

# Zeitschrift



Peter Lander and Chris Heyer, Bathurst 1979.

**January 2020**

**IN THIS BUMPER HOLIDAY ISSUE:**

Canberra social runs  
1954 Melbourne Show  
J&S Beach Buggy  
More Ash articles

1978 Lennox Volksfest  
VW Caddy Beach  
1979 Bathurst 1000  
Plus lots more...



**The Legend Never Dies**

**Club VeeDub Sydney.**  
[www.clubvw.org.au](http://www.clubvw.org.au)

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



# Club VeeDub Sydney Committee 2019-20.

<b>President:</b>	Steve Carter	0490 020 338
	president@clubvw.org.au	
<b>Vice President:</b>	David Birchall	(02) 9534 4825
	vicepresident@clubvw.org.au	
<b>Secretary and: Membership:</b>	Norm Elias	0421 303 544
	secretary@clubvw.org.au	
<b>Treasurer:</b>	Martha Adams	0404 226 920
	treasurer@clubvw.org.au	
<b>Editor:</b>	Phil Matthews	0412 786 339
	editor@clubvw.org.au	
<b>Webmasters:</b>	Aaron Hawker	0413 003 998
	webmaster@clubvw.org.au	
<b>Social Media:</b>	Lee Woods	0414 952 509
	l.woods@hotmail.com.au	
<b>Book and DVD Librarian:</b>	Carl Moll	0417 471 137
	library@clubvw.org.au	
<b>Tool Librarian:</b>	Bob Hickman	(02) 4655 5566
	tools@clubvw.org.au	
<b>Merchandising:</b>	Raymond Rosch	(02) 9601 5657
	sales@clubvw.org.au	
<b>Assistant Merch:</b>	Kira and Bettina Rosch	
<b>Raffle Officer:</b>	Christine Eaton	(02) 9520 4914
<b>Vintage Registr:</b>	John Ladomatos	0449 236 076
	vintage@clubvw.org.au	
<b>VW Nationals Committee:</b>	David Birchall	(02) 9534 4825
<b>Trophy Engineer:</b>	Zelko Jurkovic, Eddie Fleita, Joe Buttigieg	
	Shirley Pleydon	
<b>Motorsport Captain:</b>	Rudi Frank	0418 442 953
	motorsport@clubvw.org.au	
<b>VW Motorsport Committee:</b>		
Craig Adams	Martha Adams	
Eddie Fleita	Joe Buttigieg	
<b>General Committee:</b>		
Barry Parks	Charlie Attard	
Sam Nadile	Joe Buttigieg	
Sandy Benic	Zelko Jurkovic	
<b>Canberra Committee.</b>		
<b>President:</b>	Willie Nelson	clubveedubact@gmail.com
<b>Secretary:</b>	Dot Bryan	clubveedubact@gmail.com
<b>Treasurer:</b>	Dave Cook	clubveedubact@gmail.com
<b>Registrar:</b>	Willie Nelson	clubveedubact@gmail.com
<b>Council/Events:</b>	David Cook	clubveedubact@gmail.com
<b>Social Media:</b>	Dorothy Bryan	clubveedubact@gmail.com
<b>Merchandise:</b>	Jacqui Stenhouse	clubveedubact@gmail.com

## Club VeeDub membership.

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

## Monthly meetings.

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

## Correspondence.

Club VeeDub Sydney  
PO Box 324  
Mortdale NSW 2223

## Our magazine.

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

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

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

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

## We thank our VW Nationals sponsors:

### 32 years.

Andrew Dodd Automotive      Vintage Vee Dub Supplies  
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JustKampers                        Volkshome Automotive  
Kombi Shop                         Volkswerke  
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 14<sup>th</sup> 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](mailto:richard@wattlerdinvestments.com.au)

Jim Davidson:  
Phone: 0408 255 562  
Email: [jimdavo3158@gmail.com](mailto: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](http://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!*

# Robertson Heritage Railway Station Classic Car Show Sunday 19th April 2020 - 9.30 am - 1.30 pm

Exhibited car gold coin entry

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

Image courtesy Adrian Compton © 2017

P: Steve: 02 4885 2393  
E: [accn@bigpond.com](mailto:accn@bigpond.com)

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

Free  
public  
entry



## Von dem Herrn Präsident.

Hi all, well I hope everyone had a great Christmas and New Year! I'm sure everyone enjoyed our Christmas meeting at Arena (Greyhound Club) in December. We were unable to use the auditorium as there is now a permanent booking for bingo on Thursday nights so we were given the upstairs observation room with a view of the greyhound track which worked out fine, hopefully next year we can have the bar in the room operating. Thanks also to the people who organised nibbles - Phil, Christine and Shirley. Thank you also to everyone who brought a present and to Christine for running the big Christmas raffle.

2020 is shaping up to be a busy year for VW events, with some great things coming up for you to do with your VW. Check the Club Calendar and make a note in your diary or calendar so that you don't miss out on these events.

The VW Summer Cruise is just about to happen so check the coming events section for more details. See the flyer and ring Martha or Craig if you have any queries. The Club BBQ will be sizzling at Stanwell Park beach, so we'll see you at Uncle Leo's at 8:30am for a 9am departure on Sunday 19th January - yes it's earlier than last year. We want to get to Stanwell Park before it gets busy.

Carl Moll has organised an Australia Day car display event at Glenbrook in the Blue Mountains, should be a little cooler than Parramatta Park, check out the flyer in this issue for convoy details.

We've been invited again to the Gerringong Motorfest in February, so it will be great to have a nice cruise and show off our VWs there. Also on the 23rd February is the screening of the 2019 VW Nationals movie at The Edge Cinema in Katoomba., thanks to our professional cameraman and cinematographer Phil Mass

The VW Nationals is fast approaching. Unfortunately we are not going to have the Supersprint this year. The decision was made after last year's poor attendance to instead do a track day at Luddenham Raceway - but we were unable to secure the date. We are endeavouring to secure this venue for the 2021 VW Nationals Supersprint. It all came down to the amount of effort required to run the Supersprint at Sydney Motorsport Park for little return for our members and in competitor numbers.

Instead, we are going to have a navigation run and end up at nice venue for lunch. Stay tuned for more details.

I was contacted last month about some of our club members attending the Festival of Japanese & European Cars at Sydney Motorsport Park.

The only way had to inform members was at the club Christmas Party and via the club wide email. So it's really important that you give Norman our secretary your email address and update it if it changes.

I hope to see you at an event in 2020.

Steve Carter



## Festival of Japanese and European cars.

Our club received a last minute invite to the Festival of Japanese and European cars at Sydney Motorsport Park, the week after Christmas. It was a two day event - Saturday was a massive car show, while the Sunday was a much smaller event. Both days featured drifting, on the North Circuit on the Saturday and the South Circuit on the Sunday and wet pan and figure 8 drifting both days.



I contacted club members willing to come out for a look via the club email system, I thought it would be best to attend on the Sunday as I was going to be there with my Japanese car doing the wet pan drift, a Christmas present from my son.

Eight VWs attended, four Beetles, two Golfs, a Kombi Camper and a 'VW family' Skoda. They parked on the hill overlooking the south circuit area that is for used competition drifting.

We had few club members attend the Festival of Japanese & European Cars on the 29th Uch Perazza, Zoran Miloica, Julius Zimmerman, Rudi Franks, Marino, John Vellis, Stewart Burke and Sebastian Burke. I ran my Jap daily on the wet pan and had a ball.

Steve Carter

## Kanberra Kapitel report.

Happy New Year from the Nation's Capital,

The Christmas and New Year period is usually a quiet time for the Canberra Chapter of Club VeeDub, with many getting away for the holiday period. Whilst this was the plan for many of us, the bushfires that ravaged the NSW Sth Coast and the NE coast of Vic made many of us change our plans. As I'm writing this on the 5<sup>th</sup> January, those fires are still raging and many people are still displaced and/or battling the fires. My family was holidaying near Merimbula/Pambula enjoying our annual beach holiday; however after receiving the evacuation order on New Year's Day, we, like many others, packed up and headed home to Canberra on the 2<sup>nd</sup>. Stuck inside on the second time in a week when Canberra has been listed as having the worst air quality of any city in the

world has given me the opportunity to reflect and write this piece.

Many stories will be told for many years of these fires. I personally know of three families that have lost their homes so far. On the VW family side of things, a good friend and long-time supporter of the local VW scene here in Canberra lost his split window Kombi during these fires. A member of one of the RFS brigades on the Sth Coast, he parked the Kombi at the RFS station and went out fighting the fires with his crew. Unfortunately the station was burnt down, along with the Kombi parked outside.

Summernats is hosting its last day here in Canberra as I write this. Not an event I get along to normally (last time I went was 1996 with my HR Holden); however due to being in Canberra and with an invite from some other VW folks, I ventured into the CBD to watch the procession of cars cruising through Braddon. I was pleasantly surprised by the good behaviour of both the participants and spectators, coming away with the feeling that the organisers have indeed made this into a family friendly event. There were a few VeeDubs cruising, including a dual cab Kombi, Karmann Ghia, Oval Beetle and a Baja Bug. It was great to see these cars accepted by the crowd.

Mid December saw the Canberra Chapter host its Xmas event, joining in with Carols in the Park at Mullion Park, Harrison. Only a few cars got along this year; however those that went thoroughly enjoyed the activities, meeting Santa Claus and having a free sausage sizzle.

A few events are planned for the upcoming months, as listed below:

- **19 Jan:** Stanwell Park VW meet. Meeting at EPIC McDonalds at 0800, we will depart at 0815 sharp and 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. (Road closure and bushfire dependant).
- **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.

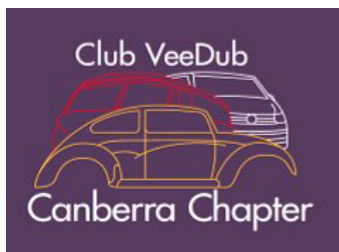
As usual, please keep an eye on the Facebook page for news and upcoming events. We also post feedback and pics from recent activities on the Facebook page and invite members to also post VW related info. The Facebook page is also a great way to get in contact with the committee with any enquiries you 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](mailto: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](http://www.clubvw.org.au) for the latest information and any changes.**

### January.

**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:- 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](mailto: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.

**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.

**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.

## Marktplatz.

*Marktplatz ads in Zeitschrift are free. All ads should be emailed to [editor@clubvw.org.au](mailto:editor@clubvw.org.au)*

*All ads will be published here for two months. All published ads will also appear on our club website, [www.clubvw.org.au](http://www.clubvw.org.au).*

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

## New ads.



**For Sale: 1966 VW 1300 Beetle.** Very straight car in great condition. I am 2nd owner, original owner had from brand new for 50 years. New tyres and battery. Vehicle currently on club rego which is not transferable. Regrettable sale. Located in western Sydney. \$16,500.00- Negotiable. Contact Kylie Rayner on 0401 135381 or email [RaynerKyl@cba.com.au](mailto:RaynerKyl@cba.com.au)

## 2nd Month 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](mailto: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 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](mailto: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](mailto:mark@dab.com.au)

## Trades and services directory.

## Trades and services directory.

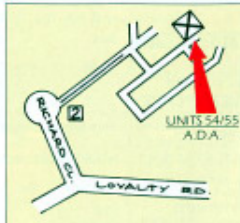
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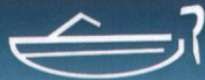


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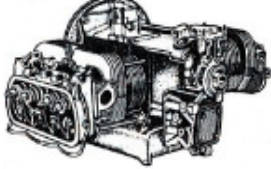
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The Transporter was outsold this time by the Toyota Hiace, Hyundai iLoad and Ford Transit Custom. Even so, VW's Kombi sales in 1973-75 (over 8,000 annually then) were still rather more than the Hiace now, even with half the population back then.

Overall, the 2019 Australian market total of 1,062,867 vehicles was down 7.8 per cent compared to the 1,153,111 sold in 2018.

Every state and territory went backwards, by a minimum of 2.3 per cent (Tasmania) to 16 per cent (Northern Territory). Buyers in New South Wales and Victoria, combined, purchased 60,000 fewer new cars than they did in 2018.

## VW sales drop again.

Volkswagen has recorded a substantial 11.8 per cent slump in Australian sales in 2019, according to official VFACTS sales figures released this week. This is a bigger drop than the Australian market as a whole, which fell almost 8 per cent, meaning VW has lost further market share.

Volkswagen sold **49,928** vehicles in Australia in 2019, a drop of 6,692 vehicles on the 56,620 sold in 2018. It's VW's second year in a row for dropping sales (58,004 sold in 2017), and the lowest figure recorded since 2011 (when just 44,740 VWs were sold). VW's all-time record sales figure is 60,225 in 2015, so sales have dropped 17.1 percent in four years.

However, because Holden sales have tanked to just 43,176, their lowest figure since 1954, Volkswagen outsold Holden for the first time ever and moved back up to eighth place on the Australian market. VW is ahead of Honda, Holden and Subaru, and just behind Nissan, Kia and Ford.

VW had been ninth last year, but as high as 7th on the market in 2017 when VW out-sold both Nissan and Kia. However both of these makes re-passed VW in 2018.

Volkswagen was again Australia's most popular European brand, for the fifteenth year in a row.

VW's best selling model in 2019 was again the **Golf**, with **14,355** sales. However the Golf recorded a considerable drop of 24.7 per cent on the 19,076 sold in 2018. The Golf's all-time record figure is 22,092 sold in 2015. The Golf was the twentieth best-selling vehicle in Australia in 2019, down from eleventh in 2018, one extreme example of how Australian buyers are turning away from small-medium cars in favour of SUVs. Still, the Golf is the biggest selling Australian VW model of all time, passing the Beetle's 1954-77 grand total of 260,055 in March 2018. The Golf's 1976-2019 total is now 289,589 (not counting Golf Alltracks, which VFACTS counts as a different model), and the Golf should pass 300,000 in about September 2020 at current sales rates.

The VW Caddy was again Australia's most popular small van, with 1,672 sales. Even though this was another drop from the 1,974 sold in 2018, and the 2,256 sold in 2017, the Caddy still outsold its competitors, the Renault Kangoo and Citroen Berlingo. The Caddy was the only Volkswagen model to finish in the 'top three' of its market category.

The data shows that SUVs accounted for 45.5 per cent market share, up from 43 per cent in 2018. Passenger cars managed 29.7 per cent share, and light commercials 21.2 per cent. Nine of the ten best-selling makes dropped sales in 2019.

Toyota topped the charts for the 17th year in a row with 205,766 sales for the year, but down 5.2 per cent. Mazda fell by 12.3 per cent but hung on to second place with 97,619 cars counted as sold. Hyundai scraped into third with 86,104 sales, despite their sales falling by 8.6 per cent.

Mitsubishi fell by 'only' 2 per cent for a fourth-placed total of 83,250, well ahead of Ford (63,303, down 8.4 per cent). Kia was the only top-ten brand to increase sales, to 61,503, up 4.6 per cent.

Nissan (50,575, down 12.3 per cent), Volkswagen (49,928, down 11.8 per cent), and Honda (43,868, down 14.9 per cent) all showed consistent contraction of sales figures.

Holden hung onto the final spot inside the top 10 with 43,176 sales, despite falling a massive 28.9 per cent and recording their lowest figure since 1954 (39,492 were sold that year, then 45,397 in 1955). Holden managed to edge out Subaru, which recorded a sales dip of 20 per cent to 40,007.

Some other brands that saw sales fall across the year included Mercedes-Benz cars and commercial vehicles (38,604, down 2.4 per cent), Isuzu Ute (25,311, down 8.4 per cent), Audi (15,708, down 19.1 per cent), Land Rover (8879, down 12 per cent), Renault (8634, down 13.8 per cent), Jeep (5519, down 24.7 per cent), Mini (3204, down 10.8 per cent), Peugeot (2445, down 13.8 per cent), and Jaguar (2274, down 15.1 per cent).



Some brands increased their sales. Apart from Kia, others to grow included BMW (23,307, up 1.1 per cent), Lexus (9612, up 9 per cent), Volvo Car (7779, up 16.2 per cent), Skoda (7001, up 20.6 per cent), and Porsche (4161, up 6.4 per cent).

Chinese brands are growing too, led by MG (8326, up 176.9 per cent), LDV (6480, up 6.9 per cent), Haval (1706, up 169.5 per cent), and Great Wall (1401, up 78.7 per cent). Another big grower was Ram Trucks (which are converted to right-hand drive locally), which grew three-fold to 2868 units.

The Toyota HiLux again claimed the title of number one selling vehicle in 2019 across all categories, for the fourth year in a row, with 47,649 sales. The HiLux was followed by its Ford Ranger rival, again number two in the market with 40,960 sales.

The top-selling passenger car was the Toyota Corolla in third on 30,468, ahead of the Hyundai i30 on 28,378. Rounding out the top 5 was the Mitsubishi Triton ute on 25,819. The Mazda3 has fallen from fourth to seventh position.

Private cars accounted for 476,493 units (down 7.6 per cent), business sales 438,641 (down 8.7 per cent), rental fleets 73,702 (down 4.5 per cent), and government sales 36,062 (down 5.9 per cent).

Petrol-electric hybrid cars managed 30,641 sales thanks to Toyota's expansion into new segments (led by the RAV4), which is up 53 per cent. Sales of electric cars and plug-in hybrids were 2925 units, up 54 per cent. However this does not include any sales from Tesla, which doesn't provide any data to the FCAI.

The most common source countries for vehicles were Japan (334,075), Thailand (271,120), Korea (150,630), Germany (84,166), and the USA (41,275).

Most popular vehicle segments by market share: Medium SUV (19.1), 4x4 ute (15.9), Small Cars (15.4), Small SUV (13.1 per cent), and Large SUV (11.5).

Tony Weber, chief executive of the FCAI, commented at the release of the sales results:

"2019 reflects a tough year for the Australian economy, with challenges including tightening of lending, movements in exchange rates, slow wages growth, high petrol prices and, of course, the extreme environmental factors our country is experiencing."

#### Australia's top-selling brands for 2019:

1. Toyota	205,766	-5.2%
2. Mazda	97,619	-12.3%
3. Hyundai	86,104	-8.6%
4. Mitsubishi	83,250	-2.0%
5. Ford	63,303	-8.4%
6. Kia	61,503	4.6%
7. Nissan	50,575	-12.3%
8. Volkswagen	49,928	-11.8%
9. Honda	43,868	-14.9%
10. Holden	43,176	-28.9%
11. Subaru	40,007	-20.0%
12. Mercedes-Benz	38,604	-2.4%
13. Isuzu Ute	25,311	-8.4%
14. BMW	23,307	1.1%
15. Suzuki	17,310	-1.7%
16. Audi	15,708	-19.1%
17. Lexus	9,612	9.0%

18. Land Rover	8,879	-12.0%
19. Renault	8,634	-13.8%
20. MG	8,326	176.9%

#### Australia's top-selling models in 2019:

1. Toyota HiLux	47,649
2. Ford Ranger	40,690
3. Toyota Corolla	30,468
4. Hyundai i30	28,378
5. Mitsubishi Triton	25,819
6. Mazda CX-5	25,539
7. Mazda 3	24,939
8. Toyota RAV4	24,260
9. Kia Cerato	21,757
10. Mitsubishi ASX	20,806
11. Nissan X-Trail	19,726
12. Toyota Prado	18,335
13. Hyundai Tucson	18,251
14. Mitsubishi Outlander	17,514
15. Holden Colorado	17,472
16. Isuzu D-Max	16,892
17. Toyota Camry	16,768
18. Subaru Forester	15,096
19. Mazda CX-3	14,813
20. Volkswagen Golf	14,355

## Stretch Amaroks coming.

Volkswagen is about to bridge the size gap between the most popular types of double cab ute in Australia, and the full size pick-ups from the USA.

Volkswagen Australia is poised to introduce a factory-approved conversion that significantly lengthens the wheelbase and tray of its Amarok ute.

The stretch will be available in two sizes: +310 mm (XL) and +650 mm (XXL). The conversion is available for all variants of Amarok, regardless of trim and driveline, and retains the full five-year factory Volkswagen warranty.

This will increase the Amarok's wheelbase from 3095 mm to 3405 mm or 3745 mm, and its overall length from 5254 mm to 5564 mm or 5904 mm.

This compares to a 5817 mm of overall length for a Ram 1500, and 6085 mm for a Chevrolet Silverado 2500.

The length of load space in the tub of the Amarok increases too, from 1555 mm to either 1865 mm or 2205 mm.

The mastermind of the conversion is Netherlands-based Veth Automotive, but Australian conversions will be



carried out by Adaptive Manufacturing in South Australia.

The Amarok's chassis gets chopped fore of the rear spring hangers, meaning the leaf springs and surrounding chassis remains unmodified.

The rear prop shaft, brake, and electric lines are lengthened to match the chassis stretch, and the ESC is also retuned to suit the increase in length.

There is no change to GVM and towing capacity with the conversion, although payload will be decreased slightly by the increase in kerb weight. There will be different stability control settings to suit different centre of gravity setups: low, medium or high.

This will help Amaroks with increased ride height, or equipped heavy canopies/bodies that raise the centre of gravity.

The dual-cab tub is modified to suit the conversion, with an extension grafted into place to suit the new overall length. Volkswagen doesn't offer single-cab or extra-cab variants.

This conversion will be available to existing Amarok owners, but will also be available to purchase or order from the showroom floor.

Volkswagen is looking to have the Amarok XL and Amarok XXL available for Australian buyers from mid-2020.

Pricing for the conversion hasn't been locked down yet, but a spokesperson from Volkswagen told us an Amarok XL with a tub would be less than \$15,000 more expensive than its shorter counterpart.

The conversion will also be available as cab-chassis at a reduced cost, for those looking to fit trays, canopies and service bodies for work or play.

## Caddy Beach sold out.

Volkswagen has already sold out of the compact Caddy Beach camper (reviewed in this issue - see page 34), and the model won't be renewed for 2020.

Just 120 examples of the camper van made it to Australia, priced from \$46,990 drive-away, featuring a fold-out bed, walk-through tent, two folding camp chairs, block-out curtains, and plenty of interior storage for weekends away.

When not on campsite duty, the Caddy Beach converts into a five-seat people carrier.

Volkswagen Australia says the decision to end the camper's run is "a rationalisation of the range".

"I don't think anyone could accuse the Beach of being anything other than a niche model," a VW spokesperson said.

"We brought in a few examples of it in the last model year, but it's had its run."

Moving forward, Volkswagen Australia will focus on the T6.1 California camper revealed in August. As with the wider Multivan and Caravelle range, the updated California gets a more modern look on the outside, more technology on the inside, and a revised range of front- and all-wheel drive powertrains.

Although the California hasn't been confirmed for Australia, local Volkswagen representatives have made it clear the company wants it.

"We still see the California as being a strong opportunity, which is why we're working hard on introducing



it as part of the T6.1 rollout," the Volkswagen Australia spokesperson said.

VW will need to have the Hanover factory produce the California in RHD interior fitout, with a left-side sliding door, before it can be sold in Australia. All previous Californias have had LHD fitouts with the sliding door on the wrong side - even British market RHD versions.

## ID.4 teased in China.

Volkswagen has detailed its upcoming product offensive for the Chinese market, in the process teasing the new ID.4 electric crossover which is due to be revealed soon.

Despite the ID.3 hatchback having already gone on sale in Europe, the Tiguan-sized ID.4 will be the first of Volkswagen's new EV models to hit the Chinese market when production starts in 12 months time - similar to how it will debut VW's electrification debut in Australia.

The ID.4 will be the first of 10 new MEB-based electric vehicles to launch in China by 2023, along with a range of new plug-in hybrid models and cars with "high-efficiency combustion engines."

Volkswagen has confirmed a version of the ID.3 will be sold in China following the launch of the ID.4, to be produced at a new plant in Anting by the SAIC Volkswagen joint venture.

Beyond the upcoming range of electrified models, VW has committed to a slew of new "high-efficiency" combustion-powered models.

One of these will be a market-specific version of the T-Cross, dubbed the Tacqua, which will be produced by FAW Volkswagen, while the new Viloran people mover will be built by SAIC Volkswagen. These LHD-only models won't be exported.



Since 2018 Volkswagen has commenced the rollout of 14 new models in China, including five new SUVs. China is Volkswagen's largest national market, considerably bigger than Germany.

"We have given our brand a new look, a new character, a new corporate goal focusing fully on decarbonisation and new cars," said Stephan Wöllenstein, CEO for Volkswagen Group China.

"The ID.Next and ID.3 show that we are on the way to mobility with a neutral carbon balance with battery electric vehicles."

Like China, Volkswagen's Australian electrification rollout will kick off with the ID.4 - though the first examples aren't expected to arrive until 2022.

Speaking with media at the recent Frankfurt motor show, Volkswagen's local product planning boss, Jeff Shafer, said the Australian division is aiming to have the ID.4 kick off at below \$50,000, which would put it well below the current price point of the Hyundai Kona Electric and Tesla Model 3.

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

"As Michael [Bartsch, VW Australia managing director] said, it's a long journey compared to where we are at today," Shafer continued, "I had that meeting again today. And without saying anything I shouldn't, we have a couple of meetings coming up, where we are going to be having this discussion again."

## Touareg R coming.

Volkswagen is working on an even hotter version of its Touareg luxury SUV, with VW's German marketing boss confirming it will feature a plug-in hybrid system.

Speaking with media at the recent global reveal of the eighth-generation Golf, Jürgen Stackmann said the Touareg will be "the first R model to go plug-in hybrid."

In that one statement, Stackmann confirmed both a Touareg R and the style of powertrain.

"We start with that journey, and the task is out there for Joss Capito and his team to deliver us an electric future for R," Stackmann said.

"Then that's the journey for R. For the next five years as we are launching some Rs next year we will couple these cars with a very strong message for low emissions."

It's unknown what exactly will power the Touareg are just yet, but we reckon there are clues elsewhere in the Volkswagen stable.

Currently, the only plug-in version of the Touareg is sold in China (soon Europe will get it too), powered by a 2.0-litre turbo petrol engine teamed with an electric motor and battery pack for combined outputs of 270 kW and 700 Nm.

While those figures are pretty decent, the range-topping V8 TDI produces a beefy 310 kW and 900 Nm from its 4.0-litre V8 turbo-diesel, good for a 4.9-second dash from 0-100 km/h.

One option for a performance plug-in hybrid could be the high-output V6 PHEV drivetrain from the recently-revealed Audi Q7 60 TFSI e, which outputs a combined 330 kW and 700 Nm from its 3.0-litre turbocharged V6 and electric running gear.

The current Porsche Cayenne e-Hybrid (which also shares its MLB underpinnings with the Touareg) offers 340 kW and 700 Nm from the same drivetrain, and claims to hit triple figures in 5.0 seconds flat. With its 14.1 kWh battery pack, Porsche reckons the Cayenne e-Hybrid can travel 44 km in EV mode.

We reckon a Touareg R with a slight power/torque boost could easily match, if not beat the 4.9-second 0-100 claim of the V8 TDI, while improvements to the battery system should boost the EV driving range.

It's believed the R-badged Touareg will debut sometime next year ahead of a 2021 global launch.

The Touareg hasn't been offered with a proper R badge since the first-generation R50 back in the late 2000s, which got an uprated version of the 5.0-litre V10 turbo-diesel offered in the core range. Launched in 2008, the Touareg R50 was boosted to 258 kW and 850 Nm, and claimed to accelerate from 0 to 100km/h in 6.7 seconds.

Beyond the plans for VW's flagship SUV, Stackmann told Autocar the wider electrification of the R performance brand will be a little further down the track.

"For the immediate future I think we will still see Rs in the conventional form, so that they will be true to what R is today but obviously we need to worry about it as our emissions need to come down in 2020, R needs to go on the way."

Stackmann's comments indicate the next-generation Golf R should continue with petrol power, likely an uprated version of the current car's 2.0-litre turbo four, though future models will eventually introduce electrification in some form.

In addition to plug-in hybrid technology, Volkswagen is already rolling out 48V mild-hybrid systems across its line-up - including the new Golf with its 'eTSI' engine range - along with pure-electric models in the form of the upcoming ID. EV family.

## Next Passat for Slovakia?

In contrast to the story published last month, the Volkswagen Group may now abandon its plans to build the next Passat at its planned •1.3 billion





"come in different versions" and arrive in the North American, Chinese and European markets in 2021 (and maybe Australia several years later).

The ID. Space Vizzion is said to achieve an electric range of 590 km under the more stringent WLTP measures. For comparison, the top-spec ID.3 with its 77 kWh battery has 550 km of range.

To enthusiasts, a station wagon is an utterly logical and often highly desirable body style. Nevertheless, they've waned in popularity in markets like Australia and the US.

In its press release, Volkswagen appears to appeal to SUV buyers, touting the ID. Space Vizzion as combining the "aerodynamic characteristics of a Gran Turismo with the spaciousness of an SUV."

The last ID. Vizzion branded concept was a sedan which debuted at last year's Geneva show. That Vizzion had a very, uhh, visionary video game interior, lacking a steering wheel and a conventional dashboard and was designed for Level 5 autonomous driving.

This ID. Space Vizzion isn't quite so Jetsons-thinking but its interior is still resolutely modern with a Tesla-style, landscape-oriented touchscreen. It also features AppleSkin trim, an artificial leather partially made of the residual matter from apple juice production.

Though Volkswagen hasn't released dimensions of the ID. Space Vizzion yet, the previous ID. Vizzion was a big car, measuring 5164 mm long and 1948 mm wide. It was bigger than a Passat or a Tesla Model S, and almost exactly the same size as the regular-length Audi A8.

Once the family chariot of choice for US buyers from the '40s to the '70s, minivans left wagons in the weeds in the 1980s and SUVs drove the final nail into their coffin in the 1990s. The remaining station wagons on sale there, such as the Volvo V90, are largely niche, luxury-branded models that attract a select few of the monied elite.

While there is no wagon version of the US Passat, Volkswagen offers one of the tiny handful of mainstream-branded wagons on sale there, the Golf SportWagen, but has recently announced it will be discontinued (no wagon version of the coming Golf 8 has been announced). On the other end of the spectrum, they're reintroducing the magnificent Audi RS6 Avant there.

Perhaps Volkswagen sees an opportunity there for more upscale wagons, even as mainstream options continue to be whittled down.

factory in Turkey, according to a new report.

Industry journal Automotive News Europe says sources told sister publication Automobilwoche that Volkswagen could now shift Passat production to Bratislava, Slovakia, where it already builds various models like the VW Touareg, Audi Q7 and Q8 and Porsche Cayenne, as well as the small VW Up! and its Skoda/Seat iterations.

VW has reportedly paused progress on Turkish investment, "amid international criticism of Turkey's ongoing military operations in Syria."

A decision needs to be made relatively soon, however, as the company initially planned to have the Turkish plant in operation from by October 2022, according to the report.

Automotive News Europe claims that VW micro car manufacturing will be phased out due to slowing sales in the segment, which should free up capacity for production of the popular Passat mid-sizer.

It's also reported VW supervisory board member, Stephan Weil, is opposed to the plans for Turkish production - Weil is Prime Minister for Lower Saxony, Volkswagen's home state, which has a 20 per cent stake in the German brand.

Earlier reports said Volkswagen's plans to open a new factory in Turkey which would be the main site of Passat and Skoda Superb production. The facility would have an annual output of 300,000 units, and commence operations in 2022. It was planned for the plant to be an export hub for the Middle Eastern and Russian markets.

Currently, the Passat is built in Emden, VW's main export plant on the coast in north-west Germany. It is earmarked to be converted into VW's main electric vehicle factory, meaning Passat production needs to be moved elsewhere.

## ID. Space Vizzion.

Could Volkswagen be trying to make the station wagon cool again?

VW is debuting the ID. Space Vizzion concept at this year's Los Angeles motor show. It's a rather strange debut location for a station wagon, as the US is virtually a wasteland nowadays for the body style, arguably even more so than Australia.

The ID. Space Vizzion is another vehicle based on Volkswagen's Modular Electric Drive (MEB) platform. It previews a production model which will



# The final Shannons Cars Bikes and Coffee.

It was the end of an era in Canberra recently, with the final Shannons Cars, Bikes and Coffee event conducted for local car enthusiasts on Sunday 8th December.



Shannons have decided not to continue with conducting these events so as to free up funding to support other local motoring events. The concept has been passed on to another organisation who will conduct similar events in the future, which Shannons has indicated they will support.

These events have been a great success here in Canberra, with many car enthusiasts joining in. They are relaxed events where no spots are reserved for clubs or individuals - you park up as you arrive. Coffee and food vendors are bought in to provide sustenance and everyone just mingles and checks out other great cars. Gold coin donation was requested of participants and spectators, with funds going to assist a couple of organisations fighting the bushfires in the region.

This final event saw the biggest turn-out ever for one of their events, which pleased organisers and patrons alike. Many cars that turn out are not usually seen at shows for various reasons. Some owners don't think their cars are 'show worthy', while others just aren't 'club' or 'show' people; but enjoy the opportunity casual meets like these provide to come along and look at other classic machinery.

Once again the Canberra Chapter of Club VeeDub was in attendance, bolstered by other local VeeDubbers who are



not in the club. Volkswagens were once again the largest single contingent at the show - a claim the local Ford Performance Vehicle Club was trying to wrestle from us. Not this time, guys!

The VeeDubbers met at Old Parliament House and travelled in convoy to the venue, so as we could all park together once we arrived. Making sure we got there early





your friends. With this in mind, the Canberra Chapter recently conducted a twilight cruise and burger evening.

Meeting at Old Parliament House (OPH) at this time of the year and in the early evening proved to be a rookie mistake, as one of the many high school formals was underway at OPH. Parking was at a premium and the procession of classic and exotic cars doing 'The Drop-Off' caused quite the traffic snarl. We managed to work through it and were soon ready to commence on our cruise.

Being early evening, we decided to pick a route that should avoid any work commuters in an attempt to keep all the cars together. A drive to the top of Mt Ainslie to admire the view and see the setting sun was the result, with the short drive providing quite a spectacle for other road users. With 15 VWs and a Dodge Dart GT cruising up all three lanes of Anzac Pde toward the War Memorial, locals were treated to a visual smorgasbord of classic cars amongst the usual bland view of modern plastic cars.

Once at the top of Mt Ainslie, we lined the cars up for some photos and a chat. The Dodge Dart GT was something



enough enable us to get the prime undercover location, rather than the overflow grassed (dirt) area.

At the end of the day, raffles and an auction were conducted. One of our members (Dave Cook) managed to win a double pass to Summernats in the raffle, which will make his son, Billy, extremely happy. Another club member, Michael from Canberra VW Centre - Tuggeranong, entered a well fought bidding war and came away victorious with the winning bid for the large Shannons Cars Bike and Coffee banner, which will be displayed at his workshop. With the raffle, auction and donations, \$6800 was raised for the bushfire fighting charities the day supported.

Once again, another great event and a great turnout of Club VeeDub members. Thanks everyone who came along and helped us retain the title of best represented club at the event.

Willie.

## Canberra Chapter Twilight Cruise and Burgers.

With the beautiful warm summer evenings experienced here in the Capital, what better way to spend an evening than to go for a cruise in your VW and have a relaxed meal with



different for this group, so the owner was asked many questions and provided a great amount of knowledge on the early Mopar muscle cars.

Another relatively short cruise from Mt Ainslie to the waterfront district of Kingston Foreshore took us to the venue for dinner - Brodburger in the Canberra Glassworks. Being a



popular spot for dining and drinking, parking was at a premium, meaning we had to split up to gain a park. Once everyone had secured a spot, we met up in the burger joint and enjoyed the gourmet burgers and cold beers Brodburger is known for.



With full bellies and after great conversation, everyone made their way home. All agreed it was a great evening and something we should do again soon. Keep an eye on our Facebook pages where another similar in the new year is in the plan.

Willie.

## Best place for VW parts.

Where can you buy the best old Volkswagens and their parts in Sydney currently?

Last Sunday started out the same as usual, driving with a mate to pick up another oval window Beetle.

A fellow Club Veedub member from Greystanes was in clean-up mode and was waiting in the driveway with the Beetle ready to go.

After loading his car onto the trailer and some small talk, Greg explained that he had another Beetle he didn't need any more.

Negotiations began and hopefully that's next Sunday taken care of.

It started to get me thinking.

When I first joined Club Veedub, many years ago, club members always swapped and sold cars and parts to each





Most people just want their unwanted VWs or parts to go to a good home.

So by all means keep looking on Ebay, if you like, but all the best buys at the moment are coming from talking to Club Veedub members at club meetings or car shows.

Really, that's why we joined the club in the first place.

Ashley Day

other - and they still do.

But what happens is that you want to find bargains that club members don't know about, for example barn finds. But barn finds are pretty rare these days and most of the time these cars are stuffed anyway.

You could spend hours every night on Ebay or Gumtree and still never find any real bargains.

But I'll let you in on some insider information for free.

Mostly all the good bargains lately are coming from club members cleaning up or rationalising their collections.

Club members have normally looked after their cars and parts, and have normally kept them in above average condition and desirability.

This means they had already picked up the good ones or the rare ones, initially.

So why try to beat club members to the bargains, when they have already done the hard searching already for you, probably many years ago.

Also I've found that club members' prices are very fair and reasonable.



# 1954 Melbourne Motor Show.

*Australian Motor Manual, April 1954*

You will see many new models for the first time.

From April 1 to April 10 the Melbourne Exhibition Building will house cars worth many thousands of pounds. The occasion is the Motor Show, organized by the Chamber of Automotive Industries, whose energetic secretary, P. J. Walsh, has arranged a fine display of cars, trucks and caravans. The show is open daily from 11 a.m. to 10 p.m. Admission 2/- (Children 9d.).

Over £2,500,000 worth of motor vehicles are on show at this year's Melbourne Motor Show, and more cars and trucks than at any previous exhibition. Many new models were shown, and a surprising fact is the amount of Australian-made content in the 1954 cars. In the American lines such as Ford, Dodge, De Soto and Plymouth, the Australian content is up to 80 per cent. Rootes, Standard and Austin all have large assembly plants in Australia, and in a few years we should see vehicles wholly Australian-made from these factories.

Looking around this year's Motor Show one cannot help but be impressed by the startling developments in the economy field. British manufacturers have boosted up their challenge with the new Standard 'Eight' and backed by the Austin A30 and the Morris Minor, offer serious competition to the formidable Continental range.

For out and out economy the unusual Citroen 2CV, which is quite capable of returning a fuel consumption of well over 60 m.p.g. (4.7 L/100 km) leads the field. Both the



roomy Goliath two-stroke and the Renault '750' are no mean performers and even the Australian-built Hartnett is well up with the competition.

Citroen have decided in the interests of economy to limit speed and performance of the 2CV and owners cannot expect more than 41 m.p.h. (66 km/h) from this model. On the other hand one could be assured of exceptionally long life and the minimum of maintenance costs. Including the baby Citroen,

the Goliath, Standard 'Eight' and the new Volkswagen show great strides in the development of shock-free suspension for the small car. During my tests of these models it was amazing to see the way even severe bumps and potholes could be absorbed in the most effortless style. Apart from any other facet in the modern motor car, suspension would seem to be the most improved feature.

Designers have realised that good handling qualities around bends and on gravel roads does not need a suspension with a small up and down movement at the axle. Lateral stability can be inbuilt and controlled by either anti-sway bars in the front end or by lower rate spring leaves for the rear.

In the last few years Britain has made great strides in improving the interior comfort of the large car. Previously, the Americans were the leaders in comfort where the going was tough or on the boulevard, but new cars, such as the Humber Super Snipe and the Armstrong Siddeley Sapphire, offer serious competition.

For outback conditions the new Humber Snipe proved its worth through last year's 6,500-mile Redex Reliability Trial and crew members had nothing but praise for its performance.

In the speed department Britain definitely has the lead and the Bentley, Bristol, Humber Super Snipe, Jaguar, Alvis and Riley Pathfinder are large saloons all capable of speeds in excess of 90 m.p.h. (145 km/h).

American cars are taking on a sleeker look. In front the grille is not quite as heavy. It is gratifying to see the improved handling in some of the latest models, in particular the Ford Customline and the big Hudson. Larger window areas are a trend in all modern cars and the Americans have discarded privacy in favour of better vision.

The ARMSTRONG-SIDDELEY Sapphire formed the centre of attraction on Stokoe Motors' stand at the Show. This large, luxurious limousine is fitted with an electrically-operated preselector gearbox, changed from a miniature gate mounted on the steering wheel to a series of solenoids on the side of the gearbox. The interior appointments are extremely





Similar in outline to the Consul and Zephyr, the new Ford Anglia offers a brisk performance and good economy. A similar suspension layout has been employed. Inside there is remarkable comfort for four large persons.

well tailored.

On show was the new AUSTIN A30 two-door version, and the new wide doors allow easy access to the inside. General trim seems to be improved, and the instrument panel looks most attractive with its new treatment. The steering wheel is larger, and at the rear the luggage compartment is more roomy.

Another new Austin seen for the first time in Melbourne was the convertible version, fitted with two doors and an interior finish just as good as the saloon model. Wind-up windows are a feature of this car.

Another car exhibited was the AUSTIN-HEALEY sports model, and both young and old alike flocked around this show-piece, admiring its many features. This is one of the few sports cars fitted with overdrive which can be operated by a switch located in the centre of the dash panel. The windscreen can be slid forward by a unique adjustment for competition purposes. It is gratifying to see that the Austin-Healey combination had sufficient foresight to include wire wheels in the standard equipment for a car with such obvious competition potentialities.

With its new high performance 4½-litre power unit and redesigned luggage compartment, the big BENTLEY is now available fitted with an automatic transmission.

Built from light alloy panels laid over an ash framework, the new BRISTOL '404' will readily reach and comfortably maintain 100 m.p.h., at the same time offering the highest standard of comfort. The larger Bristol '403' supersedes the previous '401' and can be identified from the exterior by the figures '403' either side of the bonnet. The body refinements include an anti-roll bar fitted between the front wheels.

The gleaming beauty of CHEVROLET incorporates new roomier coachwork.

The little CITROEN 2CV, although not the glamour car of the Show, is an ideal example of utility embodied in a small, economical passenger car. Inside there is an amazing amount of leg-room for four persons.

The DAIMLER 'Conquest' was a new arrival. It develops 75 b.h.p. and at £2000 provides a compact family saloon complete with the Daimler fluid flywheel and preselector gearbox.

Another new arrival was the FIAT 1100 TV, which is the 'hotted up' version of the 1100 model. Such components as the gearbox, differential, etc, have been strengthened and

the motor is assembled from selected components. The TV can be identified by a fog light set in the centre of the grille. The motor develops 48 b.h.p. Performance of slightly over 80 m.p.h. is claimed.

The first really new post-war FORD ANGLIA is a somewhat bigger car than its predecessor and on the road is capable of a much livelier performance. The power unit is the traditional 4-cylinder side-valve water-cooled motor, connected to a three-speed gearbox. Transverse leaf springs are used in both front and rear. FORD V8, ZEPHYR and CONSUL feature only minor modifications.

A new luggage compartment giving 12½ cubic feet (355 litres) of space and new bumpers and overriders identify the HILLMAN MINX

saloon for 1954. A new model, the Californian, with an American-type hard top was shown, and the design is notable for the extremely good all-round vision.

HOLDENS were exhibited with their new grille motif and improved interior and exterior finish. The 'Special' sedan can be identified from the 'Standard' and 'Business' sedans by a long chrome-tailed reflector on each rear mudguard and improved finish to the interior.



One of the "new look" Holden Specials used during the Royal tour.

The HUDSONS, typical of the trend in an American cars, now have a larger rear window and improved detailed finish to the interior.

Latest in design of the MERCEDES series to appear in Australia is the type 180, with a combined chassis and body construction and a 4-cylinder side-valve engine. The body treatment is completely different from the other models.

The latest from NASH has a new grille motif with a concave face, and minor modifications have been incorporated in the interior and mechanical components.

With a longer, lower look than last year, the DODGE, DE SOTO and PLYMOUTH all have ample vision for the driver and passengers. Minor improvements have been incorporated in these three fine Chrysler products, all aimed at improved comfort for the passenger.

A rear wheel cover, fog lights now let into the bodywork, and a redesigned open propeller shaft are the latest modifications to the RILEY 1½-LITRE. This model is in popular demand in this country, and the body is one of the few remaining examples of the classical design in a medium-

priced car.

One of the roomiest 7-8 h.p. cars on the road, the new 'Mark 54' RENAULT 750 has improved leg-room in the rear, and in the front luggage compartment the spare wheel has been repositioned vertically, allowing more room. The battery is now located in the engine compartment. New shock absorber settings improve the ride and body sway on corners has almost been eliminated.

ROVER enthusiasts are well catered for by the manufacturers, and the new high performance '90' saloon has the gear change lever mounted on the floor. The '75' model is continued on as before, but with modifications to the gearbox. In both models the park lights are now mounted on top of the mudguards.

Slightly changed body styling, new steering, more luggage space and a heavier rear axle assembly are the main changes to the SIMCA ARONDE. This car is capable of a lively performance coupled with excellent fuel economy.

The 1954 SINGER saloon can be identified by a chrome strip along the front mudguard and detailed improvements to the bodywork. All Singer models, including the sports fitted with 1500 engine, can be fitted with a twin Solex carburettor kit available at extra cost.

Britain's latest contender for world 8 h.p. car honours is the new STANDARD EIGHT, and this little four-door economy car is capable of a nippy performance. Four persons can be carried in comfort. Should only two persons be travelling in the car, a unique arrangement whereby the back seats fold forward allows an amazing amount of luggage to be carried.

A new front grille with a horizontal motif and cowls over the headlights identify the latest STUDEBAKER CHAMPION. One of the few American cars with a true Continental type styling, the Studebaker proved a popular exhibit.

Both the SUNBEAM ALPINE and the SUNBEAM TALBOT saloons are known as the glamour cars of the Rootes Group range. The Alpine made its Show debut this year, and this comfortable two-seater proved during recent Motor Manual road tests that it had outstanding handling characteristics. Last year the Sunbeam Talbot saloon appeared with ventilated wheels and larger brake drums. Other improvements are pleated upholstery, a higher overall first gear ratio, and heavy duty shock absorbers. This year's models have new type bumpers and chrome trim around the front air vents.

The cheapest 100 m.p.h.-plus sports cars at the Show were the new TRIUMPH sports. These roomy two-seaters have a sizeable amount of luggage space both behind the seats and in the exterior luggage compartment. The spare wheel is located in a separate compartment at the rear.

Higher compression ratios and modifications to the bodywork, including a new type alligator bonnet, are featured in the latest VAUXHALLS.

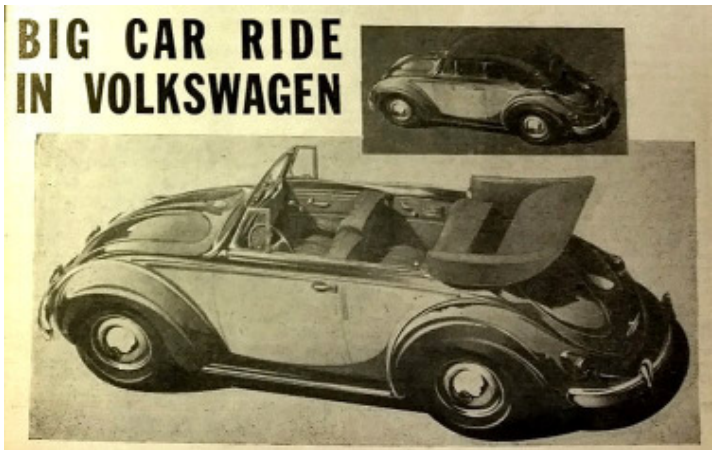
The flat-four, air-cooled rear-engine German VOLKSWAGEN is new to Australia and makes its first appearance at the Melbourne Motor Show. The general finish brought many appreciative comments from visitors. The four speed gearbox is mounted directly in front of the rear axle. Four wheel independent suspension is employed, and this car will negotiate rough terrain in effortless style. They are sold by Regent Motors Pty Ltd of Melbourne, the Rover

distributors. A test of the new Volkswagen appears below.

Powerful and attractive, the WILLYS is a Trans-Atlantic import relying on the minimum use of chrome trim over well-shaped body panels. The rear mudguards have small tail fins typical of the latest trends in design. Also the Willys is the only American car offering engines with overhead inlet and side exhaust valves.

A new instrument panel finished in polished wood can now found in the WOLSELEY Four Forty-Four, and a glove locker complete with lid is set in the left-hand side. The 1250 c.c. motor is very silent in operation and capable of returning over 30 m.p.g.

## The new Volkswagen.



One of the best finished Continental cars now selling in Australia for under £1,000, the Volkswagen has two outstanding features. Firstly, long life from the motor is assured by a low piston speed and secondly the independent suspension all-round is able to cope with rough going in fine style.

All the latest cars to come from the Continent in the small car range earn really high marks for suspension. Over the last few years designers have striven to provide a system capable of returning a big-car ride for 'baby' cars without having a complicated system that would substantially increase costs. For after all the main idea of a small car is to provide motoring with the minimum of operating costs and a low initial outlay.



Regent Motors exhibited the Perth to Melbourne record-breaking Volkswagen on their stand at the Motor Show.

**Excellent Finish**

The Volkswagen to come to Australia is the 'Export' version. The general finish is excellent. Cloth trim was featured in the model I tested and the metal areas such as the dash-panel, etc, are finished in the same colour as the body work. Everything is well tailored and the overall treatment is better than cars in much higher price brackets.

**Two-door**

Only two doors are provided and access to the rear seats is assisted by the front seats folding forwards.

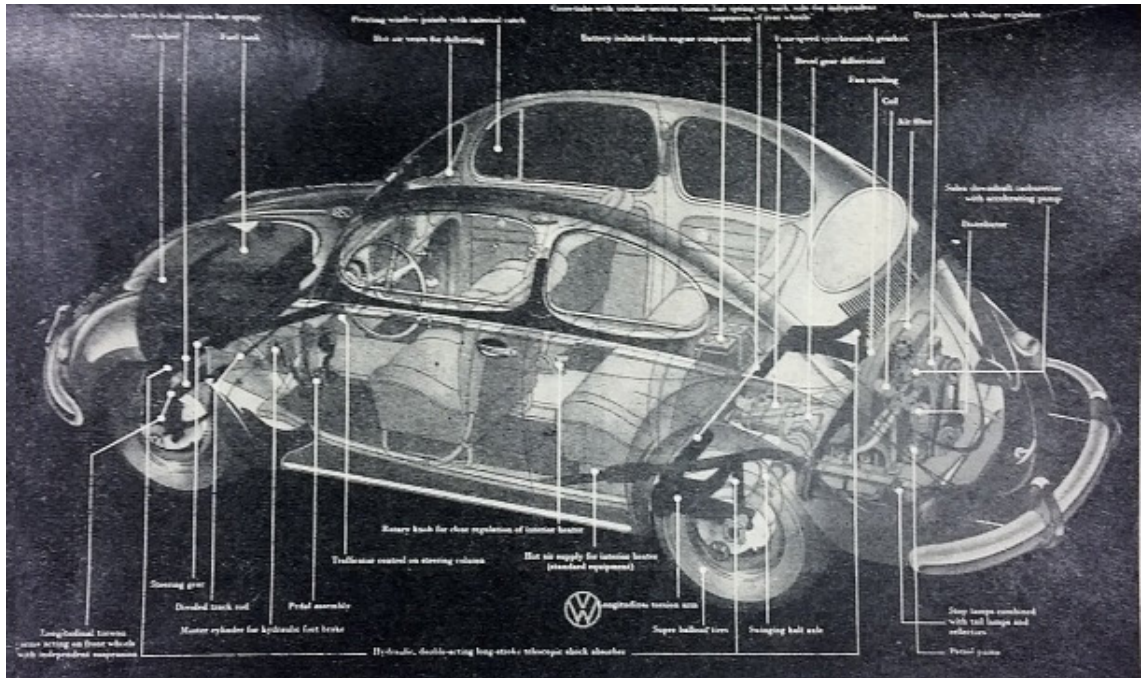
However, with the front seat adjusted for six-footers there is very little leg room in the rear. Head-room is acceptable, and the general comfort would be adequate for long journeys.

From the driver's seat one is impressed by the first class forward vision which is made possible by the sloping bonnet. Ventilating panels are provided in the front windows and they allow a good circulation of fresh air, whilst when closed they are secured with press-button anti-theft locks.

**Central Gearshift**

The gear-change is centrally mounted close to the division between the separately adjustable front seats and falls well-to-hand. Movements from gear to gear are not excessive, but the synchromesh between second and third gear could be beaten on the test car.

Direct steering has been employed, but in the elimination of road shocks at the wheel the designers have produced a unit having a rather 'dead' feel. There is no self-centring after taking a sharp bend and there is a definite tendency to over-steer which necessitates a driver to employ opposite lock to hold the car on the required line when



**REAR-ENGINE VOLKSWAGEN**

*In this phantom view of the Volkswagen, the general layout and construction of the car can be seen to good advantage. A small amount of luggage can be accommodated beneath the front hood, but the spare wheel and fuel tank take up most of the available space. However, there is a fair amount of space for luggage inside the car behind the rear seats.*

*Interior finish is of a very high standard for a car under £1000, and the separately adjustable seats are curved at the back squab to provide the maximum of comfort for passenger and driver. Just behind the division of the front seats is the rotary knob for controlling the interior heater; ash trays are provided for the rear seat passengers.*

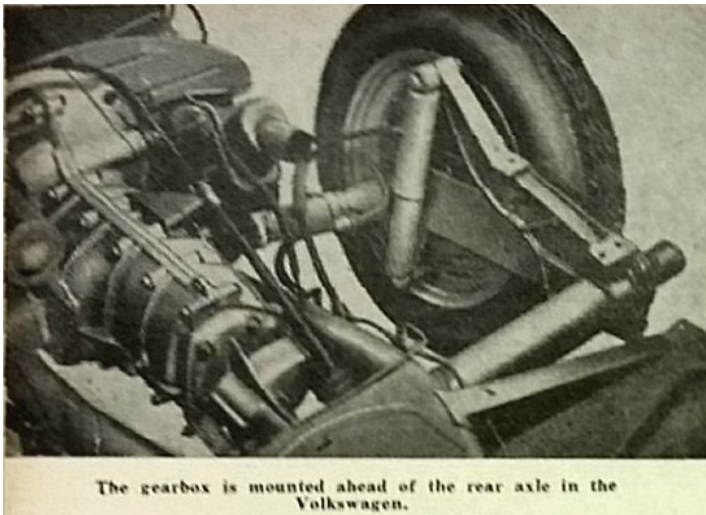
travelling quickly. An excellent point is the complete lack of body roll.

Around the city areas the steering is very light. The turning circle of 36 feet (11 m) is adequate.

Only moderate pedal pressure was required to bring the Volkswagen smoothly to a halt in the minimum distance of 31 feet (9.4 m) at 30 m.p.h. (48 km/h). On long downhill runs relying only on the brakes there was no sign of fade.

**Performance**

When stationary there is a certain amount of noise transmitted from the fan, which is of large proportions, designed to efficiently cool the flat-four engine. The motor is of the over-square type and the fact that it is of large dimensions, working at low revs and turning over at a piston speed of only 1,260 ft. per minute (6.4 m/sec) at 60 m.p.h. (97 km/h) allows the vehicle to be run at this speed all day with the minimum of mechanical stress. Top speed on the test worked out at 65 m.p.h. (105 km/h) and there was no sign of components being 'busy.' Acceleration is fair, and owners will appreciate the fuel consumption of 35 m.p.g. (8.1 L/100 km) which can be miserd up to over 40 m.p.g. (7.1 L/100 km) with careful driving.



The gearbox is mounted ahead of the rear axle in the Volkswagen.

<b>VOLKSWAGEN (Page 19).</b>	
<b>PERFORMANCE DATA.</b>	
<b>ACCELERATION.</b> —0-30 m.p.h., 7.8 sec.; 0-50 m.p.h., 23.2 sec.	
<b>SPEEDS IN THE GEARS.</b> —1st, 19 m.p.h.; 2nd, 33 m.p.h.; 3rd., 60 m.p.h.; top (max.), 65 m.p.h.	
<b>FUEL CONSUMPTION.</b> —38 m.p.g. (overall).	
<b>SPECIFICATIONS.</b>	
<b>ENGINE.</b> —Cylinders, 4; bore, 75 mm.; stroke, 64 mm.; cubic capacity, 1,131 c.c.; valves, overhead (push-rod); compression ratio, 5.8:1; max. b.h.p., 25 at 3,300 r.p.m.	
<b>TRANSMISSION.</b> —Final drive ratio, 3.5 to 1.	
<b>DIMENSIONS.</b> —Wheelbase, 7 ft. 10½ in.; Track: front, 4 ft. 2½ in.; rear, 4 ft. 1 in.; Overall length, 13 ft. 4½ in.; Overall width, 5 ft. 0½ in.; Overall height, 4 ft. 11 in.; Ground clearance, 6 in.; Turning circle, 32 ft.; Weight, 14½ cwt.; Fuel capacity, 8½ gallons.	

# 400 Transporters a day.

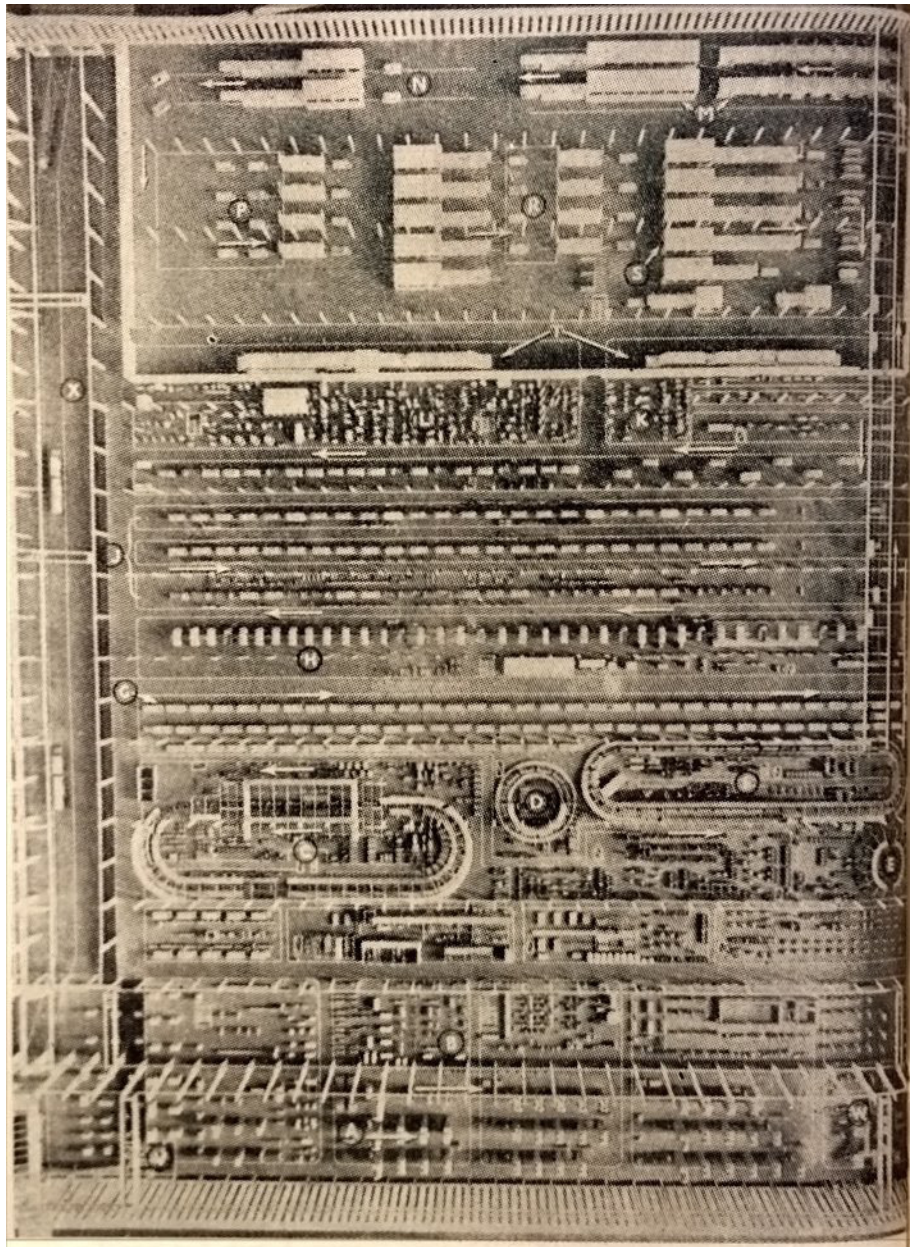
*Australian Motor Manual, January 1959*

Fifty miles away from the main VW car and engine plant at Wolfsburg is the new Hanover plant which was started from scratch in January, 1955. With a floor area of 1,000,000 sq. ft. (93,000 m<sup>2</sup>) - the main floor 760 by 685 ft. (232 x 209 m) - this plant is one of the most modern and best-planned factories in Europe. Operations conducted there under one roof cover pressing, welding and painting, and final assembly with the engines, gearboxes and axles. Some 5,600 people are employed on two shifts, of whom only 300 are administrative or clerical.

Our diagram shows the new Volkswagen body and assembly plant for Microbuses and vans, near Hanover, Germany, which came into production in 1956. It has now reached its planned capacity of 400 units a day.

The commercials are of the same basic design, and the range of models includes an eight-seater bus, pick-up with 1,800 lb. (820 kg) load capacity, delivery van, cargo-passenger combination and ambulance. In each case the entire chassis and body are fabricated from sheet steel pressings to form a complex integral box-like structure, including built-in ducts for ventilation and hot-air heating. This design, together with a rear-mounted engine, keeps the net vehicle weight almost down to that of the pay load, and gives a between-axle cargo area with equal weight distribution on front and rear wheels.

While the unitary bodies have no pressings in common with the VW car, the same engine, transmission and axles are used. The 1,192 c.c. air-cooled flat-four delivers 36 b.h.p. at 3,700 r.p.m. To compensate for the increased weight, the drive wheels incorporate 1.4 to 1 reduction gears that lower the maximum speed to about 50 m.p.h. (80 km/h). Wheels are individually sprung by transverse torsion bars.



400 VW COMMERCIALS A DAY FLOW FROM THIS PLANT. Bird's-eye view shows the layout of the production floor at the Hanover works. The photograph is of a 1,320 to 1 scale model. The vehicles are plastic toys, 4½ in. long. Floor dimensions are approximately 760 by 685 ft. Key to lettering is: A—main press lines; B—line for small pressings; C—oval body assembly line; D—carousel assembly line for pick-up load platform; E—floor plate assembly; F—chassis frame assembly; G—body lines; H—installation of electrics, engine, gearbox and axles; J—final assembly and finishing lines; K—seat frames; L—upholstering; M—Bonderize; N—primer unit; P—wet sanding; R—filler; S—lacquer; T—grey and black dips; V—sheet scrap baler; W—door welding; X—incoming stores at ground level.



## The Volkswagenwerk at Wolfsburg.

*VW Club of NSW 'The Wageneer', November 1977*

There is something distinctly disturbing about waking up in Wolfsburg, springing to the window to draw the curtains on a new day and be confronted with a street full of Volkswagens.

There isn't a VW made that isn't running around

in the street out there, and it's tempting to believe that one has been caught in a motoring writer's bad dream bought on by a visit to the Volkswagenwerk itself and by a overdose of the culinary competence of the Wolfsburg Holiday Inn.

This is Volkswagen's town where the 155,000 people either work for Germany's best-known car company, supply it with goods or feed, clothe and entertain the people who do. Volkswagen supplies the people with housing, powers their houses with electricity generated in the factory power station and warms their homes by pumping hot water from the powerhouse throughout the town.

Wolfsburg is Volkswagen, and when the factory hiccups, so does the town. The factory itself, however, does not dominate the town as you might expect. It is to one side and separate from, rather than surrounded by, Wolfsburg and from the hotel window the only evidence of the Volkswagenwerk is the powerhouse chimney stacks and a small blue VW neon sign revolving at the top of the head office block.

This is the factory that once declared water was 'too unreliable' for cars because it boils in summer and froze in winter, a factory now exclusively dedicated to the manufacture of water-cooled cars. This is the factory that has spent this decade performing the automotive about-face of the century - reversing its blind faith in the gospel according to rear, flat four, air-cooled engines to the economic realities of water-cooled, in-line engines driving (of all things) the front wheels.

This is the factory that bore the brunt of Beetle production, making that incredibly simple and successful car into the longest-running, most-produced car in history. And that same factory has just spent a billion dollars to get rid of the Beetle and bring on the new generation cars - Passat, Golf, Scirocco, Polo - The Wolfsburg Quartet.

It is perhaps significant that the last Beetle rolled off the Wolfsburg production line on 1st July 1974 at 11.19am, to be replaced by the Golf and Audi 50 and eventually the Polo. Beetle production was kept on only at VW's Emden plant, in north-western Germany, where the Passat is also made. The Volkswagenwerk was precisely halfway to incurring a staggering \$300 million loss, the first time ever that the company had been in the red.

The old air-cooled cars were obsolete, inefficient and expensive to make. It took the new generation cars to make



the company profitable again. The size of the Wolfsburg operation is difficult to imagine. The plant stands on some 12 square miles (32 km<sup>2</sup>) of ground and is capable of swallowing huge freight trains in a single gulp. Trains are literally shunted into the production halls and they close the doors behind them.

The whole place throbs from the thumping of the bank upon bank of body stamping presses, and to this pulse beat Wolfsburgers make, before their first coffee break, about as many cars as all Australia's car makers can put together in a day.

Actual production hovers either side of 5,700 vehicles in two shifts, and a plant that turns out a car every 10 seconds has a voracious appetite for components that are railed in by Volkswagenwerk's own fleet of trains. Simple arithmetic tells you, for example, that the factory in one day has to receive shipments of a minimum of around 15,000 headlights, more than 11,000 bumper bars, 42 tonnes of paint, enough electrical wire to stretch from Melbourne to Sydney, and 28,000 tyres.

The thought of getting all that equipment into the plant, plus the thousands of other components in similar quantities, screwing it all together (just think of what is involved in putting 28,000 tyres on 28,000 wheels every day) fosters considerable respect for the men responsible for keeping supplies up to the production line.

But spare a thought for the people responsible for getting all these cars out of the factory and around the world.

Every 10 seconds they have a new car on their hands. The Volkswagenwerk's solution to shipping is trains, and this explains the absence of car transporters in the streets of Wolfsburg. In Germany they use fast, efficient rail.

As the cars come off the tandem conveyor out of the waxing machines (the wax seals the cars to protect them from salt and grime during shipping), they are driven to the station, the driver following a series of green arrows which direct, say, his Passat to the right train for Australia. The car is driven in the end of the train and down its full length, to where there is a fleet of VW Microbuses to ferry the drivers back to the waxer for more cars. Around 26 trains leave every day, and that's about 26 miles (42 km) of cars. Think about that for a while; no wonder parking is hard to get these days.



# Lennox Volksfest.

VW Club of NSW 'The Wageneer', May 1978

It all began about Christmas 1977, after some silly idiot noticed a sin-bin panel van show at the local GMH dealer, and thought what a good way to attract potential members to a car club. The general committee of the VWC NSW formulated a program and date, changed both several times, and ended up with a concours d'elegance on a grand scale. Then all that was left to do was to organize it.

"Who can we get to sponsor it? We'd better have another meeting. What cars can we put on show? Is a turbo-Porsche a variation on the Volkswagen? Have you rung George Tatnell yet? Who's going to judge it? Why is everyone saying no? Did you ring George Tatnell? We'd better have another meeting."

And where would we hold it? The big VW dealer in Parramatta, Lennox Motors, was happy to have the event, so that was sorted.

Sun 23rd April 1978 dawned cool and clear. The weather man promised rain. At 9:30 we had two entries. The Formula Vee had had a prang. There was a big greasy truck parked in the garage, uglying everything up.

Not to worry, because by noon we had a garage chock-a-block full of spunky looking Volkswagens. Thirty one of them entered for the quest, and another six were on display. There was Chris Heyer's GTI Golf, Powertune Beetles, a really good-looking red Type 3 Panel Van, Henry Spicak's Karman Ghia drag car and a few really clean Golfs among the display.

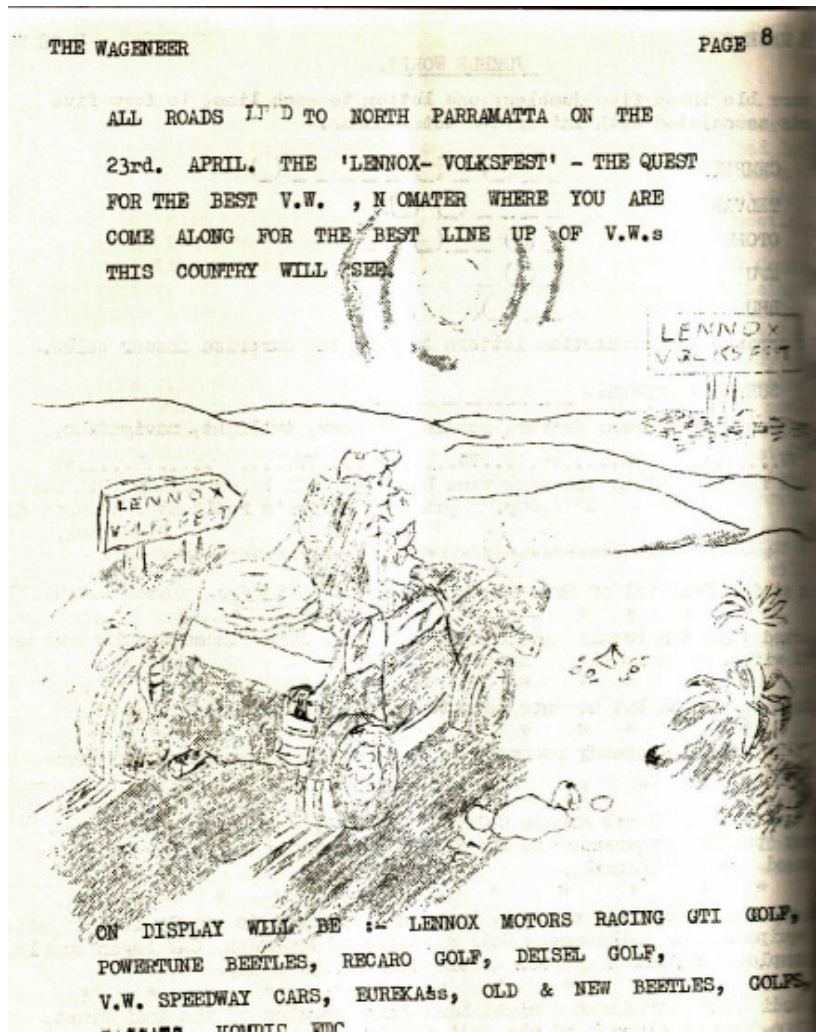
Judging started at about 11.30, and Barry Ferguson lent a hand for a few hours. There were three sets of judges for each car, but judging took about ten times longer than anticipated. So it wasn't till nearly 4 p.m. that the final results were calculated. Surprise, surprise, the clear leader on points was the Powell's Golf. Then again, Ron had done a lot of meticulous cleaning, but like most was marked down for dirty underside, and that sneaky but unsuccessful trick of painting and tyre-blackening only one side of a rusty, dirty spare wheel.

Although we kept the entrants standing around for longer than necessary, we consider that the quest was a success. How much of a success can only be gauged by the inflow of new members over the next two months.

Do it again next year? Well, maybe, but the organisers will have to get over their neurosis first.

## Results Lennox Volksfest:


NAME	CLASS	POINTS
Robert Hilton	Beetle under 10 years	326
John Howarth	Beetle under 10 years	318.5
Dave Morgan	Beetle under 10 years	216
Steve Mountain	Beetle under 10 years	199
Robert deStefano	Beetle under 10 years	189
Brian Barnard	Beetle under 10 years	147
Richard Hoelzl	Beetle over 10 years	299
Dave Clewett	Beetle over 10 years	285



Robert Sinclair	Beetle over 10 years	282
Malcolm Guest	Beetle over 10 years	224
Raye Melnyk	Modified Beetle	323
Terry Furey	Modified Beetle	305
Henry Spicak	Modified Beetle	289
Dougall McGowan	Modified Beetle	240
Steve Carter	Modified Beetle	217
Alan Doherty	Modified Beetle	198
R. Greig	Modified Beetle	165
Paul Lane	Type 3	328
Bruce Butler	Type 3	284
Brian Manning	Type 3	234
Max Davis	Passat	324
Ruth Powell	Golf	360
Michael Rappo	Golf	307
Steven Kelly	Golf	169
Michael Geegan	Golf	165
Jim Christopherson	Golf	154
Mal Horsfall	Kombi	282
Geoff Peick	Kombi	273
Craig Kemway	Kombi	245
Maximum possible total:		390




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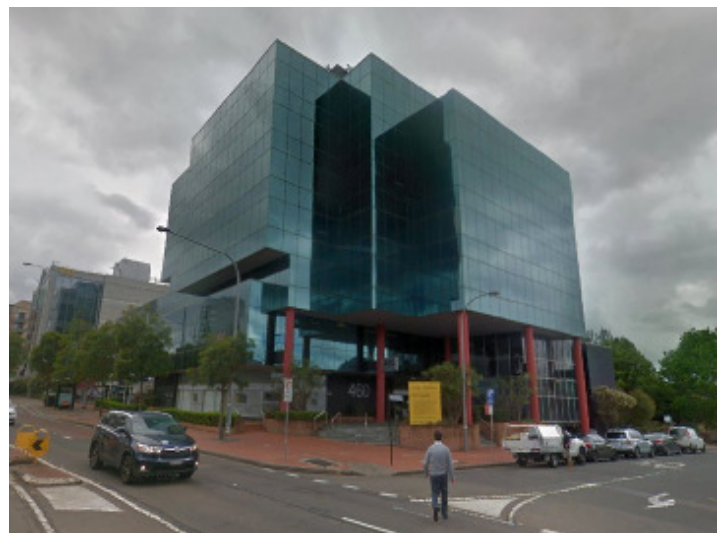
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Lennox Motors opened their first VW showroom in Parramatta in 1961 in 'Mitchell House' at 100 George St. Lennox also opened a service workshop at Granville in 1964, on the corner of Church St and Junction St., and also in 1964 a branch on Sunnyholt Rd in Blacktown.

The two early Parramatta locations were closed in 1971, replaced by the big new premises at 450 Church St North Parramatta (show above).

Lennox Parramatta dropped VW and became a Datsun dealer in 1980. Marshalls (the Mercedes dealer) became the new Parramatta VW agency. Lennox Datsun eventually became Parramatta Nissan, and moved to new premises in the the Church St 'Auto Alley' in the 1990s. The old premises were bulldozed, and a new office building built on the site.



Today's Denlo Motors VW dealership on Auto Alley was established in 1993 and is the oldest existing Volkswagen dealer in NSW.

Lennox Motors Blacktown did not change to Nissan - they stayed a VW/Subaru dealer, but closed down in 1986. Today's Alto Volkswagen was established on a new site in Blacktown in 2014.

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## VW Caddy Beach.

While car makers are busy pulling their hair out to develop electric vehicles and hydrogen fuel cell tech, Volkswagen has been going back to the future in an effort to revive the days of its legendary Campmobile.

While it might be all business up the front and party at the back, is Volkswagen's baby campervan as practical as it looks? And could it be the Kombi van of this generation?

### Is the Volkswagen Caddy Beach right for me?

The Caddy Beach is for everyone. At its local launch, Volkswagen Australia said it couldn't pigeon hole a specific target market, because it's suitable for so many applications.

Young couples, grey nomads or adventurous singles all could put the Caddy Beach to great use.

If you're after something to travel around the country, you might want to look at something a little bigger, better equipped and with off-road ability to get you through the dusty red part of Australia.

But if you're looking for a practical five-seater for daily use with the ability to morph into an upper-class tent within minutes for quick weekend getaways, the Caddy Beach is definitely right for you.

It doesn't have the luxuries you'd find in a motorhome (or expensive caravan) though, as there's no fridge, stovetop, sink or toilet. But if you want to remain a somewhat civilised human being, you could always park up the Caddy at a caravan or national park with amenities on hand.

### What does the VW Caddy Beach cost?

The Caddy Beach comes with a drive-away price of \$46,990 placing it around \$10k dearer than the standard Maxi Trendline it's based off. The \$10k premium over the base model is rationalised when you see the extensive list of kit included on the Beach (throughout this review). Also covered in the price is metallic paint, with six colours on offer (yellow, silver, grey, blue, green and red) and one solid (white).

However, the Caddy Beach is a special edition and VW says only 120 units are set to arrive in Oz.

### What is the VW Caddy Beach's interior like?

Starting life as a Caddy Maxi Trendline, the special edition Beach only turned into a camper after being sent to VW's accessory team.

So inside you'll find the same cloth trim seats as the

base model Trendline with manual adjustments for height, reach and lumbar as well as tilt and reach for the steering wheel. The seats don't have a tonne of support and setting yourself up in a comfortable seating position seems to take a bit of fiddling around. But once you're sorted, it's relatively comfortable.

The interior doesn't feel cheap, but at the same time there's no shortage of hard plastics around the cabin - which isn't surprising considering it started life as a commercial vehicle. Even though it doesn't feel as refined on the inside as a Tiguan or Golf, it still doesn't present as 'work-van-like' as you might expect and is certainly good enough to live with.

Because it's based off the longer wheelbase Maxi Trendline, what was once a seven-seater has had its third row of seating deleted in favour of installing a fold-out bed, big enough for two average-sized adults - as long as they like a cozy fit.

Storage bags on the rear windows double as handy sun-blockers and when you want to block out the last remnants of day light (or just want some more privacy) there are magnetised curtains for the front and side windows.

### How much space does the VW Caddy Beach have?

Plenty. There's a massive overhead roof shelf above the driver and passenger, large door pockets and those built-in side storage bags up the back. Other items can be stored under the bed or even in place of the bed (it's removable).

Two large bags containing the table and chairs wedge in between the folding bed and back seat and the tent and curtains sit in their own separate bags under the bed.

Space while driving with a five-seat configuration is still comfortable. Rear passengers get plenty of leg and head room and up front there's good space and great vision thanks to a massive windscreen and large side windows.

For those wanting to get away, there's enough room to bring along another small tent (for more people) and even a small fridge or little cooktop. If you need even more space, Volkswagen offer a range of accessories including bike carriers and roof boxes so you can make use of the Caddy Beach's roof rails.

### What's the VW Caddy Beach's tech like?

Volkswagen Australia says it wanted to concentrate more on the safety side of the Beach, rather than the tech.

As such it comes with a pretty basic 16-cm touchscreen unit with smartphone mirroring, USB, AUX, SD card and CD capabilities.

One thing that does stand out is the positioning of the infotainment unit in the dash - it's easy to use and responsive to light touch, but it sits quite low, making it difficult for the average-sized person to quickly glance without moving their whole head.

### What's under the VW Caddy Beach's bonnet?

A 1.4-litre turbocharged petrol engine good for 92 kW (at 4800rpm) and 220 Nm (at 1500-3500rpm) that comes paired exclusively to VW's seven-speed dual clutch transmission.

It's still front-wheel drive, which some people find

confusing when they see the 'BEACH' stickers - but it's a van for driving TO the beach, not ON the beach.

The engine feels good once you're moving, but it can feel a bit laggy and under-powered during take-offs. If you plan of carrying a tonne of camping gear or a full set of passengers on board, it'll take even longer to build up speed.

The transmission feels smooth, but adds a little to the Caddy's lag during take-off.

Sport mode makes it a more enjoyable drive when zipping around town.

### How much fuel does the VW Caddy Beach use?

The Caddy's 1.4-litre engine has a combined fuel rating of 6.0 L/100 km. After driving around town for a week in both peak-hour traffic and long winding roads, the Caddy's average fuel consumption didn't get under the 10s, sitting roughly around 12.1 L/100 km.

### What's it like to drive the VW Caddy Beach?

After finding the most comfortable seating position (which isn't particularly easy), the Caddy feels easy to drive. Navigating your way around its blind spots doesn't take too long, but a full load in the rear or with the side storage bags intact makes for less rear visibility.

It's steering is super light, so it's easy to point around and get in and out of tight spots.

But underneath, the Caddy Beach is essentially a commercial vehicle, riding on coil spring suspension up front and leaf springs with a rigid rear axle in the back. Those upgrading from a conventional passenger sedan or SUV might think they'll be compromising comfort for ability, but that's not the case.

Hard potholes and speed bumps can be felt throughout the Caddy.

### How does the VW Caddy Beach compare to the competition?

The Caddy Beach doesn't have any competition. Sitting at a sub-\$50k price, if anything comes close it might be Benz's Marco Polo van, which is at least \$20k dearer than the V-dub. Anyone thinking of building their own camper out of a Hiace or even a Transporter might have to re-think that after driving the Caddy Beach.

### How reliable is the VW Caddy Beach?

Opening the rear passenger sliding doors requires some finesse - opening them too fast means they don't engage the plastic holding clip inside the door and they fling back on you. Even opening them gently doesn't always get the job done, so children might have a hard time. The door handles (both interior and exterior) also needed some force behind them, so again, kids might need a hand getting in and out.

We also had the stud backing of one of the metal holding clips fall out of the trim in our test car.

Otherwise, the Caddy is a tough little work van with solid fundamentals that should prove trouble free.

### How safe is the VW Caddy Beach?

The Beach has a five-star safety rating, as well as a decent suite of safety features which includes forward collision braking with city emergency braking, multi-

collision braking, adaptive cruise control, driver fatigue detection, hill start assist, reverse camera and fog lights with cornering function.

It's also safe while you're sleeping in the back as the Caddy Beach gets an interior locking function on the tailgate, so you can get out, but someone on the outside can't get in.

### What is the VW Caddy Beach's warranty like?

Every new Volkswagen comes with a five-year unlimited kilometre warranty which is what you'd expect to find standard on most new cars today.

### What are the on-going costs for the VW Caddy Beach?

Volkswagen offers its Assured Service Pricing program for the Caddy, meaning service prices are locked in for the first five years. When you opt for this, the first three years will cost you \$1355, while the first five years will total \$2616.

### Is the VW Caddy Beach value for money?

You won't find another factory-fitted campervan at a cheaper price, so in terms of value, it's outstanding.

If the thought of pulling up to your favourite beach and simply not going home appeals to you, this camper has just what you need.

A romantic night at the drive-in movies? Check. A surfing trip up the coast? Check. A quick mountain bike trail after you've dropped the triplets off at school? Check.

### The Verdict

For what you get, it's a great option for those serious about having a mini campervan. It's got enough room to comfortably sleep two average-sized adults, as long as they don't mind getting close.

And as for the van itself? Well, it's still a Maxi Trendline Caddy - just one that's been sent to Volkswagen's accessory factory to get fitted-out with some campervan gadgets.

Could you take it for a trip around Australia? Sure, but it wouldn't be the most comfortable option for everyone. Could you take it out for weekend or week-long trips? Most definitely.

This thing is built for business at the front and party at the back. And with the holiday season in full swing, it could be the ultimate accessory - if there are any left at your local VW dealer by now!





## Buehler...Buehler...

The February 1975 edition of HotVW's magazine has had a profound impact on the Volkswagen hobby, worldwide. This issue introduced, for the first time ever, the California Look and featured five examples of the style, including Marc Buehler's red '51 sedan.

Volkswagen enthusiasts collecting magazines consider the February 1975 issue of Hot VWs as the Holy Grail, though it cannot really be considered 'rare' by any stretch. Focusing on the California Look, its content paved the way for the VW scene as we know it today.

The cover featured the Aronson/Holmes white '63 sunroof Bug, which went on to become one of the most famous Cal Look cars of all time. Inside the magazine, readers could discover five rides influenced by this then-new trend: the above-mentioned ragtop; Mike Lemire's '56 sedan, Dean Kirsten's '67, Roger Grago's '62 Ghia and Marc Buehler's '51 Split.

Until 2009, Buehler's whereabouts remained a mystery, but it took a post from Dean Kirsten on a popular Internet forum (Cal-Look.com) to divulge that he was very much alive. Better yet, the news came from Marc himself: "I was just messing around and found this forum and what do you know... What timing! Yes, Marc Buehler is alive and well, living in Marysville, Washington... and I still own the '51 Split!"

In an interesting twist of fate, this sudden interest from the VW world led him to revive his forlorn iconic Beetle.

However, prior to digging deep into the car's chaotic story, we need to introduce you to Marc Buehler! His interest for motor vehicles began with a Yamaha motorcycle, purchased during his high school years in the early '60s. More



bikes followed, before he acquired his first VW, as he was already familiar with air-cooled cars - his mum owned a rear-engined '63 Chevrolet Corvair.

"I went to a Volkswagen dealer and found a '61 Bug with a lot of miles," he recalls. "Getting my hands on an EMPI catalogue really fuelled my fire. I ended up with a Zenith two-barrel carb on my 40-horse motor, and a custom set of headers."

While cruising the famous Whittier Boulevard in 1966, Marc met a group of young VW enthusiasts who were starting a new club, Volkshargers of Southern California. He joined their ranks and the group - tallying 150 members at its peak - and organized several events, including the first Krazy Karavan with 242 Volkswagens parading to Irvine Park in Orange County.

During these 'pre-Cal Look days', Volkswagen buffs personalized their rides in a variety of ways. Marc's '61 soon featured delivery-style filled back windows and, inspired by his mum's car, a Corvair engine (with four carburetors), bolted to a Porsche 356 gearbox - a pretty fast Beetle in its day. But he was lectured by both Dean Lowry and Gene Berg on how he should be running a VW powerplant, hence the decision that led to his buying a '67 Bug.

Volkswagen performance was coming of age and he chose to assemble a 48IDA-fed 1835cc VW motor, which pushed his VW to mid-13-second ETs on the quarter. In the years that followed, his drag racing interest led him to become a partner in the famous Underdog II race car, along with Ron Fleming and Doug Gordon. Marc later got involved in another drag Bug called Desperation, which utilized an all fibreglass body with one working door. His passion for Wolfsburg's finest also showed itself through a successful VW shop, Buehler & Lawrence Enterprises, followed by the purchase of an Auto Haus franchise.

Although he hung around with Der Kleiner Panzers members, he eventually helped create a club with similar high-standards, Der Rennmeister Association. His involvement with the Orange County scene drove him to buy the red '51 sedan belonging to DKP member Gary Reid, in 1972. Gary himself had acquired the car shortly before from another DKP member, Billy Arroya, who had 'Cal Looked' the Split in the late '60s. This customizing treatment included no trim, no bumper slots, a red lacquer paintjob by Leonard Becker, a simple custom interior with VDO gauges, and a screaming single-port 1700cc with 11-to-1 compression.

Marc made a few more changes, such as installing the lightweight BRMs and an 1835cc motor with Weber IDAs. "The red paint was showing its age; so I decided to have the car repainted," he adds. "I had just started to take it apart, when the call came to do the February 1975 HotVW's article. I had already sold the motor and the new one was far from being done, so I stuck in another engine and quickly reinstalled what I had removed - that's why there are no pictures of the motor in the feature. After the photo shoot, I then returned to the rebuild."

Marc thought he had found the perfect candidate to restore and repaint the body. However, this gentleman, who worked next door to Buehler & Lawrence, turned out to be unreliable and ultimately disappeared. Marc continues: "I finally realized that he wasn't coming back and I was about to lose my car. So I broke into his shop and towed the car home!" In 1978, Marc pulled the body off to have the pan



dipped.

Work progressed slowly... Two years later, he changed careers to join the aerospace industry; by 1985, after his daughter was born, he moved to Washington State, pursuing a job offer he could not refuse. His love of automobiles was no longer a priority.

The times that followed proved occasionally difficult for Marc, and the red '51 did not come out unscathed from the uncertainties. Storage remained an issue, with the vehicle moving from one place to another, getting a scratch here and a dent there. Then came the worst: "The car was left out in the elements with only a cover for a year, as I went through an expensive divorce and reduced hours at work," he muses. "But I refused to sell the Split!" Left in the open, the battery froze and the acid leaked, rust attacked the metal, chrome peeled etc.

Eventually, Marc rebuilt his life. He even helped a friend with an AA/Fuel Altered dragster, while putting together a ride he dreamed of when in high school - a '57 Chevy with a '63 Corvette V8. And then came the call from the Internet and the VW community asking about the Split... This sudden interest motivated him to start turning the metric spanners, like the old days.

Marc quickly went to work, starting by removing the shell from the pan - again. Bob Spencer at Spencer Fabrication handled the extensive bare-metal rust repairs, including the floor pan, whilst Fenders and Fins sprayed a few coats of Audi Brilliant Red, a colour close to Becker's original bright hue. The sad front beam needed help too, so Mister Buehler refurbished the factory '51 unit, fitting Koni 356 shocks at all corners along the way. He also rebuilt the 356A and 356B drum brakes, respectively front and back, before installing the painfully polished BRM magnesium rims. The Michelin XZX 145-15 and 175-15 tyres, purchased new in 1978, finally hit the road; however, Marc concedes that they don't handle well, having become rather hard after 33 years of storage!

With most hi-po VW parts available at the click of a mouse or a phone call away, he then went shopping for various components necessary for a potent 2276cc motor. Scat 5.4-inch H-beam rods on a CB Performance 82mm crank, while 94mm Mahle pistons compress the air/fuel mixture with a ratio of 8.75-to-1. A.J. Sims reworked the VW heads fitted with 42 and 37mm stainless valves, activated thanks to an Engle FK-8 camshaft. Fumes exit via a 42mm header built by Tiger at A-1 Muffler.

Other modifications include a pair of Italian Weber IDAs on Race Trim manifolds, a few goodies from Berg Enterprises (26mm oil pump and 1.5-litre sump) and a JayCee Enterprises clamp holding the Joe Hunt magneto.

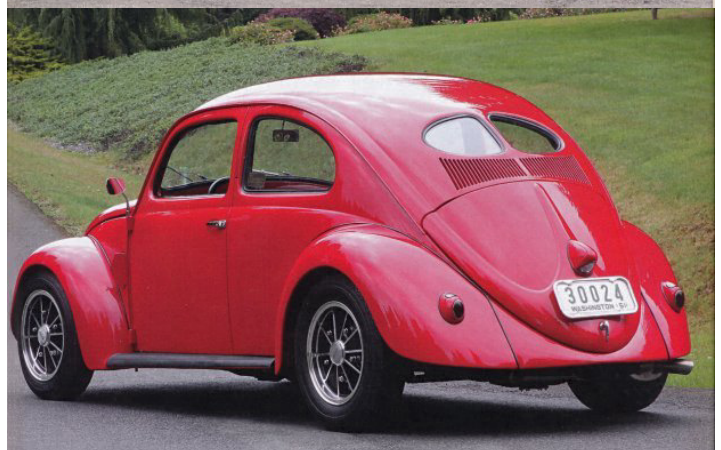
Good friend Dave Folts, who was involved with the Desperation drag Bug years ago with Richard Fersch and Marc, assembled the tough 3.88 gearbox. It features Crown axles, a desirable ZF limited-slip diff, a Weddle mainshaft, along with a tall .89 fourth gear for comfortable freeway rides.

When it came time to redo the cockpit, Marc went to local upholsterers Bob and Linda Spencer with a few vintage pictures of the '51, showing them what he was after - a simple all-black 70s style interior. The couple certainly delivered, stitching the vinyl seat covers (they hide electric heaters), applying the cloth headliner, creating the velour door panels and cutting the carpet. Marc then reinstalled several ancient goodies, such as the Deano Dyno-Soar shifter, the Superior steering wheel, in addition to the restored VDO gauges sitting in a pair of polished aluminium panels.

Marc made the conscious effort of not over-restoring the vehicle, very much in the spirit of the early California Look VWs. Most of these cars were far from perfect, often being the only mode of transportation for their young owners. This Split is a true time capsule and, thanks to Marc's dedication, discovering it nearly four decades after it appeared in HotVWs remains somewhat of a miracle - especially since many enthusiasts wrote it off as 'gone forever'!

Doesn't it make you wonder how many of these old Cal Lookers are still hiding in garages under a thick layer of dust?

Stephan Szantai





## J&S Beach Buggy.

*Hot Minis and VWs magazine, 1970*

Australia seems to lag five to 10 years behind the world in most matters - be they practical or moral. Our politicians' (both major parties) reticence to initiate welfare and penal reforms - despite advice from the most knowledgeable sources - is too blatant to require comment.

The beach buggy craze hit America in a big way about five years ago - but it's only over the last couple of years that these unique little machines have caught on in Australia.

One of the largest manufacturers of buggy bodies during that time has been J&S Fibreglass, of Haberfield, Sydney. Experience gained from their first model, the 'Fun Buggy,' has led to the evolution of their latest machine, the 'Trail Buggy,' the end result of six months' design work and over \$12,000 development costs.

I first caught sight of the 'Trail Buggy' at the Sydney Motor Show. It wasn't registered then - the car had been produced especially for display purposes - but a few weeks later it was on the road and I headed out to Haberfield to try it out.

As is normal, the buggy body is fitted to a 13½-in shortened VW chassis with 40-bhp VW motor, gearbox and suspension. The idea is you buy a damaged VW, remove and discard the body and use the rest.

When you buy a body you are given a roneo-stencilled set of chassis shortening instructions which includes information on fitting control cables. Anyone with an oxy welder should be able to do the job in a day.

The welds must be inspected by a qualified mechanical engineer. If he okays them you're ready to go.

Other licensing requirements for buggies in N.S.W. are: front bumper bar; chassis reinforced on either side; chassis joint to be overlapped or plated; lap and sash belts; track may be widened by 1" only; guard over motor and mud flaps on rear wheels.

The buggy is very small. It's designed as a sporting car

for the young person who can't afford a true sports car. Besides which, knowing 40-bhp Volkswagens, it's bound to be much more reliable.

That's not to say that it's for street use only. Far from it. The car can be made up for just about any purpose you want - sand, track or road.

You have to climb into the buggy over a low fibreglass girder. This is no problem for the average male, but for a mini-skirted girl . . . . Actually, getting into the car is easier than getting out. And it all depends whether or not you've got the vinyl hood fitted.

You're conscious of the car's low overall height - although the seats could be a bit shorter. Unless I shrunk down into mine my head scraped the hood. With this removed - once again, it's a different proposition.

The side panels disguise the chassis rails which have been fitted for extra torsional rigidity. There's also a roll bar front and back.

All of which makes the little buggy much safer than its predecessors.

The tacho and speedo were Cortina items and for show only. It should be a simple matter, however, to rig up some instruments of your own, or the original VW units.

There's a sharp ridge running underneath the dash which I didn't like, and neither did some of my passengers! Hopefully J&S will glue a strip of rubber padding along this before releasing the model to the public.

Luggage space is minimal. The petrol tank has been moved to the rear of the car, following a Motor Transport suggestion, and the bug's low wedge-shaped profile leaves little room out front for suitcases. But there is a child seat and some shelf space. Addition of some sort of roof rack would alleviate the problem.

My test buggy was finished in Burnt Orange metalflake. There are a wide variety of standard and metal-flake colours available - more, in fact, than I've seen advertised for any other car. Components are of high quality.

The standard VW pedals are retained. Only criticism here is that the headlight dipper switch is in a rather awkward position.

The headlights are provided as part of the original kit, and add just that little bit of panache to the front of the car. They're more than adequate for the car's performance.

Also provided are the turning lights and tail-lights, all of which are fully integrated into the body of the car. Nothing is hung on as an addition - the lines are stark, simple and striking.

I selected reverse (with a little difficulty) and headed eastwards to the city. It didn't matter where I drove - the little buggy attracted more attention than an E-type Jag. Everywhere heads would turn. And it was fun!

You're so low to the ground and the car is so light and manoeuvrable (it weighs only 11 cwt (560 kg) - three less (150 kg) than the standard VW) that you seem to be travelling much faster than you really are. Thus, even without instruments, it would be almost impossible to be booked for speeding.

It makes all the typical VW noises, magnified because



Below: A detachable panel hides the 40 h.p. VW engine. Above: Carpeted interior is comfortable. The steering is light and positive.



the engine is not as effectively muffled by fibreglass as it is by steel. But noise is not excessive.

The gear-lever on my test buggy was topped off by a T-bar type knob, which was surprisingly easy to handle.

The steering wheel is small - it has to be, if you're going to fit your legs under it - but the steering is so light this is no handicap.

I parked the car in the office parking lot. This little patch of rubble is supposed to be for salesmen only, so after two days I was subjected to the ringing out of wild paging throughout the building and a charming little note saying 'this should not be parked here.' Bureaucracy has no taste!

An hour later I drove down to Circular Quay to interview a visiting artist. It was raining slightly, so I switched on the wipers. The single blade made a lone sweep across the windscreen and stopped there.

Actually, the motor had come loose and was vainly trying to oscillate across the underside of the dash. Later that day the blade made another sweep, totally uninvited, and settled back in its original location. The following day the wiper worked perfectly. But by then, of course, I didn't need it.

It was on the way back from the Quay that a further disaster struck - the accelerator cable snapped. We pushed the car off the road (just another one of its attributes - it's easy to push) and I rang up Jeff Simmonds at J&S. Then we went to the Journalists' Club for lunch, and by the time I returned Jeff had fixed the car.

This is not a fault that is endemic to J&S buggies. This particular car was put together in a hurry for the Motor Show, and these few little problems did not detract in any way from my enjoyment of the machine.

I drove quite a distance in the car that night. It was a little cold - I couldn't get the hood flaps to fasten (they're fitted to press studs) on my side, although the passenger side shut firmly. With all the flaps down, it becomes a little difficult to see behind. My suggestion is that the roll-bar cover is cut down slightly, because it forms the bulk of the blockage.

Apparently gull wing doors are projected for the future, opening inwards from the centre strut. These would be a marked improvement, making the car functional under all conditions.

I had to return the flaps to J&S the following morning so they could get them duplicated. It's hard when you're driving the only model extant!

God was merciful and the sun beamed down all that day. It was hot, and the sight of all those stuffed shirts sweltering in their Mercedes and Valiants gladdened my heart.

And the women! That machine is a gigolo's dream!

I was due to return the buggy to J&S the next morning. I live on a very long, very steep hill. Halfway down I thought it was time to slow down, so pushed . . . my foot . . . flat to the boards . . . Jeff Simmonds later explained to me that someone had mixed up turpentine with the brake fluid. Fortunately, the handbrake was good ....

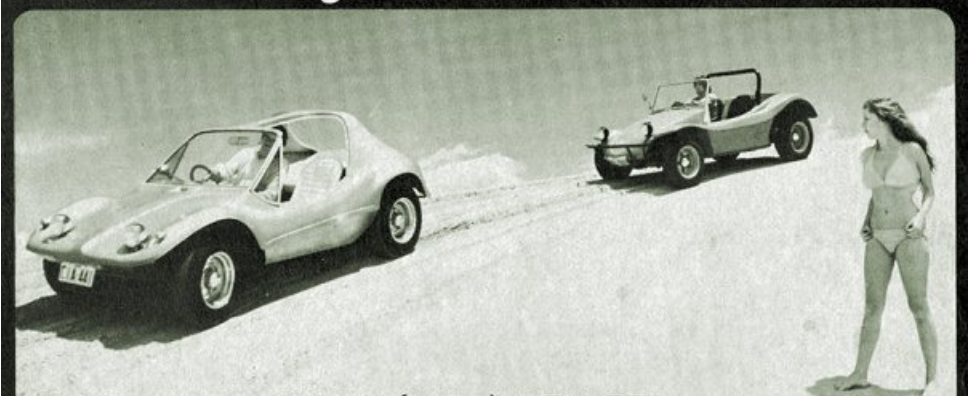
So, fondly believing there's nothing worse than a pranged prototype, I wistfully whipped westward, left the car at home and caught the train to work. Jeff picked up the buggy in my absence.

You can buy the buggy in two basic kits - the 'constructa' kit which costs \$745 and gives you most of what you need to build it - or the 'assembler' kit (\$1250) which throws in such exotica as wadies, extractors, sets and seat belts.

Add VW chassis and engine, bolt well and add hottie parts to taste (last stage optional).

It's a powerful remedy for jaded motoring appetites!

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## 1979 Hardie-Ferodo 1000.

The 1979 Hardie-Ferodo 1000 was the 20th running of Australia's top touring car race (including the three held at Phillip Island 1960-62). It was held on Sunday 30 September 1979, at the Mount Panorama Circuit just outside Bathurst. As it had been since 1973, the race was open to cars eligible to the locally developed CAMS Group C touring car regulations.

The 1979 race is memorable for several things - not the least of which was that it was the last racing year for both the Torana and the XC Falcon. Except for the absolute domination by the eventual winners, as a race in itself it was actually fairly unremarkable, even amongst the classes.

But it climaxed a year of intense controversy, during which both Ford and Holden withdrew from their involvement in racing.

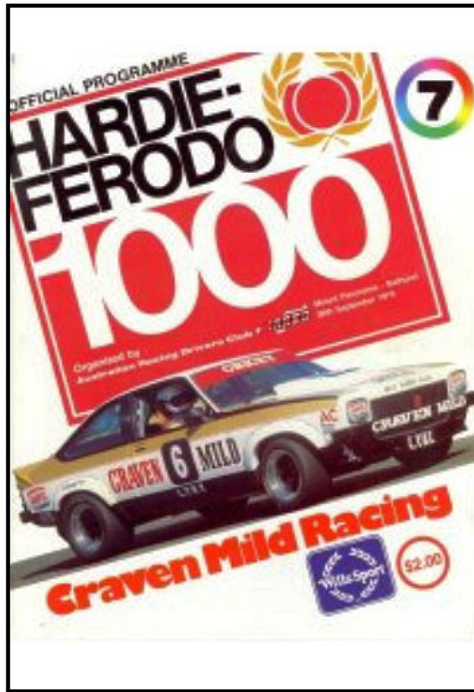
For all that, it was a year in which the race received an enormous injection of money. The ARDC spent almost \$100,000 on circuit improvements - extending the pit exit road around to Mountain Straight, extending the pit safety fence along to Hell Corner, installing new fences up to the Cutting and beyond to Reid Park; lopping dangerous trees, and lengthening the Forrest's Elbow armco.

The NSW police installed a new concrete blockhouse in Sulman Park, surrounded by a high wire fence which during the next Easter bike meeting helped keep a rioting crowd at bay. A new three-storied tower was built above Skyline to replace the old Shell Tower - and Castrol bought the sponsorship. There was a new sewerage toilet block erected in Sulman Park, and a new starting tower.

Prize money skyrocketed. Unconditional prize money went up to \$92,800, including \$8000 for pole position and \$100 lap leader money for each of the 163 laps. On top of that, conditional prize money totalled \$37,250. IBM, in its 11th year with the race, expanded its computer service to provide race information printouts in the information centre.

For 1979 the ARDC started manning its admission gates at 12 noon on the Tuesday before. Scrutineering started at 8am on the Wednesday, and there was untimed practice Wednesday and Thursday. Friday was the big day, with two 45-minute sessions of timed practice, divided into cars under and over three litres, plus another untimed session, and Saturday morning saw the enormously-popular televised 'Hardies Heroes' shoot-out amongst the 10 fastest cars for grid positions, followed by a last 90 minutes of untimed practice to allow the latecomers and the rebuilt ones to finish their preparation.

One had only to look at the performances of the Toranas and Falcons during the year to realise that 1979 was going to be a quick race. So did Hardie-Ferodo. For the last 10 years most cars had been using the company's DP11 Compound, a racing version of the Premium Performance



material. This year the big cars would be using a further variation of Compound 1103, whose development stemmed directly from the company's experience with the Bathurst race.

There were new engine developments for both Torana and Falcon as well. The quickest Toranas were putting out around 285 kW (380 bhp). Allan Grice and Frank Gardner did their usual thorough preparation to try to do better than their second place the year before but Grice wrote off one Torana at Surfers and another at Amaroo to give them a real headache.

The Falcons now were producing about 360 kW (480 bhp), although they were heavier and had a larger fuel tank. Allan Moffat put together a team on money from Federation Insurance and Camel cigarettes, plus some of his other long-time sponsors such as BP and Goodyear. His was now just a one-car operation; Colin Bond had left the

Moffat team after two years and was now a privateer with the Thomson Ford team.

The Z-28 Chevrolet Camaro was the 'gun' car for what equated to Group One of touring car racing in the US. With about the same horsepower as the Falcons, they were 102 kg lighter - although almost 250kg heavier than the Toranas. They ran a 5.7-litre V8 with power-assisted recirculating ball steering system, and in America, four-wheel disc brakes. But CAMS had refused to homologate those in Australia, and the Camaros had to run huge finned rear drums.

As the speeds and power went up, so did the demands on the tyres. During the year there had been a lot of switching-around of tyre allegiance - with the Toranas mainly running Dunlops or Bridgestone and the Falcons on Goodyears. The serious crews would come to Bathurst with four types of tyre - wet tyres, intermediates, dry slicks, and special 'sticky' slicks, used only for the practice laps when they needed that last tenth of a second. But within those four categories are a bewildering mix of compounds, sizes, and operating temperatures.

Then there was the new dry-break fuelling system. Tried out for the first time in the Hang-Ten at Sandown three weeks before, the very expensive new system worked through a valved filler covered by a flap in the boot lid, and virtually cut out all fuel spillage that had bedeviled the Bathurst pit marshals for years and caused at least three worrying fires (including Moffat's big one last year, when he blasted CAMS on TV for not allowing the system then).

Kevin Bartlett, who had entered one of the Camaros with large Channel Nine sponsorship, did further damage to his legs - injured in two previous crashes - when his Formula 5000 Brabham went off at Sandown and put him into hospital for yet more operations and plaster. Only two of the three Camaros were finally entered for Bathurst. They were the AWA-Thorn car for Ron Dickson and the bulky American Porsche team owner Dick Barbour, and the Nine car for Bob Forbes and Australian Formula 5000 champion John McCormack, who replaced the convalescing Kevin Bartlett.

The total in the outright class was 16 Toranas, 12 Falcons and 2 Camaros. Bob Morris was with Austrian Dieter



Quester, while John Goss paired himself with the luckless Henri Pescarolo in a Falcon ... Moffat was with John Fitzpatrick ... Warren Cullen with New Zealander Graham McRae. The other surprise pairings were Allan Grice with the little Italian, Alfredo Costanzo ; Colin Bond with the Queensland veteran John French in the Thomson Ford Falcon and in the second MHD Torana John Harvey with Ron Harrop.

The other outright pairings were as expected ... Brock/Richards in the other MHD Torana, Barry Seton/Don Smith (Torana), Gary Cooke/Wrwick Brown (Torana), Alan Taylor/Kevin Kennedy (Torana), Dick Johnson/Gary Scott (Falcon), Murray Carter/Graeme Lawrence (Falcon), Peter Janson/Larry Perkins (Torana), Garth Wigston/Charlie O'Brien (Torana), Brian Sampson/Alan Browne (Torana), Garry Rogers/Bob Stevens (Torana), Rod Stevens/Bill Evans (Falcon), and Bob Skelton/Don Holland (Torana).

The touring car rules for 1979 allowed the 2-to-3-litre cars more power for the Mazda RX3s but less for the Ford Capris, so that class was dominated by the Mazdas - including two Mazda RX7s not allowed to run peripheral porting. One of them was to be driven by long-time RX3 aces Terry Shiel and Ross Burbidge. The best RX3s were in the hands of Lee/Gates, Barry Jones/Terry Finnigan, and Stephen Stockdale/John Duggan. There were Capris for the 1978 Champion rookie Steve Masterton and Phil Lucas (Masterton Homes), Peter Hopwood/ Alan Cant, Lakis Manticas/Geoff Leeds, Lawrie Nelson/Tony Farrell, and Terry Daly/Eric Boord. The orphans were a BMW 3.0Si for Lynn Brown and Brian Boyd and a stock Standard Volvo 242 GT for those old Scuderia Veloce hands David McKay and Spencer Martin.

There was again the usual up-to-2000cc class, and for the first time in three years, an under-1600cc class. In the first, the real threats were Peter Williamson and brother-in-law Mike Quinn in a new twin-cam Celica - complete with on-board television camera for the first time - and Phil McDonnell/Derek Bell in a fast Brian Foley Alfetta GTV. The rest were Escorts, Dolomites, more Alfas and two other Celicas.

A Williamson Corolla Levin in the bottom class was piloted by Japan's Kiyoshi Misaki and Mark Thatcher, son of the British Prime Minister. Thatcher probably should not have been accepted in the entry list, given his racing experience was less than a year of amateur club racing in the UK. Even so, he was the subject of intense media hype.

Up against him was a flock of six Holden Geminis, one



1.6-litre Escort, and the perennial Lennox Motors Volkswagen Golf GTI of Chris Heyer, back for its fourth Bathurst race. He had again entered to drive with German factory driver Rudi Dalhauser, head of the factory's motor sports department. But Dalhauser was required to stay at home for the Frankfurt Motor Show, so his 1976 co-driver Peter Lander took his place. Lennox Motors then withdrew their planned second Golf entry for Lander/ Paul Bernasconi. From its debut in 1976 to last year the Golf had run with #53 - just like Herbie! - but this year, due to the larger entry field and extra class, the Golf had to use #73.



As part of the Channel 7 TV coverage, Evan Green interviewed some of the driver teams on the grid before the start. He briefly interviewed the Gough brothers Gemini drivers, who were fastest in practice and confident of victory (they were ultimately disqualified for illegal engine mods).

**Evan Green:** Well Allan and Kel Gough, best of luck today. And standing just behind you is a driver who I think might give you a little bit of trouble, though he's a few positions back. Chris Heyer who with Peter Lander is running the VW Golf. Well now you've been hampered in the past Chris by having to compete against the bigger 2-litre cars - the 1.6-litre category should be right up your alley.

**Chris Heyer:** Thanks Evan. Yeah, well they said the class was sort of designed for us but ah - the Geminis are now all in front of us. The Levin which we all thought would romp away with it is sitting well back behind us. But there's a long way to go yet.

**Evan Green:** Do you think you can catch the Geminis, and keep the Levin behind you?

**Chris Heyer:** Well it's going to be a very technical race - there's six I think Geminis in the event; one of them's bound to come up. I'm not making any predictions!

**Evan Green:** What tactics Peter?

**Peter Lander:** Oh, the main thing is to finish, Evan. It's a long race, it's very hard to finish, that's the number one thing. But we're all very even actually, we think, in the dry.

**Evan Green:** I was watching in practice yesterday and it was noticeable that the Golf was very fast through the top of the mountain.

**Peter Lander:** Yes well, it's just a great little car you know. It just handles exceptionally well, even on the faster corners, and it stops well too. And we're very pleased we don't have to compete with 2-litre cars this year, we're left behind up and down the hill.

The timed Friday practice that was to settle the top 10 for 'Hardie's Heroes' started in light rain, which ruined everything. Then in the first few laps Moffat started spraying oil, and to everyone's consternation, continued around for two more laps on the fast line instead of staying off to the edge of the circuit and keeping the road clear. At the end of the dismal session, Brock was fastest on only 2m 26.8s from Grice (2m 27.5s). The others in the top 10 were Wigston, O'Brien, Johnson, Bond, Janson, Cooke, Rogers, Harvey and Quester. Moffat's best was a lowly 2m 43.0s - 22nd fastest.

But then came a decision that caused a lot of ill-feeling, although the always-happy Harvey shrugged it off and refused to bitch about it.

Quester, whose 2m 35.1s had been done in the spare car, ahead of team-mate Morris' 2m 35.5s, was dropped from the top 10, and so was Wigston because he had been using the spare car he shared with Charlie O'Brien; both logical decisions. But then the organisers dropped Harvey and elevated Moffat to the ranks of Hardie's Heroes; one cannot but help feeling it was done just for the sake of the telecast; Channel 7 knew that having Moffat would be better for ratings. In addition, the ARDC only wanted one car from each team in the top ten, so the HDT's Harvey missed out.

In the dry Heroes session, Brock reeled off a brilliant 2m 20.5s, despite a slight lose at the Cutting when his foot slipped off the brake, and down Conrod a fumble for his Marlboro pack which was slipping out of his sleeve pocket. His Torana ran special aluminium wheel covers designed by Alan Standfield for better air flow.

That was pole. Morris nailed down the other front row spot with 2m 22.46s, followed by Grice (2m23.53s), a re-engined Moffat (2m 24.27s), O'Brien (2m 24.57s), Rogers (2m 25.91s), Perkins (2m 26.21s), Cooke (2m 27.04s), Johnson (2m 27.65s) and Bond on 2m 30.01s. Neither Camaro made practice, so both were relegated to the back of the grid, as was the Goss/Pescarolo Falcon, displaying the now-familiar lack of preparation by the one-time Bathurst hero, although this time it was because Goss had crashed the car heavily in practice.

It rained overnight, but even though the sun was shining as the crowd started streaming in, there was a lot of dried mud and grit on the track from the overnight spectator traffic. It was then that Brock did a very smart thing. The recent Repco Trial-winning Commodore was scheduled to do a few laps of the circuit before the race, in company with Bill Tuckey in a 1969 HDT 350 Monaro. Brock ignored Sheppard's instruction not to drive the Commodore and went out with Repco navigator Noel Richards beside him. Later he said he did it because he wanted to feel out the circuit surface, and when he did he was delighted. It was gritty and slippery, and he knew then that his best chance was to blow Bob Morris into the weeds on the first lap.

And that was precisely what Brock did. He was three seconds ahead at the end of lap one, and five seconds away on lap two, from Morris, Moffat, Grice, O'Brien, Harvey, Johnson, Rogers, Janson and Cooke. Then Moffat had a sideways at Murrays and Grice and Harvey passed him, and Johnson spun down the escape road at the same place.

On lap four Brock was seven seconds clear of Morris. Behind him Bob Forbes brought in one of the hapless Camaros with a sick clutch. Suddenly the pits got very busy. Rusty French came in with the Falcon's head gasket blown,



then a lap later Goss with loss of fuel pressure. Both cars were repaired, but French's Falcon did only nine laps in total while Pescarolo this year at least got a drive when the Goss car limped over 118 laps before the end.

On lap seven Gary Cooke clunked in to change a flat tyre, followed a lap later by Murray Carter. On lap 10 Brock roared past the pits more than 10 seconds ahead of Morris and about to lap Tim Slako's Torana in 21st place. The HDT car was uncatchable.

They were all trying to catch him, however, and they started to pay the piper. Garry Willmington brought in his Falcon with ignition problems on lap 13 ... a lap later the Barry Parsons/Tom Rabold Falcon went behind the pits for a new gearbox ... on lap 16 the Dickson/Barbour Camaro stopped on top of the Mountain near Reid Park with oil pump failure ... on 21 the Falcon of Queensland speedway entrepreneur Ron Wanless and New Zealander Leo Leonard blew its engine.

Then came the first of Hardie's Heroes to fail. Bond's Falcon broke its gearbox going up the hill, and was brought back on the flat-bed truck. Then on lap 24 the Stevens/Evans Falcon stopped with a wrecked gearbox, and on the same lap the hapless Dick Johnson had a tyre deflate suddenly in the Dipper and the blue Falcon crunched the fence. By then Morris' car was starting to slow. His tyres had gone off, and Harvey and Grice were slowly overhauling him. Brock was still raging away out in front. By lap 23 Harvey was second and Grice third, ahead of Morris, Moffat, O'Brien, Rogers, Seton and the Cullen/McRae car. But on lap 30 Cullen had the engine let go on him, and he was out, without the talented New Zealander turning a race lap.

Then the pit stops began, to take on fuel and drivers.





Slako, Seton, Rogers, Sampson and then Moffat rushed in - fuel spilling all around the Falcon despite the new dry-break system. Then Morris, Grice and finally Brock arrived, with Brock departing after a slick stop, still in the lead; it was only the third time in the history of the race that the leader had kept his first place after his first pit stop.

Then it was Harvey's turn. This was a long stop, because Sheppard was using the car as a guinea pig checking tyre and brake wear for information to use on Brock's car next time in.

At lap 50, as light rain started falling on top of the Mountain, Bond brought the re-gearboxed Falcon in to retirement, just as Moffat thundered in for new tyres. According to the pits the wrong compound had been fitted earlier. But while rain didn't trouble the big cars, other things were really starting to go wrong. Morris had lost radio contact; Seton came in with a broken oil-drive pulley; Graham Moore needed a new battery.

Then suddenly the second HDT Torana went missing. Harvey had handed the car over to Harrop with the advice that it was suffering pad knock-off - a common problem in which the callipers 'grow' away from the disc. Harvey had been tapping the brake well before the braking markers to pump the pads into contact, but Harrop apparently forgot this and he went into the right-handed uphill XL Corner with no brakes at around 200 km/h. The car hit the outside concrete wall and somersaulted over it, ripping off bodywork and wheels as it went. Harrop was unhurt, but his race was finished.

Meanwhile, Bob Morris' Torana had started smoking, and when he brought it in to hand over to Quester a pool of oil started forming underneath. A gearbox seal had gone, and team manager Peter Molloy sadly signalled Quester to drive it behind the pits for a new transmission. About the same time the Cooke/Brown Torana retired with a blown engine and the O'Brien/Winter Falcon and the McCormack/ Forbes Camaro also went out with engine failures.

By lap 70, Richards was circulating steadily in the lead

car, but a little slower than Brock had been, allowing Grice to close up to within 47 seconds. Wigston was third, from Moffat, Janson, Radburn and Rogers. Then the Carter/Lawrence Falcon broke its crank, spoiling the veteran Carter's remarkable record for babying his cars through many long-distance races after years in semi-retirement.

The outright class field was strung out over some 30 laps by this time. Moffat handed over to Fitzpatrick, and the British driver set out on the chase. But there were a lot of walking wounded. Gibson was in trouble with his Torana and the Willmington/Wright car dropped a valve but was still running on seven.



The Morris/Quester car went out again with a new gearbox, had a flat tyre, and called it quits on lap 95 with a broken rocker. Ten laps later the Holland/Skelton Torana also gave up, with a broken distributor.

Brock was still bellowing around, all serene. The Grice/Costanzo Torana was still in second place, although with no hope of catching the HDT car. Then Grice's dreadful Bathurst luck struck again. Little Alfie whistled over the top of Skyline quite a lot too fast, and fought the Craven Mild car off the edge of the circuit until he clouted the Armco with the right front guard. It was a most unlikely mistake for the heroic Italian, and Grice was frantic as the car trundled into the pits

with the steering deranged. They cobbled it all together and back out it went, but without knowing that the left front brake duct was also bent, and no longer cooling the disc.

At 111 laps the Slako/Hall car stopped with a wrecked engine. At 125 the King George Tavern Torana of Fred Gibson/Joe Moore had no gears left. And at 136 laps the Moffat/Fitzpatrick Falcon, which had been gulping increasing amounts of oil and leaving a trail of oil smoke, was pulled off the track on Mountain Straight. TV cameras showed John Fitzpatrick climb out, shut the door and give the big thumbs down. It was abandoned there for the flat-bed truck to retrieve, with a ruined engine. A fearfully disappointed Moffat walked glumly away, five days of struggle over, with nothing to show for it.

By then Brock was four laps clear of Janson and Grice, but when Grice discovered no brakes at the end of Conrod he dropped to seventh while his crew replaced a damaged front left calliper. Virtually every car behind Brock had mechanical trouble of some kind or another, and was limping home, simply hoping to finish.

Eventually, only 10 of them did, with Brock six laps clear of Janson/Perkins and eight laps ahead of Ralph Radburn/John Smith. The first eight finishers were Toranas; ninth in class was the Keogh/Mann Falcon and 10th another Torana. On his last incredible lap Brock deliberately set out to beat Moffat's lap record. His car felt fine, like a Swiss watch, so he gave it heaps mate, heaps. It was an amazing display of arrogant mastery, as the 05 HDT Torana was hurled around the Mountain, sounding as good as it did at the start, to take the flag with a new lap record of 2m 21.1s and keep the Torana name in the record books.



In the 3-litre class, only six cars finished - and one of them was then disqualified. The Masterton Capri led the class for most of the day and was on target for a consecutive class win, until it broke its gearbox after 130 laps. The Barry Lee/John Gates Mazda then won the class with 139 laps completed, while the BMW was excluded from second with gearbox irregularity. Terry Daly/Eric Boord in a Capri were officially second with 133 laps, followed by the Peter Hopwood/Alan Cant Capri and the Stockdale/Duggan Mazda.

It's probably fair to say that there was greater interest in the 2-litre class, mainly because that spectacular self-publicist Peter Williamson was carrying a Channel 7 camera in his Celica, the first live TV in-car race camera in the world. He got extensive coverage on Channel 7 throughout the day, when Evan Green and Mike Raymond frequently crossed to his in-car footage and commentary. The Derek Bell/Phil



McDonnell Alfetta GTV was faster in practice, qualified higher and led for most of the race but slowed at the end due to brake failure. The Williamson/Quinn Celica was the class winner by 1 lap, and the Porter/Niovanni Alfetta third. With 146 laps, the Celica finished 7 laps ahead of the best of the 3-litre cars.



How did the VW Golf go in the under-1600 class? The Thatcher Corolla led the class early but stopped after 45 laps with a broken oil pump drive. From noon on, the Gough Gemini had taken over a lead it was not to lose to the finish, rasping around like clockwork while the Escort and the Golf were in and out of the pits with a variety of issues. After the race, though, scrutineering turned up problems. The Gough Gemini seemed to have an oversize bore, while four other Geminis had varying manifold dimensions. The other cars were cleared, but the Gough Gemini was disqualified.

When the tumult and the shouting had died, the order was Gemini, Gemini, Gemini, Gemini, Escort, Golf. It was





the Seldon/Leggatt Isuzu Gemini with 129 laps which was the official class winner, followed by the McClure/Langman, Faneco/Rowe and Price/Wells Geminis. The Bob Holden/David Earle Escort was fifth. Then, sixth in class, was the **Chris Heyer/Peter Lander VW Golf GTI**. They completed 111 laps and, for the first time in four attempts, made it to the end of the race as official finishers. It would be the best result the Golf would ever achieve at Bathurst.

It was a dominant and popular win for Brock and the Holden Dealer Team, Brock's fourth and Richards' second. Brock's win put him equal on most wins with Harry Firth, Bob Jane and Allan Moffat. It was the fifth Bathurst win for the Torana - all of them by Brock except for Bob Morris's win in '76. But in the months after the race, the whole motor racing scene turned bitter for the drivers and teams.

GMH announced the end of its involvement, and Peter Brock started an agonising two-month campaign to retain the sponsorship and engineering elements of the HDT. Allan Moffat, leaving Bathurst with no prizemoney, announced that he would have to sell his Falcons and his Capri and Monza sports sedans, just to keep himself afloat. CAMS decided that the 1979 Toranas and Falcons could race in 1980 only if they were de-tuned by accepting emission-controlled engines. They had not yet issued any specifications for the natural successors - the Commodore and the XD Falcon - or what other classes and cars would be allowed next year.

In many ways, the 1979 race was the end of an era. Brock's win was the most dominant in the race's history. But what he saw coming in 1980 didn't please him one little bit.

## Vee Dub refuses to lose popularity.

*The Sydney Morning Herald, Saturday 20 January 1990*

More than 13 years after disappearing from Australia's new-car showrooms, the humble Volkswagen Beetle, the people's car for a couple of generations, is re-emerging in the

1990s as a prized cult car.

The current craze for convertibles has helped the old Beetle's resurgence, with a number of companies specialising in converting cars to soft tops.

But many motorists are preferring an unmodified original Vee Dub.

Family businesses such as SKH Motors at Moorebank, in Sydney's west, are kept busy repairing and reconditioning VW engines and supplying spares to a surprisingly large group of owners.

That there are so many surviving Beetles on our roads should not be a surprise, given the car's reputation for reliability and longevity.

SKH Motors said the Beetles were valuable property, actually bringing more money now - with prices

starting from \$3,000 - than when new.

Mexico is now the only country in the world still producing the Beetle, a car designed by Ferdinand Porsche and first sold in Australia in 1954.



Volkswagen car models are set to make a comeback to the Australian market with importer Ateco introducing the Golf GTI and Cabriolet within months. VW passenger vans and commercials sold strongly through 1989.

## The doldrums.

From 1981 to 1989, Volkswagen and their local importers weren't interested in selling cars in Australia and basically shut up shop.

They had been imported by Sydney-based industrial conglomerate LNC Industries, which owned a dozen or more motoring franchises. LNC had owned Lanock Motors since the 1950s and got the national VW franchise in 1968. This was when the Melbourne VW factory ended local manufacture and went back to CKD assembly.

Because LNC owned lots of other motor franchises, when VW's sales started to drop in the early 1970s they just concentrated on other makes - Audi for a while, with their higher prices and profit margins, but Foxes, 100s and 5Es

were never going to sell in big numbers. LNC got the Subaru franchise in 1973, and later Honda, Fiat, Renault and Lancia. When the Melbourne VW factory was sold to Nissan in 1976, all VWs became fully imported. Prices immediately increased, and sales dropped.

The Golf Diesel was a brief turnaround in 1978, but was twice the price of a Holden Gemini Diesel. By 1979 all petrol Golfs and Passats had been discontinued, and the last Kombis imported. Only Golf and Passat diesels continued into 1980, at very high prices, but were discontinued in 1981.

Australians might have wanted VW's new range, especially the diesels, but they weren't buying them because they were way too expensive. LNC would not discount them, as their priority was their profit margin, not VW sales figures. They could sell more cars - and make more money - selling other makes such as Subaru and Honda.

So LNC basically closed their VW business. Apart from bringing in a few hundred T3 Transporters from 1982, VW sold no new cars in Australia at all for nearly eight years.

These years are known as the doldrums.

From 1982 to 1987, when LNC finally lost the VW franchise to new importers Ateco, only 1,440 VW Transporters were sold in Australia, making any of these cars very rare.

On average, that's only 240 vehicles per year.

Just because something is rare doesn't always mean it's worth big money though.

The problem is that everybody wants a split-window Kombi or an oval-window Beetle. But really the doldrums vehicles are thousands of times rarer.

You just have to have some imagination and think a little bit different from everybody else and you could end up with something special for a bargain price.

Which brings me to this 1984 Caravelle CL.

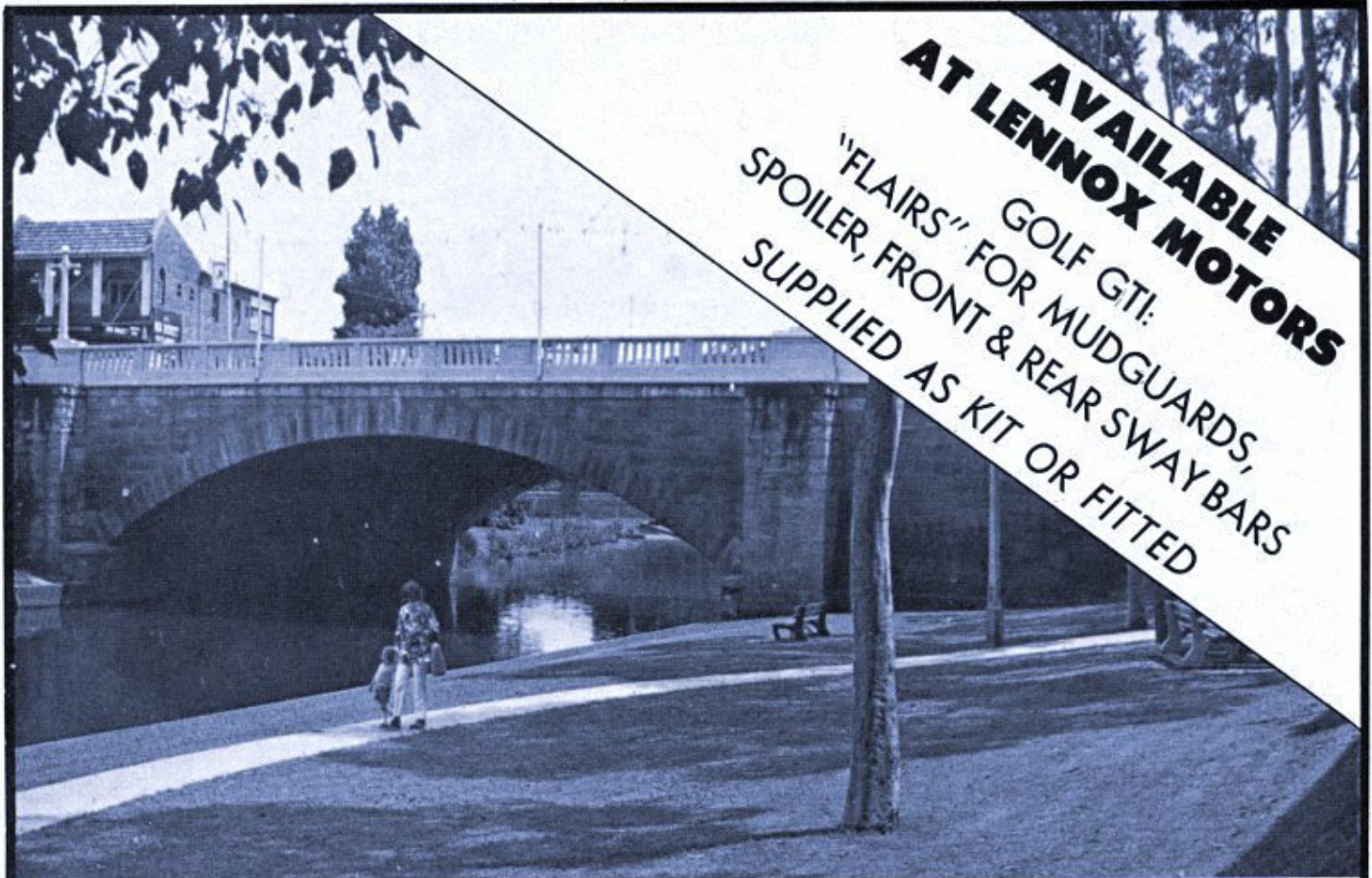
This car was bought cheap, and it cleaned up easy and is pure sunshine.

If you think about it, there was only probably a few like this imported to this country in 1984 - the total VW sales figure for that year was 262 Transporters of all kinds - Kombi, Caravelle CL and Caravelle GL.

That makes it very rare and special.

Ashley Day





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