extensive new concrete barriers, a wider asphalt edge at Hell Corner, new pit buildings and, for the first time, a concrete wall between the pit area and the active race track; and the new Hardie pedestrian bridge over Pit Straight. New regulations allowed 63 cars to start, instead of 60, and provided, for the first time, an extended pre-week practice period. There was also a new televised Saturday final qualifying session for the fastest 10 cars, dubbed 'Hardies Heroes' by Channel Seven. It became another event in what by 1978 had become probably the world's finest example of how to telecast a long-distance motor race.

Practising, in fact, was now to start on the Wednesday before the race. For long-time observers this was remarkable, as in the late sixties the ARDC was under constant siege from

the residents inside the circuit limits. The locals consistently refused all attempts to extend practice sessions, or keep the circuit closed for a moment longer than necessary. In fact, at that time practice session times on the Saturday were elaborately structured so the 20-odd landholders could come and go to do their Saturday morning shopping as they pleased.

The A9X Torana had blitzed the opposition during the 1978 Australian Touring Car titles that provide the traditional run-up to Bathurst. In 12 starts in 1978 in the new A9X Torana, Brock had won seven, including yet another Sandown Hang Ten enduro. The efficiency, the money power, and the luck of the MHDt seemed insurmountable.



Even so, the entry for the big-car class was fairly well divided between Ford and Holden. A new Torana against the Falcon, plus the undoubted Moffat/Brock rivalry, plus the new extended practice session and the 'Hardie's Heroes' idea ... as the weeks built up you could smell the tension.

In Toranas, the entries included Brock/Richards, Grice/Leffler, Brabham/Brian Muir, Cooke/ Chivas, Warren Cullen/ John Walker, Seton/Don Smith, Harvey/ O'Brien, Bartlett/Forbes, Ryan/Phillip Arnall, Ralph Radburn and the aggressive young Ms Robyn Hamilton, Wigston/Negus, Janson/Phil Brock, Morris/Fitzpatrick, Derek Bell/Dieter Quester, and Ian Geoghegan/Garry Rogers.

In Falcons, the main pairings were Moffat/Jacky Ickx in one Ford Dealer Team Cobra, and Bond/Fred Gibson in the other (they were actually the 1977 1-2 Falcons reengineered and repainted); then privateers Murray Carter/ Graeme Lawrence, Dick Johnson/Vern Schuppan, Ron Dickson/John McCormack, John French/Warwick Brown, and John Goss/Pescarolo.

When they started practising on the Wednesday, the 1977 lap record stood at 2m 26.4s. By early Thursday, Brock had set everybody back on their heels with a 2m 22.4s but early on Friday Bob Morris put down a 2m 21.7s followed by Moffat on 2m 22.3s, Brock 2m 22.5s and Harvey 2m 22.9s.

Then the luck of the HDT ran out. Charlie O'Brien had a huge lose with the second MarlboroTorana and bounced it off the fences coming out of the Dipper. Team manager John Sheppard said the car was a write-off, but renowned body craftsman, Jim Shepherd, arrived from Melbourne and rebuilt it with the help of panels from one of the half-dozen mock-up display cars that Marlboro used to flit around from one shopping centre to the next.

O'Brien's crash removed Number 15 from the final 10 qualifiers who drew straws for their running order in the two attempts they would have on pole position - two attempts of three laps each; one warm-up, one flying, one slow-down. The Hardies Heroes order - out of the hat (literally) - with each team naming their fastest driver, was: Grice (Torana), Brock (Torana), Brabham (Torana), Johnson (Falcon), Bell (Torana), Morris (Torana), Wigston (Torana), Bond (Falcon), French (Falcon), Moffat (Falcon).

Moffat had pulled the last start spot, which everyone wants - especially as the track dried during the 10 runs. Grice's first timed lap was 2m 38.2s, Brooks 2m 35.6s and by the time Moffat came out it was to a dry track with some sticky slicks up ... he nailed down 2m 21.6s - six seconds out in front.

It was dry for the second go-around. Grice, nervous, worrying about his Bathurst jinx, ran 2m 25.9s. The amazing Brock, using every last centimetre of bitumen yet keeping the car absolutely straight and balanced and at full noise, came back with a staggering 2m 20.0s as if to say: "Match that." And people just shook their heads and bit their lips and wondered who would be second.

As it turned out, it was Brock's old team-mate Bond, with a brilliant 2m 20.8s to take the second spot on the front row, with that gritty and emotional Morris calling up everything he could to return 2m 21.7s and get alongside Moffat on the second row. The Harvey/O'Brien car was still credited with its earlier time of 2m 22.9s for row six, and Peter Brock's brother, stunt driver Phil absolutely destroyed the Janson Torana around Reid Park, but the persuasive Janson was allowed to substitute his training car on row seven on the grid.

And so it began on the first Sunday morning in October. Except that it didn't begin. The Bathurst weather, which first showed its teeth in 1964, and then again in 1974, decided to alter the proceedings: at 9.30am, when the flag was due to fall, the bottom area pits and start line were obliterated in fog, with aircraft carrying GMH and Ford executives stranded overhead ... they would miss the start of the race, which was postponed to 10am. It was still rather misty even then.

Brock wasted his pole position when the flag dropped; his Detroit Locker diff failed to lock and Bond, Moffat, Morris and Johnson headed onto Mountain Straight ahead of him. They arrived at Murrays Corner on that traditional and spectacular and heart-stopping first lap with cold brakes and





full tanks, and Morris just wailed past the two Fords under brakes in almost a carbon copy of Bond's manoeuvre eight years before.

On the Friday before Bathurst week, Morris' sponsor, Ron Hodgson, a Sydney car dealer who used to race Minis and Jaguars with considerable flair, was found by his secretary, slumped in his car with a heart attack. The ebullient, gravel-voiced, ex-used car salesman - who was really the only car dealer of the golden years of 1955-65 still in the sport - was propped up in bed in Sydney watching his protégé in the Channel Seven-Brevelle-ASL Torana blow the Fords into the weeds on that marvellous first lap.

On the next lap - which nearly started in disaster as Morris got very crossed up after a nudge from Bond in front of the whole pack at Hell Corner - Brock got through both Fords as well, making the order Morris, Brock, Moffat, Bond, Grice, Johnson, Bell, French, Wigston, Brabham, Harvey, Bartlett, Seton, Janson, Rogers, Dickson, Leonard, Cullen, Cooke and the rest.

Then on lap four Brock got through Morris. On lap five Moffat took both. It was more like a 15-lap Amaroo Park sprint. On lap six Derek Bell lost a tyre and whacked the fence in the Dipper, giving the watching Ron Hodgson a shock he didn't need. Johnson then had a flat front tyre, and the early pit visitors included Radburn/Hamilton, Goss/Pescarolo, and French/Brown.

With Harvey up to fourth, Brock decided to play the vulture, sitting in Moffat's mirrors. Bartlett and Bond both had trouble getting gears, and the placings kept shifting around ... then on lap 18 Bond pitted with no fourth gear, the Geoghegan and Brabham Toranas arrived in the pits, and the order was



Allan Moffat is followed by a HDT Torana A9X during the 1978 Bathurst 1000. One of John Goss's Falcons is ahead.

Moffat, Brock, Morris, Harvey, Wigston and Grice.

The drama kept coming. Moffat had chosen to use a lighter 127-litre fuel cell instead of the homologated 173-litre unit. So his first scheduled stop came on lap 34, and Brock started lap 35 in first place, with Harvey - who had passed Bob Morris a lap earlier - now in second. And to rub salt into the wound, Moffat's pit stop was like an Irish fire drill.

It is often said that in the first two hours after the start you can tell how it will all end. With a few exceptions, that credo has been right. It was certainly accurate in 1978.

The race was storming along at a furious pace. Brabham found his Torana starting to miss, and it looked like the white-haired veteran Brian Muir wasn't going to get his fifth drive in The Great Race. Dick Johnson had two flat tyres, Rod Donovan was in and out of the pits, Radburn/Hamilton had also called in, and Bartlett had to hold the Torana in second gear.

Ryan, Cullen, Slako and Cooke all came in early for a driver change, followed by Grice - who stayed in the car - and Harvey finally got past Moffat on lap 44. Brock handed over to Richards on 45, and the next lap Harvey put O'Brien in the chair. By lap 50, it all settled down in the order of Richards, O'Brien, Moffat, Fitzpatrick, Wigston, Grice and Phil Brock - all on the same lap.

On lap 66 there was more drama. Moffat hurled the Falcon into pit lane to hand over to Ickx for the first time, and as Bond's rally mechanic George Smith was putting the fuel cap back on, Ickx fired up and whoof, Smith went up in flames. He was grabbed by an official, and both were badly burnt. Nothing was going right for the Fords.

Then the Bartlett/Forbes Torana came in again, its gearbox trouble compounded by a broken battery cable - and later jammed brake callipers. On lap 70 Ickx missed the corner and spun off at the escape road at Hell Corner. Then O'Brien lost 20 laps in the pits with a faulty coil. Then the Cooke/Chivas car needed surgery on a jammed oil pressure relief valve. Then Fitzpatrick arrived with a thrown fan belt, later to blow a head gasket and end the 1978 Bob Morris/Ron Hodgson challenge on the side of the road at the top of the Mountain.



Out in front Richards was doing it easy in the #1 '05' MHDT car. He and Brock had the race by the throat. The grip tightened further when Moffat retired his car on lap 81 with no oil pressure, and then called in Bond after he had suffered two flat tyres. The Johnson/Schuppan Ford had lost its chances through punctures, the French/Brown car had



stopped with a broken distributor drive, the Goss/ Pescarolo car stopped on lap 67, the Keogh/Walker car on lap 75, and the Falcon challenge was shot to bits.

At 100 laps Brock was comfortably in front, with only the Grice/Leffler Torana on the same lap, and the Janson/Phil Brock Torana, the Murray Carter/ Graeme Lawrence Falcon and the Torana of West Australian Wayne Negus and Tasmanian Garth Wigston two laps adrift. The pace was turning the pits into a wrecker's yard. Soon the Negus/Wigston Roadways-entered car was to break a crank, and the Janson/Phil Brock car put a valve through a piston. Schuppan's troubles were compounded by running out of brake pad material, and then the Dickson McCormack Falcon ended its day with a broken oil pump drive. Jack Brabham and Brian Muir kept bringing their Torana in for water, and finally Bo Seton started finding the car jammed in gear and ran to the end with only third and top. The Radburn/Hamilton car eventually stopped with electrical failure.

When the flag finally fell on the tattered field, 31 cars were still running and classed as finishers. Brock and Richards were easy winners; it was Richards' first win and Brock's third. The HDT collected a total of \$57,950 in direct and conditional prizemoney. The Grice/Leffler Torana, which finished second, one lap down, won \$7,100. Third and two laps further back was the Carter/Lawrence Falcon of Brian Wood Ford, collecting \$3,100, which hardly paid the fuel



bills. Fourth was the Cook/Chivas Torana, and fifth was the Johnson/Schuppan Falcon.

In the 3-litre class, Steve Masterton was named Rookie of the Year for winning the class with Phil Lucas, 149 laps and 10th outright in their Capri. They were a lap up on the Shiel/Burbidge Mazda RX-3 and the Daly/ Boord Capri, which was initially excluded but then reinstated on appeal. There was another lap back to the Hopwood/Davidson Capri.



How did the **VW Golf** go in the 2-litre class? Driven for the third time by usual punter Chris Heyer and imported German touring car ace Rudi Dalhauser, the bright red Lennox Motors Golf GTI had gone amazingly quickly, up to third place in the early stages behind Stevens and Williamson, but lost 20 minutes in the pits after only 15 laps with throttle linkage problems. They eventually went back out, but retired after 35 laps due to the same troublesome throttle linkage.

The class was won by the Stevens/Evans Escort RS2000, with 149 laps and an amazing 9th outright, some 38 seconds ahead of the winning 3-litre Capri! The second-placed 2-litre car was the Williamson/Quinn Toyota Celica about 90 seconds behind the Capri, then six laps back to the Gulson/Gulson Alfa.

The two lower Class wins aside, it was an awful day for Ford. On television Allan Moffat protested bitterly about CAMS, the dangerous refuelling procedures and the lack of

US-style dry-break systems, while still tasting the bitterness of having to tell his partner Bond to retire the car because he couldn't stand to see it so far behind and being lapped by so many Toranas.

Twelve Falcons started, four finished. Seventeen Toranas started, nine finished. Six of the top eight finishers were Toranas. The amazing A9X had proved its speed and reliability against the older Falcons, and would be even more formidable in 1979. For GMH, 1977 had been avenged.

Interstate Motorkhana 1974 (the 5th Bug-In).

VW Club of NSW 'The Wageneer', May 1974

What with petrol strikes, heavy rain, last minute cancelling of venues for the presentation - it didn't look too good for the Easter weekend. And then when only Malcolm Dodd and Phill Southam came across from SA; and Bernie Russo and Dave Richards (and families) came up from ACT, things didn't look very promising for the interstate competition side of things either.

BUT we did have an event, as well as a few outings. Friday night was a bit of wasted effort as no more interstate visitors turned up, so everyone trooped through Dick and Cheryl's new Campmobile (must be some money in making Jaffas round).

On Saturday the rabble went up to Warragamba Dam for a look see and also to check out the supa-large pussycats at



the African Lion Safari nearby, that like tasty humans. Being gluttons for punishment, they then decided to go to Luna Park on Saturday night. We rode everything that moved and drove the dodgems into the ground. The SAs cleaned up in the drags down the giant slides in Coney Island, owing to their better wind-cheating design, and Thongsie was even going to ride the merry-go-round just to use up his concession tickets.

Sunday was fine, which was fine by us, and some of the swamp had dried out so we could set up the motorkhana. Some people were even driving their own cars as well. We used TC's scoring system, which works contrary to popular belief; even Zimbo thought it was a good system until the final run of the day - hmmm. There were some exciting runs during the day with the specials starting to show their mettle. Bob Brewer won the day, and drove consistently to do so.

We must have had a lot of entries as we were able to award trophies for all classes (next time we'll make you pay.) Most seemed to like doing the Mushroom in addition to the other four standard events. And of course, the Extending Fumblers event at the end finished things off well.

My personal thanks to Dick and Trev for scoring the event; Cliff for acting as a line judge all day; Neil and Paul for officiating in the tent; and to all the other members who helped make the day run smoothly.

Thanks also to Farmer and Mrs. Farmer for the use of

their home for a pleasant presentation evening (hic!), and thanks to Ian Mrksa for picking up the vittles and all the Club birds who brought along the salads and themselves - great stuff.

I think the event will be held in Melbourne next year.

Author unknown

Easter at Young (it didn't count as a 'Bug-In').

VW Club of NSW 'The Wageneer', April 1975

56 Competitors faced the starting line on Saturday for the Autocross. When the dust settled and times were added up, Ron Powell came up victorious. He beat his nearest rival by more than a second. Behind Ron followed, in order (NSW members only):

- 5th R. Brewer (Best NSW)
- 8th G. Wooldridge
- 9th J. Weitenberg
- 11th T. Shute
- 13th R. Van Gelderen
- 20th R. Hanssen
- 21st J. Condy
- 22nd G. Clarke
- 24th R. Feruglio
- 25th B. Hesford
- 27th G. Hudson
- Eq. 29th J. Wirth (Best Lady)
- 34th J. Alexander
- 35th Ruth Powell
- 37th A. Vesey Wells
- 39th R. Taylor
- 40th J. Price
- 41st P. Price
- 42nd C. Van Gelderen
- 43rd C. Wiseman
- 44th C. Scott
- 46th V. Shute
- 48th L. Broch
- 49th D. Brewer

Plus Robyn Hanssen, Paul Anley, Robert Death, Ken Death and Frank Zimbo who by misfortunes did not



complete three timed runs.

On Sunday the number of starters increased to 61. Neil Vickery, Adrian Taylor, John Thurston and Farmer Greg and Kay Hart joining the fray while Vera Shute and Robert Taylor helped out on the day.

Once again the Mokes won with Bill West and Tony West coming in first and second. Squeeky managed to uphold the NSW honour by finishing third. He was followed by Greg Hart (Best NSW) and Denise Brewer (Best Lady) as the other trophy winners.

The states were represented as follows:

	Sat	Sun
A.C.T.	15	13
Young	6	8
SA	2	2
WA	3	5
NSW	30	33

In conclusion I would like to thank Eileen Death and Jan Anley for their untiring efforts on both Saturday and Sunday. Without them the event would not have been a success.

The PA was ably handled by both Robert and Adrian Taylor. On behalf of Robert Death and myself we enjoyed organising the weekend for you. We hope you enjoyed the weekend.

As a final note, start preparing for next Easter in WA. They expect 20 people or more to turn up.

RVG

The 6th Annual Bug-In - in Perth.

VW Club of NSW 'The Wageneer', June 1976

The invasion started at about 1100 hrs. on Monday, 12th April when Barry Ridding and Lucy arrived in Perth to set-up "camp." Between then and about 1700 hrs on Friday 16th April, when Frank Klamka (NSW) arrived, approx. 17 NSW, 8 SA and 6 VIC members had temporarily taken up residence in Perth. The week preceding Easter showed little promise for fine weather over the weekend - it was bordering on cyclonic conditions!

Friday night was the first of the weekend's activities. Late in the afternoon the weather started to break, and that was the end of the wind and rain. The evening's entertainment consisted of a get-together meet everyone type bar-b-que, the likes of which the world had never seen before, at Reg Whitely, the WA President's place.

Everyone had a ripper time; what else is possible with such congenial people, succulent steaks, grog, fresh tasty fish, amber fluid, delicious salads, Emu Lager, fresh bread rolls and booze. It was really remarkable how well the Victorians got on with everyone; must have been the happy smiling face of Dave Evans that did it.

Saturday was the day of the Simple Trial. The first car left the Entertainment Centre car park at 10.20 a.m. bound for Lake Leschenaultia where a bar-b-que lunch was planned (?). The route consisted of 2 laps 'round the city and then

proceeded through just about every suburb in Perth. Two NSW members were seen to be very lost on a) The Mitchell Freeway (Cliff) and (b) Mundaring Weir Road (BRing), but eventually everyone arrived. There were plenty of steaks, snags, bread rolls and booze left over from the night before. These (particularly the latter) contributed greatly to enjoyment of lunch.

Since the event was supposed to finish at a winery, but didn't, it was decided to hold our own wine tasting after lunch - on Ace's bonnet. So about half a dozen bottles of bubbly - and stillies - which some people just happened to have in their cars were dragged out. And once more another ripper day was had by all.

Sunday - everyone was fresh and fit - or should have been, following a free Saturday night. As the Easterners had never been to the ground, we only knew what we had heard. In contrast, the locals arrived with the fond memories - a motorkhana on the same ground only two weeks before and determined not to let the visitors get the upper hand.

The event was in full flight by 10.30 a.m. with 40 odd entries. The first events for the day were the 'Lazy 8', 'Forward and Reverse Slalom', 'Tee Slalom' and 'Multiple Loop' (as run here at the Cliff Wiseman Motorkhana). On the first few runs the Eastern Staters looked very unsteady on the 'ball bearing' gravel surface, but they soon straightened it out.

At the completion of the first four events, lunch was called, with hot competition at the top and looking real desperate. Looking good so far were Pete and Richie Summerfield, John Sulundi and Ross Veal from WA, and Mal Dodd and Phil Southam from SA.

Weather conditions on the day were spot-on - not a cloud in the sky and just the right amount of wind to blow the dust away. After everyone had finished burning steaks, blowing-up baked bean cans etc., replacing tyres and replacing Mal's fuel pump, the action started again.

More skill was required after lunch for the running of the 'Sun Dance', 'Visa-Versa' (a version of the 'Waltz Slalom'), 'The Race' and the fantastic 'Wolfsburg Special.' The field gradually narrowed down to three potential winners - Mal Dodd, Phil Southam and John Sulundi. However, John hit three flags on his last run!

Sunday night saw the whole rabble fronting up to the Mount Malvern Community Centre for the presentation of trophies won on the weekend, and to celebrate the WA Club's 21st Birthday (which is actually in September).

The amber fluid was flowing almost from the outset, and continued all night. It was only interrupted by a smorgasbord dinner (real ripper stuff) and the presentation. There were two types of trophies - permanent and temporary. The permanent ones were wooden plaques with either VW bonnet emblem (Kombi type) or a Dinky Beetle attached; the temporary ones were Easter Eggs!

After the presentation it was announced that the price of the beer was reduced from \$1.20 a jug to \$1.00. However this didn't seem to bring much of a response - so it was lowered to the lowest of lows - FREE.

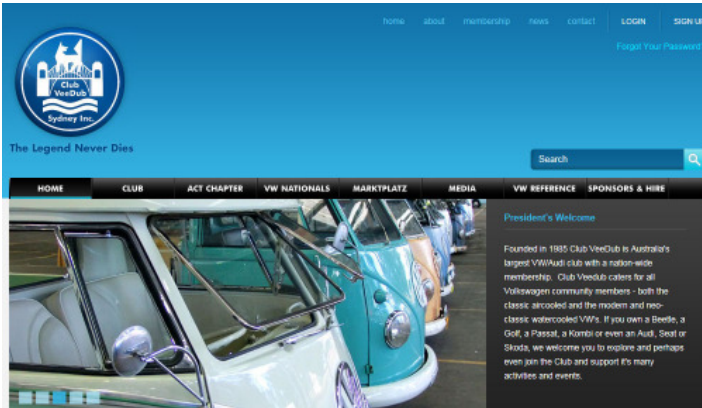
On the whole it was a very enjoyable weekend and we all had ball. Thanks to the organisers and all other miscellaneous helpers. It was a great success. Let's hope we all have as much fun at the 7th Bug-In in Adelaide next year.

Author not recorded

From our website 24.

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?



9/3/17 I owned the 1962 ½ ANTARCTICA ONE VW from 1965 til 1971. It had the 'Antarctica 1' number plates, the door decals and was registered in Victoria. Wonderful little car and never let me down. Always serviced by the VW specialist Geordie Stewart in Clayton (famous for his racing VWs). In 1971 had to trade it in on a larger car coz it couldn't fit my new baby's carriage in the rear. I have no idea what happened to it after 1971. Guy

15/3/17 I can't work out how to join the ACT Chapter. I went to the German Club but couldn't find anyone. Can you help. Carolyn

18/3/17 If it helps I can volunteer to work may 21st at the nationals. They said at the meeting people were needed. Tom

20/3/17 I looking to sell an Volkswagen engine but am unsure if its a 1300 or a 1200. Details: Zundfolge 1-4-3-2 D158247X. Any info will be greatly appreciated. Thanks, Sandra

25/3/17 Do you have any articles on Rocky Marov Maddie

25/3/17 Hi there, This might be a long shot... I used to own a 1963 Karmann Ghia Coupe that I sold in 2005. It was sold in Melbourne and I believe it went to NSW? Last known reg TUL-362 (VIC) Manila Yellow with a Black roof. It was very original and had about (1)22,900 miles on it. Chassis number- 5100154 Engine number- 9716731 I'd love to know where it ended up.. I should never have sold it! If anyone at the club has any info that would be great. Many Thanks Alex

3/4/17 Hi there I recently purchased an ex Australian Army Kombi and by the manufacturer plate it was assembled here

in April 77 1 month after the assembly line closed.... can that be right?? Did they have a supply contract to fulfil maybe? Anything on this would be appreciated. Thanks for such a great website Neil

4/4/17 We currently produce the AMI paint code decal for old Toyota, Rambler and Triumph. The art work is almost identical to the VW decal used with Balm paints. We could reproduce the paint code decal for Aussie VWs. Is there any interest within the Vee Dub Club? Many thanks, Gary

5/4/17 Hello, I have a 1972 9 seat kombi & I am trying to find more information on it, Plate 4/72 222 2 056 509 after info like engine size colour etc John

6/4/17 Hi, I was wondering if there are any car events or shows happening in Canberra in 2017? Also how much is it to join the Veedub club act chapter? Thanks. Gabi

8/4/17 I want to put my car on vintage plates as much cheaper but not interested in car clubs or membership. Can you send me paperwork ASAP. Shaun

9/4/17 I would like to know if it's possible to source the original motor that matches my chassis number for my 1969 VW type 3 beach buggy. Thank you. Yvette

10/4/17 Hi there, I have a 1997 VW Cabriolet to sell. It is now out of rego (11Mar2017) and needs a new roof (due to hail damage). Body is good, needs TLC. \$450 located in Sydney, North Strathfield. Can you help at all? Cheryl

11/4/17 I am looking to purchase a 1973 superbug L in near original condition and would appreciate if you or your members are able to help. Thank you. Regards. Geoff

11/4/17 Hi guys, have been a member on and off for a while, never really getting involved. I am restoring a 76 2 litre kombi, and need some info regarding re building a 4 speed 091 gearbox. where to get parts etc, advise on building the box. The crown wheel and pinion in particular and sourcing these parts. Cheers John

18/4/17 Have a 1976 VW beetle in for repairs, need some parts (boot, boot seal, boot chrome mould, RH fender, RH headlight and brackets) (FYI I call the boot the bit at the front). Just wondering if any of your members might have parts for sale. Gillian

18/4/17 Hi, Im a member, I want to enter the nationals. What do i do with the entry form? I could not see anywhere were it said to send it too. Thanks – Mark

19/4/17 I'm trying to do a search on my VW but it only has 10 characters (17A0963422) can someone help me figure out how to decode this vin? Thank you, George

20/4/17 I'm after a Kombi 1978 2L manual gearbox Brian

23/4/17 Hi i want to put my current fully rego'd 1960 beetle on historic rego so i can keep it and 2 other cars . How do i go about it? Cheers John

24/4/17 Hi there. We would like to attend the Go Kart day on May 27th if possible please. I have tried to enter online but when I go to checkout nothing happens. Can you please advise if we can enter Jason (member), Wade & Karen (non members) I can eft payment if required. Thank you Jason

24/4/17 My wife and I have a 1974 VW Beetle we would like to register as a vintage car. I have been directed to your club as a possible avenue to have this completed. I would appreciate your direction and or advice on the procedure we need to take to accomplish this. Thank you and we await your reply. Drive safe. Graham

25/4/17 Hi, you probably get this one often enough. I'm in Canberra and no one locally makes a Baja kit. I see only one guy on ebay. Can you give me the contact of anyone within Oz that still makes a Baja kit, and even better, if some one in the club has had experience with that kit. I'd rather be told not to buy a kit from someone as it fits poorly than get it home and have to shape it to fit. Thanks Philip

27/4/17 Your webpage is good but bit boring if you don't like VWs. Too much stuff on Volkswagens you should expand to other makes like Holden Brett

27/4/17 Can I join the club without presently owning a VW? I have been looking to buy either a well restored Beetle or a Type 3 Squareback without success so far. John

30/4/17 Was a member, allowed it to lapse. Wish to advertise my 71 VWS for sale, happy to pay for ad, who do I send pics and copy to. Thanks, Peter

1/5/17 Hi Could you help I have VW 2006 Jatta turbo do you know when the timing belt should be changed? and what part number would I need? Thanks Philip

1/5/17 Hi, I'm interested in entering my VW bug into the Sydney VW nationals. Just wondering how I go about this? Thanks. Gabi

2/5/17 Dear VeeDub Club, How would you feel having a guest speaker at one of your club meets? I am representing "Black Knight" Global Tracking Systems. Our trackers are endorsed by the Australian Theft Reduction Council and we are working with insurance companies and the police to combat theft. At the same time the "Black Knight" is used as a lifestyle device too. You are able to replay your route traveled, look up km's and time, set a "geo fence" once you park your car. We do offer club specials and pending on insurer you club members may be able to receive discounts on their policy once a tracker has been fitted. Kind regards Guido

2/5/17 Hi there, I would like to enquire about setting up a trade (automotive upholstery) stand at the May VW Nationals. I specialise in custom Kombi and beetle full re-trims and stock/supply unique and highly UV warrantied interior fabrics and materials. Look forward to hearing from you, Danielle.

3/5/17 I wish to join the Club Ernie

4/5/17 Hi, I'm the son of Dave Rogers who is in special care unit last 6 years I've been searching for his 56 oval last known rego cal56 light blue with Porsche Fuchs wheels 911 I'm currently building a 58 but I won't dad's car to please help as it means a lot to me keep on dubbing cheers Cam

8/5/17 Hi trying to sell a number plate it's yellow lovbug. NSW, Can u help? Been offered \$500 anyone interested? What's the value? Can I sell through u? thanks Zara

8/5/17 My daughter, Indianna Bell is a budding film maker and is in the top 10 of the Super Cheap Auto Ad competition. Her ad "Super Cop Auto" features our VW beetle. Any chance of getting your members to vote for her entry, they can vote once per day per email and can share in \$25,000 of prizes Michelle

10/5/17 Hi I am looking to purchase a VW duel cab ute late 60s to mid 70s in good condition. If you know of any for sale could you please let me know. Thank you Dave

10/5/17 trying to establish a chassis number for a 64 beetle has the 1200 engine in with all details but no plate or id numbers on the body, can you help thanks Alan

11/5/17 I try to download latest magazines but block me. I'm not a member and don't want to be, I live Queensland. Can you send me all issues please Warren

13/5/17 I am looking for a 003 auto box pump shaft can anyone help me Ivan

14/5/17 Hi I would like to join club veeDub and put my car on historic rego The club im with doesnt offer historic rego anymore and rego has just run out but I can reregister within the three months its a 72 single cab as standard as it came out of the factory Robert

16/5/17 1974 Beetle Graham

17/5/17 can you advise me if its possible to lower my 70s beetle and can you recommend someone in Sydney Eddie

17/5/17 Hi I want to enter my car into the VW nationals show and shine. Just can't figure out how to enter, any help would be massively appreciated. Thanks Michael

19/5/17 I own a 1974 VW Beetle. I wish to have it registered vintage. The car is rarely driven. When I do it is for very short distance. Stefanie

22/5/17 trying to find the year of my beetle, engine No D1253ys1, VIN SABTV0369517810. Any help would be appreciated. Mike

24/4/17 Hi! I own a GTI and was wondering if I need to be a member to join in the fun of the VW Nationals 2017? Please let me know when you can, Kindest Regards, Matt

25/5/17 I have a mobile coffee and slushie ute was wondering if there is an opening for this event or any other events that you hold Joe

Jeff's internet what-nots.

I enjoy finding interesting Volkswagen pictures on facebook and from the internet pages from around the world. They are always fun to look at.

Here's some interesting ones that I have found recently. I hope you enjoy them.

This tired old girl spotted by the side of the road would be a great project. She's pretty straight but faded. And she's air-cooled - just one front grille.



The VW diesel scandal isn't going away anytime soon.



We all know that after Antarctica 1 came back to Australia after a year at Mawson, it went on to win the 1964 BP Rally outright. Here's the proof.



BP Rally to VW

The stock VW sedan driven by Ray Christie and Joe Dunlop which was used for many months in the Antarctic is the provisional winner of the 1964 BP Rally of south-east Australia. Second was a Volvo and third a Holden.

FULL RESULTS

OUTRIGHT WINNERS

1. R. Christie, Volkswagen.
2. M. Hartigan, Volvo.
3. L. Squires, Holden.
4. I. Vaughan, Ford Anglia.
5. J. Ellis, Ford Falcon.

Winners Class A

1. I. Vaughan Ford Anglia
2. A. Ashford Ford Anglia
3. J. Price Ford Anglia

Class B

1. R. Christie Volkswagen
2. H. Firth Cortina GT
3. R. Lunn Volkswagen

Class C

1. M. Hartigan Volvo
2. B. Wilkinson Nissan Cedric

Class D

1. L. Squires Holden
 2. J. Ellis Ford Falcon
 3. K. Harper Ford Falcon
- Teams Prize: Ford.

Australian Motor Manual—July, 1964—5

When the Beetle passed the Ford Model T's production record in 1972, there were 1,500 special VWs made in Australia that had this medallion. The cars - and the medallions - are very collectable now.



NOW THAT the Beetle has wrested the 15-million production record from the Model T and become the single most popular model in motoring history, a special commemorative version arrives to mark the occasion.

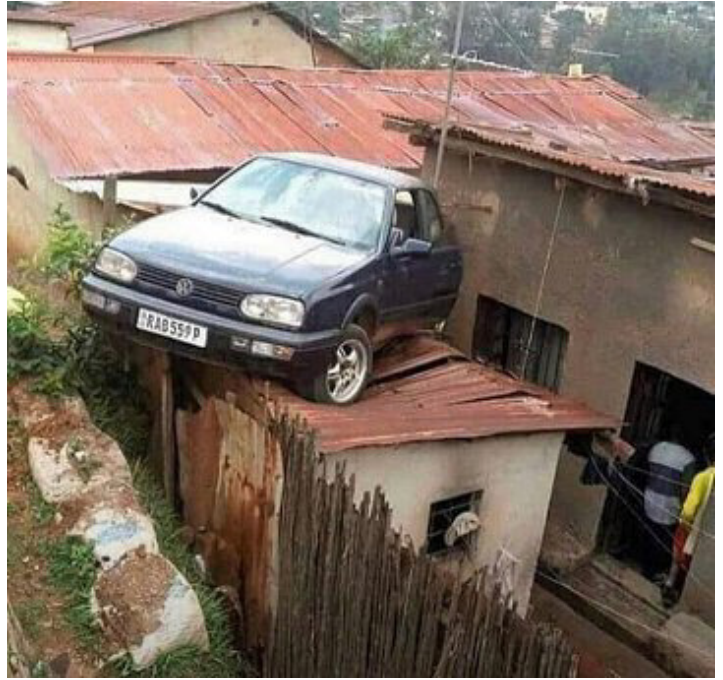
1500 of the '15 Million' model will be released in Australia.

Selling at the regular price, the commemorative Beetle features a numbered silver medallion set into the dashboard, red line tyres, carpets and deluxe dashboard trim.

Wheels, July 1972

* *

Parking spaces are getting harder to find all the time. But this is a bit extreme.



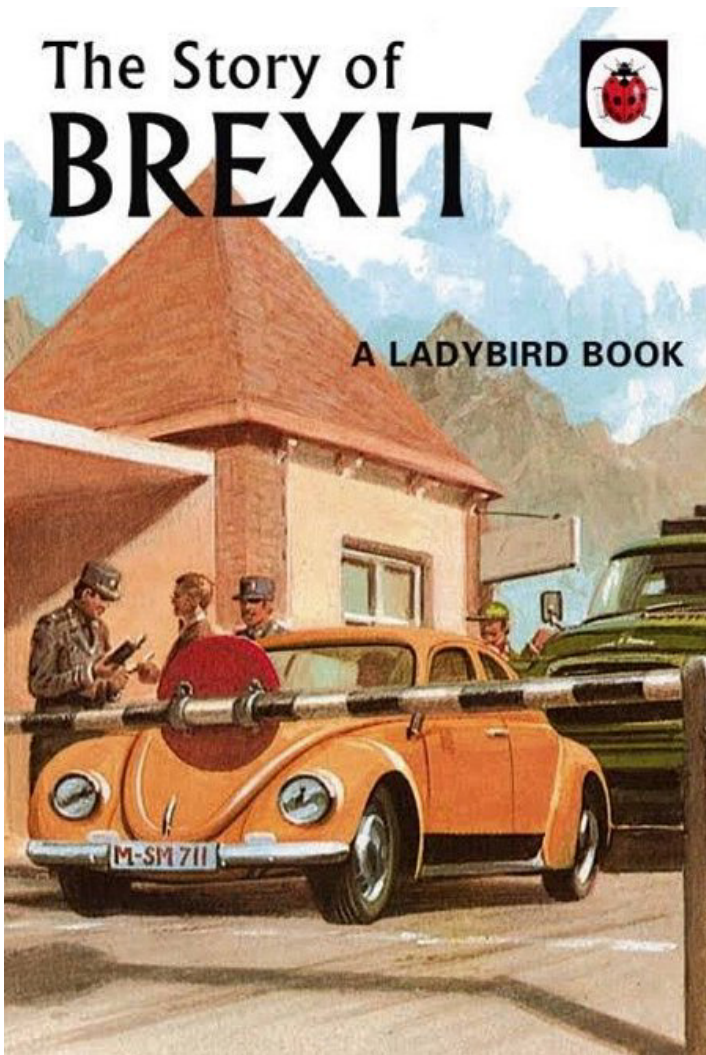
VW Golfs are good for many things. Driving to work. Cruising on the weekend. Ploughing a field.



The Harlequin was a specially painted 1990s European model of the Polo and Golf. It wasn't sold in Australia. Maybe just as well.



Is there anyone who wants to go to England on holidays next year? If you do, you should probably buy yourself a copy of this book before you go.



Have you noticed how many young guys fit bigger exhaust tips to their Japanese cars? Well whatever they can do, Volkswagen owners can do better.



'Bigfoot' trucks made out of US pickups are very common nowadays. There are monster truck races on all the time and can be seen on TV. But what about a bigfoot truck made out of a VW?



If you were looking for a new job, this would be an interesting one to apply for. It's from 1972.

Advertising Executive

Applications are invited for the position of Advertising and Public Relations Supervisor with Volkswagen Australia Pty. Limited.

Duties: Under direction, handle advertising requirements of all of the company's products at a national, wholesale and retail level. Prepare and write Press Releases and basic advertising material. Liaise with agencies during all phases of production and campaign implementation.

Qualifications: The successful applicant will be approximately 23 years of age, with comprehensive training and practical experience in all forms of advertising and currently be employed as an Account Executive or Advertising Assistant.

Previous automotive experience will be a definite advantage, although not necessarily essential.

Confidential applications, giving full details, should be made in writing to:

*The Advertising and
Public Relations Manager,
Volkswagen Australia Pty. Limited
27 Waterloo Road,
North Ryde, N.S.W. 2113.*



For Christmas '64, '65, '66, '67, '68, '69, '70, etc.

The only thing that beats a new Volkswagen for drama on, say, July 18, is a new one arriving on December 25.

(5.20 a.m. Beep, beep, beep, beep, beep.)

All the neighbours know about it.

And after an hour or two of driving, so do you.

The air-cooled engine starts immediately, and unlike a lot of Christmas drivers, you

won't get stuck on the side of the road waiting for a boiling radiator to cool down.

The VW doesn't have a radiator.

What it does have is a four-speed synchromesh gear box that experts often claim is the best in any car.

Independent torsion bar suspension on all four wheels, so each wheel takes its own bump and the car keeps an even keel.

Big wheels, and an average 40 thousand miles from a set of tyres, depending on how you drive.

And reliability no-one can match. So even if you don't get a Volkswagen for Christmas, keep it in mind.

Because the day you do, everyone acts like it's Christmas, anyway.



VW1200 £819. VW1200 Deluxe £919. VW1200 Deluxe Sunroof £966 (State Capital City prices, including sales tax).

VW NATIONALS Sponsors 2019.

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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VW Classic Kirrawee	(02) 9521 5333
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