

# Zeitschrift



1964 Ampol Freedman/Cadwallader VW 1200.

**February 2020**

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**VW Summer Cruise  
2020 COTY awards  
1964 Ampol Trial Pt1  
More Ash articles**

**Glenbrook Australia Day  
VW 1500S reviews  
VW Golf G60  
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.

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<b>Motorsport Captain:</b>	Rudi Frank motorsport@clubvw.org.au	0418 442 953
<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	

## Canberra Committee.

<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

## Facebook:

[www.facebook.com/ClubVeedubSydney/](http://www.facebook.com/ClubVeedubSydney/)  
[www.facebook.com/clubveedubcanberra/](http://www.facebook.com/clubveedubcanberra/)



## 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 (2006-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
H&M Ferman	Volksbahn Autos Pty Ltd
Stan Pobjoy Racing Engineering	

### 25 years and over.

Aust VW Performance Ctr	North Rocky & Import Parts
Mick Motors	Shannons Car Insurance
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Harding Performance Cars	Wayne Penrose Automotive
Indian Automotive	

### 15 years and over.

All Metal Bumpers	Evolution Car Hire
Black Needle Motor Trimming	

### 10 years and over.

Antique Tyres	VW Classic Kirrawee
Artemi's T-Shirts	VW Magazine Australia
BWA Auto	Volkscare
Custom T Shirts	Warby's Stickers
Euro Automotive	Wolfsburg Auto Melbourne
Rod Penrose Racing	

See the back page for all 2019 VW Nationals sponsors.

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



# 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



# DUBS by the LAKE

at Gjs

GATES OPEN 7am BOTH DAYS

**FEBRUARY 29TH TO 1ST MARCH 2020**

\$5 A CAR FOR THE DAY • \$7 FOR A VW FOR TWO DAYS  
\$5 TO ENTER INTO GRASS EVENTS • \$5 TO ENTER INTO LIMBO EVENT

- LIVE MUSIC
- RAFFLE
- FIREWORKS DISPLAY
- KIDS CORNER
- LIMBO EVENT
- GRASS EVENTS
- VW CRUISE
- SHOW & SHINE



- MARKET STALLS
- FOOD STALLS
- SWAP MEET
- CAMPING
- GO KARTS
- ROCK CLIMBING
- LASER TAG
- & MUCH MUCH MORE!

**LAKE LIDDELL RECREATION PARK. GJ'S BY THE LAKE.**

400 Hebden Road, Muswellbrook NSW 2333



*Our Fourth Running*



**LIGHTHOUSE<sup>TO</sup>**  
**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!***



*Take your Karmann Ghia out to meet some friends!*

at the

## **“VW Karmann Ghia Drive Day”**

### **Sunday March 29<sup>th</sup>**

Meeting 9.00 am, At Harry's Cafe de Wheels Shop 1/20 Orange Grove Rd. (Viscount Pl) Warwick Farm.

Departing 9.30 am, Drive in convoy, via Heathcote road to Stanwell Park Beach Reserve, Station Street (Near Kiosk), Stanwell Park – 51 Km

Departing 11.00 am. Drive to Mittagong 105 Km (approx. 1.00 hr), to meet at Mittagong Hotel, 89 Main Street, Mittagong. Angled street parking on Main Street.



Join us at the start or anywhere along the way. Have a hearty lunch at the hotel, and tell some KG tales.

RSVP by March 23rd

Dieter Regel 0409 100 952 or

Matt Hough 0411 090 716

Email [dieter@tekevent.com](mailto:dieter@tekevent.com)



# Berry Blast From The Past

The Shoalhaven Volkswagen Club will be holding their annual Blast from the Past on Sunday 5 April 2020 at the grounds of the Berry Bowling Club.

Car Entry is \$20, with a gold coin donation for the public to view the display. Gates open at 9 am with Car of the day award and the raffle to be drawn at 1pm

All proceeds from the show are donated to Can Assist – Cancer Assistance Network  
For more information contact Dave Becker on 0402 003 965

Camping is available at the Berry Showgrounds  
Please contact the showground caretaker direct on 0427 605 200



*Proudly Supported by Rod Penrose Racing*





# 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

33<sup>RD</sup> GREAT YEAR



**Saturday 23<sup>rd</sup> May**

Carters' Krauty Caper navigation run

Start: Greyhound Club, Yagoona, 9:00am

Finish: The Vineyard Hotel, for lunch

**Sunday 24<sup>th</sup> May**

Show Day, Fairfield Showgrounds

VISIT [WWW.CLUBVW.ORG.AU](http://WWW.CLUBVW.ORG.AU) OR  
CALL DAVID BIRCHALL (02) 9534 4825

## Von dem Herrn Präsident.

Hi all, well we had a small turn out at this year's Summer Cruise owing to the threatening weather. Ironically we didn't get any rain all day, it just looked miserable. This year we left an hour earlier as I'm always afraid that all the good parking spots will be gone. It worked – we got lots of good spots. Thanks to all who helped on the day and of course those people who attended. See the event report with photos in this issue.

Some of our members displayed their VWs at the Australia Day celebrations at Glenbrook in the Blue Mountains, at the suggestion of Carl who is a local. Our club got some great exposure, plenty of enquiries and some prospective new members. There is a report and photos in this issue.

Lots of great events coming up so keep an eye out on the club website for upcoming events. Our next one is the Gerringong Motor Fest on Saturday 15th February. We will be meeting first at McDonalds at Engadine (on the Princes Hwy, across from Heathcote Road) from 7 am and leaving in convoy at 7:30 am. I'm told that there could be a football celebrity judging the cars at Gerringong – he used to play for Parramatta in the '80s and owns the pub down there now.

On Sunday February 23rd will be the 2019 VW Nationals film day at The Edge Cinema in Katoomba. This event was postponed last year, when it was going to include an expensive German lunch, but now it's just an afternoon at the movies. There'll be a convoy from the Eastern Creek McDonalds, M4 westbound, meeting at 10:30am for an 11:00am departure. Please try to attend as Phil Mass has gone to great deal of trouble to organise this screening at the new venue.

We have been invited to the Dubs By The Lake, a new event which will be held on Sunday 1st March at Lake Liddell Recreation Park, just this side of Muswellbrook. I hope all our Newcastle-based members, and many also from Sydney, will be able to go.

We've also been invited to Flat Four VW Club's run on Saturday 7th March, which will cruise from Wollongong Lighthouse to Kiama Lighthouse. Then lunch and socialising afterwards at Kiama Leagues. We are gathering at Uncle Leo's Caltex from 1:30pm and departing at 2pm to get to Wollongong around 3pm.

There are lots more events after that, including Dieter's Karmann Ghia Run on Sunday 29th March. I believe he will be coming along to the next meeting to tell us about it. In the meantime, check out all the event flyers, note the details of all coming events in the Calendar and on our webpage, and mark them in your diary so you don't miss them.

Norman our secretary does regular emails out to club members, both for normal calendar events and also when we hear of a great event but we learn of it too late to put in the club magazine. So if you're not on the emailing list drop Norman an email at [secretary@clubvw.org.au](mailto:secretary@clubvw.org.au)

The VW Nationals will be here again before we know it planning is well under way. Help will be needed setting up Saturday night and packing up and during the day on Sunday.

The Supersprint has been cancelled. Hopefully we can have a speed event next year; Dave Birchall is already trying

to organise it now for 2021. Dave was in negotiations with Luddenham Raceway but in the end we couldn't secure the venue on the needed day. We will instead be doing an old-style navigation run to a nice pub in Western Sydney. More details soon.

See you soon,

Steve Carter



## Kanberra Kapitel report.

Greetings from the Nation's Capital,

January was a quiet month for club activities, with school holidays in full swing and many members away. Additionally, with bushfires on our doorstep (6km from our southern suburbs), many days of poor air quality due to smoke and one of the worst hail storms in Canberra's history, getting out in our VeeDubs was unfortunately low on many of our priority lists. However, a few ad-hoc, short notice coffee catch-ups did occur and some managed to get their cars out of the garage for a run.

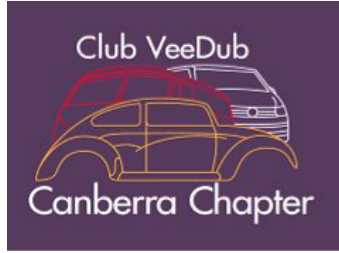
The only planned event in January was a run out to the town of Sutton where a morning tea was enjoyed at the Baker of Sutton café bakery. Great pies, pastries and of course coffee was enjoyed by the few who turned up after meeting at Old Parliament House (OPH) and cruising out in convoy to Sutton. I'll have a report and photos next month.



**Our chapter's AGM** is to be held on **Sunday 16 Feb** at the Murrumbateman Hotel. We will meet once again at OPH then cruise out to the pub, where lunch and the AGM will occur. Financial members of the club will have their meal and beverages subsidised, so we highly recommend coming along to reap the benefit of club membership. Of course all VW enthusiasts are welcome; however the lunch subsidy is only available to financial club members. Keep an eye on the Facebook page for further details.

At the AGM, all committee positions will be declared vacant and we will vote in a new committee. Anyone interested in joining the committee are encouraged to nominate for a position. Please seek out one of the current

committee members if you have any questions on any position. I will not be nominating for re-election of the Chapter President, as I believe three years is a good stint for any individual. By rotating the presidency, fresh ideas and considerations can be introduced to keep the club relevant and up to date with current trends and ideas.



Whoever is successful in being voted in, I will offer my full support to ensure a smooth transition and minimal disruption to the club.

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.**

### February.

**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.

**Sat 29 Feb & Sun 1 March: Dubs By The Lake** at Lake Liddell Recreational Park, 400 Hebden Rd, Muswellbrook. Gates open 7am both days! VW Show n Shine, VW Cruise, swap meet, raffle, market and food stalls, kids events, grass olympics and much more! \$5 per car for the day, \$7 for two days, some activities extra. Bring your VW and help support regional Australians. Supported by the Wespac Rescue Helicopter Service. For more information email [dubsbythelake@outlook.com](mailto:dubsbythelake@outlook.com)

**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.

**Sunday 29th:- Karmann Ghia Drive Day.** Meet at Harry's Cafe de Wheels, Warwick Farm, from 9am for coffees. Depart 9:30 in convoy cruise via Heathcote to Stanwell Park beach. Then 11am departure to Mittagong Hotel for lunch. RSVPs and enquiries to Dieter Regel on 0409 100952.

*Lead the Field!*  
FIT A  
**LUKEY SPORTS MUFFLER**

 *Special 4-Pipe Muffler for*  
**VOLKSWAGEN - £9'4/6 inc. tax**

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PHONE: FJ 4007  
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COMPLETE RANGE COVERS ALL CARS — FOR HOLDEN (UP TO 1956) LUKEY CHROME  
TWIN TAIL MUFFLER £5.14.9 inc. Tax  
ALSO TWIN TAILS FOR "FE" HOLDEN £9.7.0 plus Sales Tax

**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 Fettle's Shed Gallery. BBQ sausage sizzle. Food - tea and home made cakes. Gourmet Coffee van. Robertson Monthly Markets at the School of Arts is on the same day. Inquiries: Steve (02) 4885 2393 or email [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.

**Saturday 2nd:- SurfLife Classic Surf Car Expo** at South Warri Beach Park, Bridges Rd Gerringong, 10am to 3pm. SurfLife is a celebration of music, surfing, food, cars and good times, held in the beautiful coastal town of Gerringong, surrounded by world class surf breaks and green rolling hills, just 90 minutes south of Sydney. Bring your classic VW along and enjoy live music, explore our markets & surfboard swap meet whilst enjoying a beer and burger. There will be prizes for Best Surf Camper, Best Surf Wagon and Best Surf Cruiser. You must register your vehicle as there are limited spots. Register here for free! [www.surflifemusicfestival.com.au](http://www.surflifemusicfestival.com.au) or contact Adam on 0416 294801.

**Sunday 3rd:- Annual 'Old Car Social Club' Show and Shine** at Canley Heights RSL and Sports Club, 26 Humphries Rd Wakeley. We invite you to bring along your classic VW to the show! Gates open 7:30am, cars in position by 9:00am. Trophies presented at 12:30 pm. Display car entry \$15 (includes driver and passenger), spectators a gold coin entry. Food and drink available, or use the RSL's bistro and bars. All enquiries to Noel on 0409 601827.

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

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

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



**Saturday 23rd: Carter's Krauty Caper 2020.** Yes it's back! VW 'signpost rally' - navigate your way, spot the landmarks, answer the questions and gather the clues! Start from the Arena Greyhound Club, Rookwood Rd Yagoona, at 9:00am. Finish at the Vineyard Hotel Cnr of Windsor & Boundary Rds Vineyard. Plenty of parking and a nice bistro for lunch. Free to enter. Prizes for the winners. Contact Steve Carter for more info.

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

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

## Marktplatz.

*Marktplatz ads in Zeitschrift are free. All ads should be emailed to [editor@clubvw.org.au](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:- VW Beetle parts** ranging from 1962-67. Listed below is a rough itemised list of parts for sale:

Basically all panels and interior parts

Two sets of doors

Two sets of front and rear guards

Two sets of front and rear bumpers

Two interiors, one red, one black

Two rear seats, one red, one black

Two front buckets, black

All other interior fittings, including window winders

Head linings

Two complete sets of window glass

One bonnet

One engine compartment lid

One brand new muffler exhaust (tail pipes)

Various new tail light lenses and gaskets (still sealed in original packaging)

Two fuel tanks

One 1300 deluxe motor with all accessories (separate). The engine was running 20 years ago when I pulled it out, has been covered ever since.

Various boxes of bits and pieces including full engine compartment tin ware, painted

Under my current circumstances, I would prefer to sell everything as one lot. Price is by negotiation.

You can contact me - Greg Cowle on 0415 361 347.

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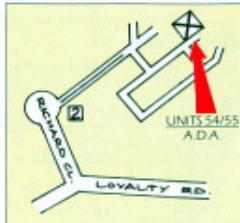
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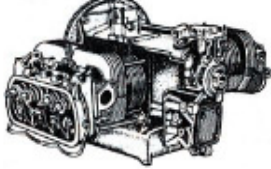
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## Bentley (VW) wins Bathurst 12-Hour.

Bentley Team M-Sport has taken a comprehensive victory in the recent 2020 Liqui-Moly Bathurst 12 Hour, courtesy of drivers Jules Gounon, Jordan Pepper, and Maxime Soulet in the #7 Bentley Continental GT3.

The lead #7 Bentley, powered by a 4.0-litre Volkswagen twin-turbo V8 engine, qualified only 11th on the starting grid, but jumped up the order with a short-fill earlier in the day. But it was raw car speed that saw it stay up the front, and Gounon had the honours of taking the chequered flag 37.8 sec ahead of the rest of the field.

GruppeM Racing's #999 Mercedes-AMG GT3 provisionally took second position after Raffaele Marciello passed Tom Blomqvist at Murray's Corner on what was the penultimate of 314 laps completed, but received a 30 second post-race penalty for a pit procedure infringement.

Therefore the official second was Team 59Racing's McLaren 720S GT3 driven by Blomqvist/Ben Barnicoat/Alvaro Parente, 41.5 seconds behind the winning Bentley.

Shane van Gisbergen survived late pressure from Matt Campbell to finish third in the #888 Triple Eight Race Engineering Mercedes-AMG GT3 along with Maximilian Gotz and Jamie Whincup.

Campbell's fourth with Mathieu Jaminet and Patrick Pilet in the #911 Porsche 911 GT3 R was something of a fightback for the Absolute Racing entry which dropped off the lead lap at one point due to a puncture and then a 15-second penalty for a breach during the resulting pit stop.

Soulet was leading in the #7 Bentley when the race restarted behind the safety car for a fifth time on Lap 231, just into the 10th hour. He was over 31 seconds clear of Gotz in the Mercedes when he guided the Bentley into pit lane for a routine stop, but rejoined in fourth at over 10 seconds behind third-place, given that the Bentley was given brand-new rubber but GruppeM did not change tyres at all.

Gotz' struggles on badly worn tyres showed when he broke into a slide through The Chase on Lap 257, allowing Dirk Werner to go past and take the lead in the #912 Absolute Porsche. Triple Eight called Gotz in on Lap 259 and van Gisbergen jumped in for the balance of the day, commending his double stint in seventh position with a set of brand-new tyres.

The #999 Mercedes-AMG with Marciello onboard

was about 5.8 secs up on Gounon now in the #7 Bentley after the second-last round of pit stops, from Barnicoat, Liberati, Maro Engel in the #77 Mercedes-AMG, Thomas Preining in the #912 Porsche, van Gisbergen, and Jaminet in the #911 Porsche.

Gounon had all but caught up to Marciello on Lap 279, when an hour and 15 minutes remained, but the margin blew back out beyond 2.6s when the Bentley got held up by the Mercedes-AMG GT4 across the top on Lap 282.

There was a scare for Bentley on Lap 284 when Gounon suffered a right-rear puncture down Conrod Straight on his in-lap. The Frenchman made it safely into the pits and the crew was forced to put new tyres on the #7 Continental, but he still got out in second position and almost a second ahead of Preining, who had not long started his final stint in the #912 Porsche.

Gounon was also another few seconds ahead of Marciello, who sat fourth given the #999 Mercedes-AMG had to reportedly take on 20 litres more fuel and the GruppeM crew was a little slow on the right-rear tyre change.

Van Gisbergen had inherited the lead with the stops of Gounon and Barnicoat on Lap 284, and was 9.6s ahead of the former when he drove the #888 Mercedes-AMG into the pits on Lap 294. Triple Eight changed only the right-hand side tyres and sent the New Zealander on his way in sixth position.

The Bentley was now comfortably in front, with a gap of over 30 seconds over the rest. The threat of rain held off until as soon as the first few cars took the chequered flag, in a distance record-breaking race of 314 laps (2 more than last year), which equals 1,950.88 km. The Bentley completed its race in 12 hours, 0 minutes and 33.87 seconds, at an average speed of 162.45 km/h for the entire event, pit stops included.



It was the third win in a row for a Volkswagen Group vehicle in the Bathurst 12-Hour GT race. The Matt Campbell/Dennis Olsen/Dierk Werner Bamber Motorsport Porsche 911 GT3 R won last year, and the Robin Frijns/Stuart Leonard/Dries Vanthoor Audi Sport R8 LMS won in 2018. The Audi R8 also won back in 2011 and 2012.

The 12-Hour Bathurst GT race is a longer, faster and more interesting race than the bogan V8 Supercar race in October. The GT cars are quicker than the V8 Supercars - the Porsche 911 GT3 on pole this year lapped at 2 min 3.43 sec, some 1.3 seconds faster than Chaz Mostert's 2019 lap record in his Supercheap Mustang.



## VW's bushfire donation.

Volkswagen Group Australia has bolstered its existing contribution toward the relief and recovery efforts for Australia's tragic bushfires, announcing a \$2.5 million donation today.

The company has earmarked \$500,000 for fire services and those affected by the fires, with the remaining \$2 million divided equally on reforestation and organisations involved with endangered wildlife.

The donation is the largest made by any single automotive body in response to this year's fires. Local car companies had combined contributed \$1.623 million in confirmed financial donations to the bushfire relief effort. On top of confidential contributions and varied assistance programs, this new donation takes the tally to \$4.123 million.

"Volkswagen has been part of Australian life since the 1950s. Therefore, we step up both to assist those at the forefront of this crisis and to aid in what will be a protracted recovery," said Volkswagen Group Australia (VGA) managing director Michael Bartsch (himself a native Aussie).

Today's announcement follows the earlier launch of a GoFundMe page for employees, directing donations to the Rural Fire Authorities, WIRES, the Red Cross or the Lift Up Lithgow fundraiser. For every \$1 donated by a VGA employee, VGA has pledged to contribute \$2 up to \$20,000. The nationwide dealer network is also conducting its own initiatives.

As part of VW's internal fundraising efforts, Bartsch - a well-known figure in the global automotive industry who has previously held executive posts with Porsche and Infiniti - offered to shave off his moustache as an added incentive.



Described as an "old growth of 40 years", Bartsch's mo has long been a familiar sight to industry and media in Australia and North America. The offer to expose the top lip was on the condition of staff and dealers donating \$10,000 to the NSW Wildlife Rescue Service (WIRES).

With donations surpassing \$11,000 (of nearly \$20,000 in total internal donations to bushfire-related causes) today, the lip warmer was removed at Chullora Barber Shop.

The move follows a more permanent mark inked into the ankle skin of Volkswagen UK boss and Australian expat Andrew Savvas, who raised AU\$30,000 - well beyond an initial \$2000 target - through his own online fundraiser.

Launched in support of World Wildlife Fund (WWF) Australia, Savvas's fundraiser resulted in a pair of fresh kangaroo tattoos - one on each ankle.

## VW ID.4 unveiled.

Feast your eyes on what will be the first all-electric Volkswagen to come to Australia - the ID.4 SUV.

Ignore the clever disguise - an Opel grille, how sneaky! - and you'll see this ID.4 is identical to the EV SUV Volkswagen wrapped in camouflage in China (see Jan issue) and shrouded in fog in Frankfurt.



The full reveal of the ID.4 is imminent with production set to start in 12 months. Exact launch timing for Australia isn't yet known, though Volkswagen Australia has confirmed it'll arrive before the Golf-sized ID.3 that's slated for a 2022 launch.

In terms of size, the ID.4 will slot between the Tiguan and Tiguan Allspace.

First previewed by the I.D. Crozz concept car in 2017, the ID.4 drops the concept's coupe styling for a more conventional, two-box silhouette. It also ditches the ID. Crozz's sliding rear doors and uses conventional doors.

Like the concept, however, the ID.4 uses Volkswagen's high-tech fully-electric MEB platform. The ID. Crozz concept used an 83 kWh battery and an electric motor on each axle for all-wheel drive and a combined output of 225 kW.

Total electric range was 500km under the more lenient NEDC measures. Volkswagen said the ID. Crozz could recharge to 80 per cent capacity in 30 minutes using a 150 kW fast charger.

Though Volkswagen's test crew has tried to disguise it, the ID.4 is recognisable as a member of the ID family. The kink at the C-pillar, for example, is highly suggestive of the smaller ID.3, as is the scalloping at the bottom of the doors.

The overall look is contemporary but rather more curvaceous than Volkswagens with internal combustion engines - next to this, a Tiguan appears almost razor-sharp.

It hasn't been shown yet what the interior looks like or if it'll follow the ID.3's minimalist aesthetic. Also unclear is whether the ID.4 will launch with less powerful drivetrain options like the smaller ID.3.

We'll find out soon enough with production set to start next year in Europe and China. After a couple of years, ID.4s will also start rolling off the line at Volkswagen's Chattanooga, Tennessee plant especially for the US market.

## 2020 Car Awards.

### News Corp:

Formerly known as the CarsGuide COTY, the News Corp Australia's Car of the Year is decided from seven category finalists.

In previous years, the motoring team picked 10 finalists to face close scrutiny from a team of experienced judges. This year, a new structure better reflects the preferences of Australian motorists.

Finalists need to have arrived in the past 12 months to be eligible, so older bestsellers such as the Toyota HiLux aren't new enough to get a guernsey.

There are no narrow-funnelled classes for luxury or electric cars - they have to beat the competition from a broader range of rivals to be declared a winner. The best new cars are divided into seven categories: small, family and performance cars, plus small, medium and large SUVs, and utes.

Each category was the subject of a three-car comparison test to determine which models should be finalists in the overall Car of the Year awards, with the final champion to be chosen from the seven finalists.

Small Car winner was the Mazda 3, a car with a long history of success in Australia. The latest model represents a brave step from the brand, with a sleek approach to styling, a cabin to rival prestige brands and a price structure off-limits to budget buyers. Loaded with safety gear and impressive to drive, the Mazda3 saw off competition from the outgoing Volkswagen Golf and Ford Focus ST-Line in April, before knocking off the cheaper Ford Focus Trend and Audi A1 in November.

In Family Car, no VWs were considered. The winner was the 3-Series BMW, which beat the best-selling Mercedes-Benz C-Class and new Genesis G70 in its first comparison test, before taking on serious competition in the Tesla Model 3 and Volvo S60. It was a close call between the BMW and Tesla - the American car's performance, tech and driver appeal are hard to beat. But quality and usability niggles let it down, giving the 3 Series a chance to win the overall prize.

In Performance Car, no VWs were considered. The winner was the Toyota Supra GTS. Attention turned to three of Europe's finest: the new Porsche 911 Carrera S, Mercedes-

AMG A35 and Toyota Supra. Built in a joint agreement with BMW, the Euro-sourced Supra represents the return of a storied badge while underscoring Toyota's commitment to building driver-focused cars. The new BMW-based Supra is fast, fun to drive, and represents reasonably impressive value - especially compared to Porsche's new coupe, which costs the best part of \$300,000 on the road.

In Small SUV, no VWs were considered. The winner was the Kia Seltos Sport+. The Seltos was compared with Audi's Q3 and the new Hyundai Venue, finding that the Kia combines "a taste of premium tech, performance and refinement for budget-minded buyers". Strong value and a polished driving experience helped the Kia Seltos win support.

In Medium SUV, no VWs were considered. The winner was the Toyota RAV4 GXL Hybrid, which in many ways suits modern families. It's spacious, well-priced and packed with safety kit and impressive fuel economy. The RAV4 beat seriously tough competition to represent the class, edging out the Mazda CX-5 and Honda CR-V in a comparison test back in May, before more recently beating the Land Rover Discovery Sport and Citroen C5 Aircross to win its category.

In Large SUV, the winner was the **Volkswagen Touareg Launch Edition**. Volkswagen isn't a luxury brand but the new Touareg doesn't hesitate to tread on the manicured toes of prestige rivals. The new Touareg is a brilliant machine with a hi-tech interior, magnificent diesel engine and impressive road manners that won over motoring editor Richard Blackburn in a showdown with the BMW X7 and Lexus RX. "The VW may induce sticker shock but it has the tech and the power to mix it with the top end of town," he said.



In Ute, no VWs were considered (the Amarok is ancient and well overdue for a redesign). The winner was the Mitsubishi Triton GLS Premium. It's not the most powerful, largest or best-selling ute. It doesn't tow as much as some others and won't win many drag races. But it is a complete package, able to get the job done with a minimum of fuss for a price that undercuts most rivals. The Triton is the Swiss Army knife of utes - handy for a lot of duties without being perfect at any one job. Factor in impressive standard safety kit such as autonomous emergency braking, and you can see why it beat the SsangYong Musso and Mercedes-Benz X-Class to become our category champion.

Of these seven, News Corp chose the RAV4 Hybrid as

the overall winner.

Volkswagen has won the CarsGuide/News Corp COTY four times since the awards began in 1997. The Golf 6 won in 2009, the Polo in 2010, the Golf in 2013 and the Tiguan in 2016.

## Drive:

The competing Fairfax/Channel 9 news organisation and their drive.com.au subsidiary also publish their own Car of The Year Awards. The format is similar to the News Corp awards, with winners announced for individual categories, and these all competing for an overall winner. However, unlike News Corp with seven categories, Drive chooses no less than twenty:

City, Small, Medium and Large Car; People Mover; Small, Medium and Large Luxury; Small, Medium, Large, Upper-Large and Off-Road SUV; Small, Medium and Large Luxury SUV; Dual-cab Ute; Sports <\$100k, Sports >\$100k, and Electric.

Volkswagens received a number of nominations. The Golf appeared in Small Car but was beaten by the Mazda3. The Multivan appeared in People Mover but lost to the Kia Carnival. The Tiguan appeared in Medium SUV but lost to the Toyota RAV4 Hybrid. The Amarok appeared in Dual-cab Ute but lost to the Ford Ranger. For whatever reason, the new Touareg was not nominated in the SUV categories - they went with sister Audi Q7 instead (which lost to the BMW X5).

Volkswagen did win one category. **The Drive Best City Car was the VW Polo**, which beat the Suzuki Swift and Hoda Jazz.



"Which brings us to the winner of the City Car segment, the Volkswagen Polo," said the Drive report. "You just can't go past its cabin refinement and overall premium feel over the two Japanese models. It is a few grand more than the others, at a before-on-roads cost of \$18,790, but is still an affordable way of entering into the German make.

"A 1.0-litre turbo petrol engine with 85 kW and 200 Nm is across the Trendline and Comfortline specifications, with the much more powerful Polo GTI sporting a 2.0-litre turbo with 147 kW and 320 Nm. Not bad for a city car, but the price will blow out to \$31,990. A six- or seven-speed

DSG is available across the range, but if you love to shift the gears yourself, a five-speed manual is only standard on the Trendline.

"With its five-year/unlimited-kilometre warranty, interior comfort, road manners, and subtle design, there's no doubting the Polo is the perfect city car."

Of the twenty categories, Drive chose the Toyota RAV4 Hybrid as overall winner.

## Wheels Car of the Year:

The longest-running, and probably still the most prestigious of the annual awards, is the Wheels Magazine Car of the Year. This has been run since 1963. Volkswagens have won it five times - the Passat in 1974, Golf 1 in 1976, Golf 6 in 2009, Polo in 2010, and Golf 7 in 2013.

Contenders are chosen from vehicles introduced on the market in the year just gone, and are judged and scored according function, efficiency, safety, technology and value criteria. In previous years up to 60 cars were chosen to compete, being gradually whittled down to a final 12, final 5, final 3 and the winner. This year, in order to improve the quality of the competition, only those considered a chance of winning were selected, reducing the starting number down to 31 cars.

Using GMH's Lang Lang proving ground, all but five are eliminated. The remaining five cars then undergo 'real world' testing, which eliminates two more. The last three are then tested again, and an overall winner announced.

Of the 31 entrants, only 3 Audis - the A1 30, A1 35 and Q3 35 - and just one Volkswagen, the new Touareg 190TDI 4Motion - were included. All four VW Group vehicles were eliminated in the first round.

"If you're going to have an identity crisis, then best make it a fabulous one. Case in point: the Volkswagen Touareg," wrote Wheels tester Byron Mathioudakis.

"Is it a more-affordable Audi Q7? An everyday Bentley Bentayga? A Porsche Cayenne in drag? Or a bit of everything? After all, these four distinct large SUVs share the Volkswagen Group's MLB Evo modular longitudinal architecture.

"So, is the Touareg - now in its third generation, and priced from \$79,490 for the entry-level 190TDI - a conspicuous bargain as a result of such rarefied genes? Or is it just an expensive Volkswagen? The answers are a qualified yes to both, since our top-spec Premium model - normally from \$85,490 with standard air suspension, heated/vented/massaging front seats, Matrix LEDs,

gesture control, Qi phone charger and 20-inch alloys - arrived wearing a \$114,490 price tag due to nearly \$30K of additional options.

"Foremost of these, if you value driving and comfort equally, is the \$8000 R-Line pack, due to the active roll bars and four-wheel-steering tech it introduces. Both better contain and control excess body wallow for taut, precise handling at speed, while 4WS allows outstanding manoeuvrability. Combined with the air suspension's plush, isolating ride (this was the quietest of all this year's COTY vehicles, despite being diesel), and it's easy to surmise that Bentley engineering



knowhow somehow plays a part here.

“Step inside the lofty and spacious cabin and another \$8K option stands out - the 'Innovision Cockpit' with its 38-cm touchscreen and 30-cm digital instrument cluster, enveloping the driver. Along with a head-up display and other ambience-enhancing goodies, they usher in a Q7-like - rather than the standard set-up's Passat-like - elegance.

“Still, the Touareg's packaging fundamentals remain spot-on. There's superb fit and finish, loads of legroom front and rear, firm yet supportive seats, and ample ventilation. Family-focused functionality was clearly a development priority.

“A minor gripe is that Apple CarPlay/Android Auto don't make full use of the enormous display. Some of the switchgear is scattered or awkwardly sited, too, and the sunroof reduces headroom. The ESC calibration on gravel also cries out for more finessing.

“Plus, where are the electrified options? The torquey 3.0-litre V6 turbo-diesel may deliver its punch in a smooth and muted manner, making this Touareg a relaxing long-legged tourer, but it isn't especially spry from take-off (unlike BMW's bounding X5 30d) and diesel isn't exactly this millennium's environmental poster-child. What would Greta say? (who cares - Ed.) Adding the Cayenne's hybrid smarts would help.

“Nevertheless, with some deft option ticking, the 190TDI makes a compelling case to sidestep the usual luxury-segment suspects. Yet, even with all the extra kit, the flagship VW SUV still undercuts the considerably more bare-base X5 30d equivalent. It doesn't skimp on advanced safety gear either, includes free Apple CarPlay/Android Auto, and offers a five-year warranty. Unlike the other Germans.



“Unadventurous though it may be under the bonnet, the middle-class SUV from Wolfsburg is nonetheless better because of its blue-chip breeding elsewhere. Such diverse DNA only serves to enrich the Touareg's capabilities. And identity.”

The last four vehicles eliminated were the Porsche 911 (992), Toyota RAV4, Mazda 3 and Tesla Model 3. The winner was the Mercedes-Benz EQC fully-electric SUV.

## VW Viloran.

The Chinese Volkswagen Viloran people mover has been unveiled at the Guangzhou motor show.

The Viloran is unlikely to ever come to Australia as it will probably only be built only in left-hand drive. Like the Teramont (Atlas) large SUV, it is built in China as part of Volkswagen's joint venture with SAIC (formerly known as Shanghai Volkswagen).



When it goes on sale this year, the Viloran will compete with luxury people haulers, such as the Lexus LM and Buick GL8.

While US-style large people movers have never really caught on in Australia, they're still popular many parts of Asia - and an important niche in China, the world's largest car market.

Despite being one of China's most popular automotive brands, this is the first time Volkswagen has sold a full-sized people mover in the Middle Kingdom.

At 5.3 metres long, it will be around 50 mm longer than the market-leading Buick. It has crossover-inspired styling and a rounder silhouette with smoother surfacing than its boxier competitors.

The key giveaway that it's a people mover are the twin sliding rear doors. The Viloran seats seven people in a 2-2-3 layout with captain's chairs for the second row.

Reports indicate the Viloran is based on the company's MQB architecture for front- and all-wheel drive vehicles with a transverse engine. It is reportedly powered by a version of VW's 164 kW/340 Nm 2.0-litre turbocharged petrol engine.

While it won't be coming to Australia, it could possibly be sold in the USA as a replacement for the now defunct VW Routan, a low-selling US-market VW people mover that was a badge-engineered Chrysler Voyager.

# Annual VW Summer Cruise 2020.

I recently went to our club's annual VW Summer Cruise.

It was held on Sunday 19th January, from Liverpool to Stanwell Park beach.

We had a few days of rain before the day, which was great to get some relief from the bushfires. But not too good for a picnic. Still, quite a few VWs met up at Uncle Leo's Caltex at Liverpool. Rudy led the convoy, heading off at 9am exactly. This was an hour earlier than last year. Phil stayed back as the tail gunner to wait for any latecomers – and there were. The last cars headed off at 9:25, and Phil left at 9:30am.

I went with Wayne straight to the beach. I was going to drive my Superbug through the National Park. The weather stayed quite nice, none of the heatwave of the previous week. It was overcast and quite mild, with a gentle breeze. From



what Rudi said, there were around 20 cars at Uncle Leo's. Most of them air-cooled Beetles and Kombis, but there were nine or ten water-coolers too.

The cars stopped briefly in the park at Appin for group photos, but they had left by the time Phil came through at the





back. Then they cruised down Bulli Pass, through Thirroul and along the coast road and Seacliff Bridge to Stanwell Park. Everyone mostly kept together and no one got lost. You only had to turn right at the correct spot to get to our parking spot at the beach.

Because of our earlier start and the grey weather, the beach wasn't crowded and there was plenty of parking. We got our usual private little area at the top again. Zelko had kindly volunteered to pick the club trailer, marquees and BBW from Bob Hickman and tow it to Stanwell Park behind his Ford ute. Steve, Martha and Craig put up the tent and set up everything in time for the convoy to arrive for lunch.

Everyone enjoyed the BBQ sausages and bread rolls and the cold drinks and the tent was busy all afternoon. Most of us stayed and chatted and looked at the nice VWs. There were quite a few we hadn't seen before and it was good to catch up with friends we hadn't seen for a while. Many of the VWs there were still air-cooled Beetles and Kombis and a couple of Type 3s, but there were more water-coolers than last year.



They have built a really nice new kiosk and cafe with a big shady verandah. The beach was nearly empty and the surf was dumping, only a few board riders out there. Only a couple of paragliders were gliding down from the hilltop and landing on the beach, due to the low cloud cover

It was a really enjoyable day. Thank you to all the club members who helped to run the day and help out carrying gear and serving lunch. And to the VW drivers who came along.

Jeff Swords



These younger guys heard about the day on Facebook, where our site is getting lots of activity from local VW fans. Lee is doing a great job with Facebook but I didn't see her family there.

Some of us went for a walk down to the surf beach.





in the mid-1990s. They were the Mk3 Golf with a boot, sold in the USA as the Jetta.

The Glenbrook Australia Day Festival is organized by Lower Mountains Rotary, with all proceeds donated to their bush fire appeal.

Glenbrook is a great venue with small car park (capacity 16 cars and we pretty much filled it.)

Two more Kombis turned up at 10 am but the gates were locked by then, so they were relocated to another part of the Glenbrook celebrations.

There were lots of interested people taking photos of the VW cars and Kombis, and a few serious enquiries

from locals who have cars squirreled away that they want to get on the road again. We lost count of the number of visitors who told us, "I used to own one of these."

Although the weather was quite hot and sunny, a nice breeze and leafy shade in our area provided a comfortable

## Australia Day at Glenbrook.

Our group met at McDonalds at Eastern Creek from around 7:20am on Sunday Morning for coffees and a bit to eat. The convoy departed at 7.45 am for the easy drive along the M4 to Glenbrook.

There were 8 vehicles - four Beetles and four Kombis - to start with. Marino joined us along the way, meeting us at the Mamre Rd ramp.

It's an easy drive up the M4, even at an easy 80 km/h for the older VWs. We were in location by 8.20 before more VWs turned up. We had a special reserved paved parking area, right in the middle of everything.

With latecomers, in all there were 15 VWs - 8 Beetles, 4 Kombis, a Mk 3 & a Mk4 Golf and a rare VW Vento. Remember them? They only sold a few hundred in Australia





location. Many of us brought our own fold-up chairs - a good tip for all future shows.

Australia Day in Glenbrook is a fun-filled family event and Club members enjoyed the various craft and food stalls, music acts under the marquee, and of course the famous Australian Garden Gnome Festival. Lots of kids' rides and displays.

The only other cars on display were some '60s British cars on the other side of the park, and some Mustangs on the grass next to us. It was good to fly the flag for Volkswagen.

Club VW has been invited to join Rotary at the event again next year, so any members interested should make sure they put it in their diary.

Carl Moll

## The VW Miracle.

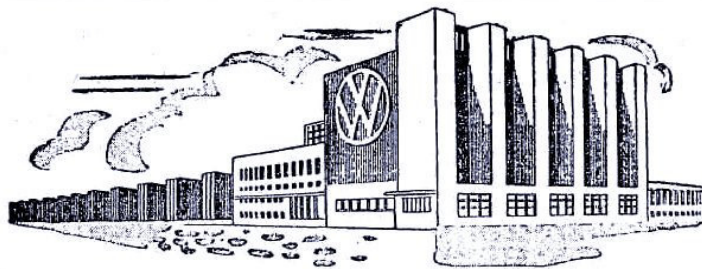
*The Canberra Times, Wednesday 2 July 1958*

In these days of mechanisation a lot is written and spoken every day about motor cars, the factories where they are made and the people who make them.

But, whatever may have been written or spoken in the past, there is nothing more interesting than the story of Volkswagen and Volkswagenwerk G.m.b.H.

The story of VW is one of spectacular success, for the Volkswagen is a relatively new car. However, in spite of its youth, it has achieved tremendous popularity with the motorists of the world.

The rise of Volkswagenwerk has been described by Professor Dr. H. Nordhoff, Director-General of the



Company, as "unprecedented." He should know, as he has certainly been more closely connected with the growth of Volkswagenwerk G.m.b.H., of Wolfsburg, West Germany, than anyone else.

It is not for nothing that 'TIME' magazine described him as "probably the best automaker in Europe." It was Dr. Nordhoff who brought VW back to life after the havoc of World War II. When he arrived in Wolfsburg in January 1948, he found a virtual ghost town and a wrecked factory.

The 10,000 townsfolk lived in wooden barracks, often 10 to a room. There was little to eat and clothes were practically unobtainable. Wartime bombing had destroyed 60% of the Volkswagen factory. The transformation of Wolfsburg was a miracle of rehabilitation.

Today that factory is a showpiece of Europe, one of the most modern production centres in the world, turning out nearly 2,000 vehicles a day, more than half of which are exported to 130 countries.

On the sites of the old wooden barracks now stand modern three and four-storey apartment houses, schools, churches, cinemas and shopping centres, a large hospital, a sports stadium and community swimming pool . . . all built directly or indirectly with money from Volkswagenwerk.

When Professor Nordhoff took over, Volkswagenwerk was producing only 19 cars a day. This car had little in common with the present day Volkswagen, except for the principles of design and shape.

Untiring experimenting and steady advance in technical development resulted in a host of improvements to the car, the outcome of which has been the VW we know today . . . a modern car, fast and of outstanding quality.

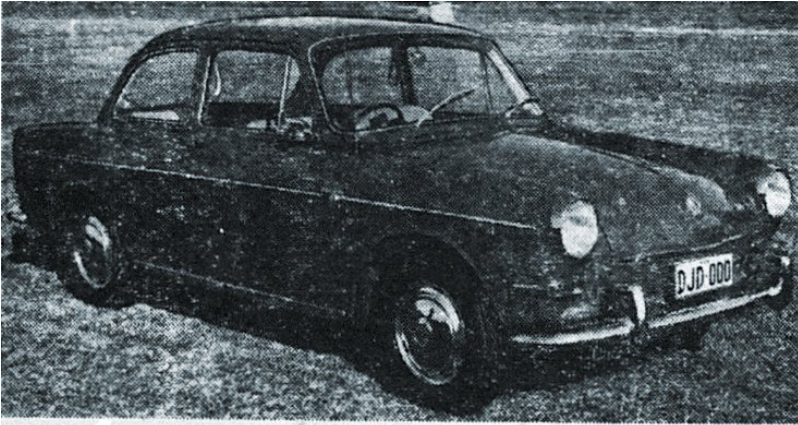
Professor Nordhoff called a meeting of all 4,000 workers and told them: "We take 400 man-hours to make a car. We must cut that time and increase production. If we can work hard enough we can take over this plant and this dead town. If not, we die with them."

Professor Nordhoff and his men had to overcome tremendous setbacks, but they refused to be beaten and Volkswagenwerk continued to grow steadily. As the quality rose, so did the demand, and the factory had to be extended continuously. This growth was supervised and planned with a constant eye to the future, so that today there are only very few motor car factories in the world that are better organised than Volkswagenwerk with regard to plant lay-out and manpower.

Volkswagen continued to prosper, and in August 1955 the one millionth VW was produced. In December 1957 the two millionth VW rolled off the production line. While it took 10 years to manufacture one million VWs, the second million left the factory in little more than two years.



Professor Dr. H. Nordhoff, Director General, Volkswagenwerk G.m.b.H. He brought the VW back to life, developing production to more than 2,000 vehicles a day.



The new Volkswagen 1500S sedan combines sporting performance with outstanding finish.

## VW 1500S - VW brings out a new winner.

*The Daily Mirror, Friday 12 June 1964*

With the newly released 1500S, Volkswagen have combined all the best features of their proven chassis design with an engine capable of returning lively performance.

Being imported in limited numbers from Germany the 1500S sedan costs £1299. There is also a station wagon version at £1389.

### More power, more refinements

On test this week, the 1500S sedan behaved superbly on all road surfaces and substantiated the claim that it is the best Volkswagen built.

In appearance and specification the S does not differ greatly from the already familiar £1099 1500 sedan.

However, the S has more exterior chrome work, wheel trim rings and different wipers at the front and revised tail lights. The S insignia is incorporated in the number plate light housing.

Being both fully imported and more costly, the interior of the S has many refinements, including adjustable seat squabs, centre armrest in the back, rheostatted wipers and a new plastic trim that allows air to circulate through it. The main difference on the mechanical side is the use of twin Solex carburettors and an 8.5 to 1 compression ratio to boost power output to 66 bhp (gross) at 4800 rpm against the standard car's 54 bhp at 4200 rpm.

However, even with the more powerful engine, the car is still in a very modest slate of tune. It remains perfectly tractable - even more so than the standard car - and uses about the same amount of petrol, 27.8 mpg (10.1 L/100 km) hard driven.

### 90 mph easy

Geared to give just on 20 mph per 1000 revs in the overdrive fourth ratio the 1500S is at its best around town when third is used as top. However, the engine will happily fourth from as little as 25mph (40 km/h) though there is no acceleration available from this speed.

Fully synchronised, the gearbox has to be used to get the most from the engine. Maximum torque occurs at

3000rpm when 83ft/lb (112 Nm) is available.

The high gearing has the advantage that it permits effortless cruising up near maximum speed. In fact, on level road I was unable to reach maximum power in fourth.

With the aid of a slight downhill run, the S swept around past the 90 mph (145 km/h) mark on a number of occasions. For the record, 85 mph (137 km/h) is equal to only 4250 revs in fourth.

### Quietness

If anything, the extra power has helped the VW's handling since there is sufficient power to gun the engine coming out of corners, thus assisting the stability.

As with all VWs, the 1500S wanders in cross-winds and tends to over-steer fairly strongly on long sweeping corners, although near-neutral characteristics are apparent on tighter bends.

The all-independent torsion-bar suspension does an incredibly good job on rough roads by providing an exceptionally quiet, well-damped ride.

Drum brakes are used on all wheels, and only under the severest conditions do they fade. For normal fast driving they are quite satisfactory. Around town they are inclined to be too sensitive, making it easy to lock up the wheels on damp surfaces.

The cabin is well equipped and very comfortable, and there are luggage compartments both under the bonnet and on a platform above the engine.

At £1299 the 1500S is costly, but it should appeal to the motorist who places good finish and assured long life above hairy performance and unknown durability.

PERFORMANCE	
Maximum in gears:	
First 29 mph.	Second 50 mph.
Third 72 mph.	Top 86.2 mph.
Acceleration	
Standing ¼-mile 20.8 secs.	
0 to 30 mph	5.6 secs.;
0 to 40 mph	7.9 secs.;
0 to 50 mph	12.8 secs.;
0 to 60 mph	18.8 secs.;
0 to 70 mph	28.2 secs.
Overtaking Range:	
Third	Fourth
20-40 mph	7.1 sec. 13.9 secs.
30-50 mph	8.1 secs. 14.2 secs.
40-60 mph	9.8 secs. 15.4 secs.

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IN A VW 1500

"1500" sedan £1099      "1500" Stn. sedan £1189  
 "Delux" "114" sedan £899      Standard "112" sedan £799

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## Fast, economical VW 1500S - It's made for trials work.

*The Sun- Herald, Sunday 14 June 1964*

Giant drum brakes and extra performance highlight the new Volkswagen 1500S sports saloon.

The S model, a fully imported unit, will be on sale in Australia at the end of this month.

It will sell for £1,299, which is £200 more than the locally-produced VW 1500 Standard.

Already dealers have waiting lists of six months on orders for the S model.

Three of the S-type will take part in the 7,000-mile (11,300 km) Ampol interstate trial, which will start from Bondi Beach at 8 o'clock this morning.

I feel that we may not have seen the Volkswagen S here for several more months except for this major trial.

Car reliability trials have put VW on the sales map in Australia. Their amazing market growth began when they first won a Redex trial in 1955.

### Over 90 m.p.h.

With speed elimination sections expected to decide the new trial, VW Australasia probably thought the 1200 'Beetle' and the 1500 normal sedan may not be fast enough to earn top laurels.

The S model has a maximum speed of more than 90 m.p.h. (145 km/h) and is even more economical than the normal 1500 because of slight improvements to the engine situated under the rear luggage compartment.

### Braking of the 1500S is outstanding.

The S has twice the braking area of the latest Holden, yet only three quarters the weight. It develops 66 brake horsepower, compared with the big engine Holden's 115 b.h.p.

My test this week of the S-model was curtailed because of the wet weather.

But, it gave just on 34 m.p.g. (8.3 L/100 km) with bursts up to 75 m.p.h. and on one occasion it touched 90 m.p.h. (145 km/h).

The car had only 1,480 miles on the clock. It should go even faster when fully run in.

Acceleration from 0 to 30 took 5.1 secs; to 40, 8 sec; to 50, 12.4 sec; to 60, 17.9 sec, and 70, 28.4 sec.

The S model's extra 12 b.h.p. is gained by raising compression to 8.5 to 1, making 100 octane petrol a necessity.

The engine speed is raised another 200 revs to 3,000, and two down-draught carburettors are used.

### Wiper speeds

Included as standard equipment on the 1500S are adjustable wiper speeds, a rear luggage boot lamp and a switch to cut out parking lamps the moment the ignition is switched on.

A special material, known as air-permeable, covers the seats for better 'breathing,' while a centre arm rest is available for the back seat.

Outside, the 1500S is distinguished by curved trafficator lights in the front, bigger tail lights and the 'S' over the number plate.

Clyde Hodgins

## 1964 Ampol Trial Pt1.

*The Sydney Morning Herald and The Daily Telegraph*

### Monday 8 June 1964

A 7,000 mile (11,300 km) proving ground through four States of Australia has been set for competitors in the 14-day Ampol Trial starting from Sydney next Sunday.

The field of 152 cars contains nearly every make and model of locally-manufactured and imported cars readily available today to Australian motorists.

Many crews have full 'works' support from manufacturers and distributors but the majority are private motorists out for the rich prizes offered by the sponsors.

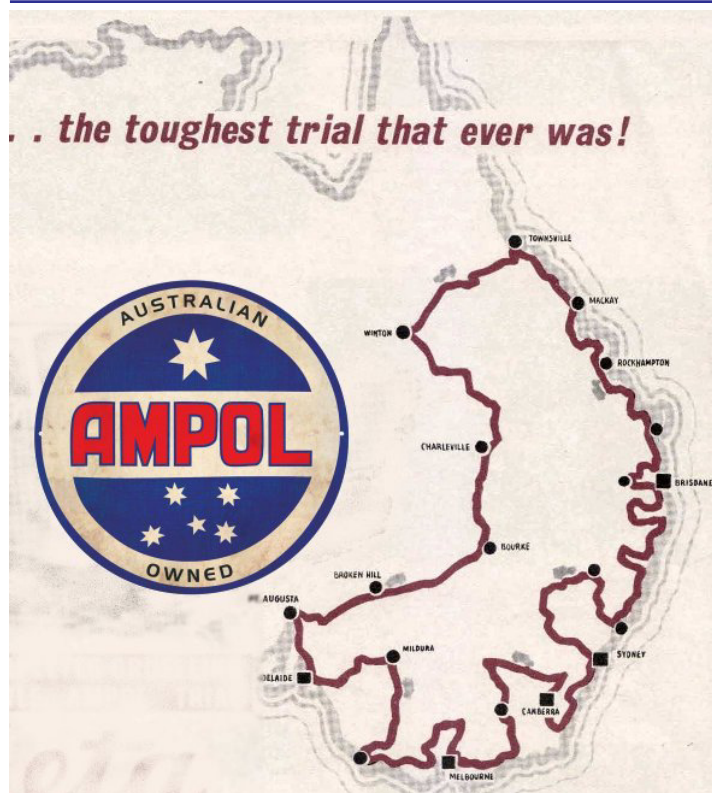
A number of entrants are going along purely "for the ride," with the double purpose of seeing a lot of Australia in a short time and sharing in the spirit of the run.

The trial marks the resumption after nearly six years of the marathon 'Round Australia' contests which were such a bright feature of Australian motoring in the 1950s.

The pioneers who blazed a trail across the continent on primitive roads in the early round-Australia trials contributed greatly to opening up the country.

They also altered the public and manufacturers' image of the typical car needed for Australian conditions and soon found the strengths and weaknesses of existing models.





On their trek through the outback, the competitors brought some exciting moments into the lives of lonely settlers who turned out in their thousands to see the cars.

The trials were significant in establishing the Volkswagen in Australia, the first small car to be unquestionably suitable for all Australian conditions. VWs finished 1-2 in the 1955 Redex, won the 1957 Ampol (and a close second in 1956 and 1958), and won all three Mobilgas Trials in 1956-57-58. In the 1957 Mobilgas, Volkswagens finished the event 1-2-3-4-5-6.

Australia's unique reliability trials have only one parallel in the world - the annual car-breaking East African Safari. VW's predictable and unending success in the 1950s round-Australia trials was one of the main reasons they came to an end in 1958.

The seven 'works' teams in the Ampol Trial represent Ford, Holden, Peugeot, Skoda, Toyota, Volkswagen and Zeta.

Toyota's four-car team comprises Japanese and Australian crews, while the Ford company's line-up is headed by crack Victorians Harry Firth and Graham Hoinville. Their Cortina GT is the same type which won line honours in last year's Armstrong 500 and this year's Lowood Four-Hours production car races.

Veteran 1954 Redex winner Jack Murray has teamed with noted Sydney trials navigator Roy Denny in one of the three Peugeot 404s entered by Continental and General Distributors, Melbourne.

Volkswagen, the car many experts favour for outright honours, is exceptionally well represented in both the 1200 and 1500cc models. Barry Ferguson and Tony Denham, triple N.S.W. trials championship winners, will drive one of the new S model 1500s which have increased power and torque and different gearing. Ferguson and Denham will combine in the Lanock Motors' team with the 1957 Ampol Trial co-winner Doug Stewart (with Jack Witter that year), who this time has Barry Lloyd as his navigator.

While Holden, Ford, Valiant and Volkswagen dominate

the entry, British, European and Japanese cars are reasonably well represented.

There are several of the sturdy Swedish Volvos, victors in many major international rallies, and a sprinkling of Renault R4s and R8s, Datsuns and two Porsche coupes.

The 'unofficial' B.M.C. team is being led by Ken Tubman in a Morris 1100, backed up by the thoroughly experienced Evan Green in another 1100.

The Rootes Group is also well represented, with Hillman entries - the Super Minx and Imp - to the fore.

The Imp, with its lively performance and all-independent suspension, should give quite a good account of itself in its first real Australian 'proving run.'

Tamworth is the first major stopover point on the route, followed by Port Macquarie, Lismore, Brisbane, Rockhampton, Townsville, Blackall, Bourke, Port Augusta, Mildura, Geelong, Bairnsdale, Goulburn and Wollongong.

Roads are mostly sealed, in direct contrast to the trials of the early 1950s when organisers selected thousands of miles of rough dirt tracks and 'roads' as a test of car and driver.

Organisation has been undertaken by the Australian Sporting Car Club under the guiding band of president Bill Burns and secretary Miss Yvonne McKeahnie, who are both competing.

The club is providing control officials and staff to man a master control board to keep an up-to-date list of points lost at its rooms at Regent Street, Redfern.

The broad route, set by trial director Carl Kennedy and Ampol official Reg Mahoney earlier this year, has been released, but the finer details are a well-kept secret.

Entrants have been permitted to alter their car from standard specifications in several ways, but the general condition is to keep them as close as possible to production standards.

The five engine capacity classes applying to the trial area: A, up to 1,000cc; B, 1,001 to 1,300cc; C, 1,301 to 2,000cc; D, 2,001 to 2,500cc; and E, 2,500cc and over.

Prize money for the outright section is £3,000 first, £1,500 second and £750 third, while the 'split' for each class is £400, £200 and £100.

There are prizes for the most successful entrant from each State, awards for the three most successful novice drivers, a women's prize, a married couple's award and £250 for the crew under 25 years of age completing the course with the smallest points loss.

### Monday 15 June 1964

Three cars had reached Tamworth without loss of points in the 7,000 mile Ampol trial by 1 o'clock this morning.

They were a Peugeot driven by Bob Holden, a Holden (Lionel Williams) and a Valiant (Ross Garrard).

A spokesman for the organisers, Ampol, said about half of the 148 cars taking part in the trial, which began in Sydney yesterday, had reached Tamworth.

Only one car had withdrawn, a Ford Cortina driven by Victor Davidson and R. W. Glover.

Four cars arrived at Tamworth with a loss of only one point. They are a VW 1500S (Doug Stewart), a Volvo (Harold Goodwin), a Ford Cortina GT (Harry Firth), and a Toyota (George Russell).

Two cars arrived with a loss of only two points - a Volvo (Bill Hartigan) and a Porsche (George Green).

A Ford Cortina GT (Barry Arentz) lost only four points, a VW 1500S (Barry Ferguson) lost five points, a VW 1200 (Leigh Moore) and a VW 1500S (Ray Christie) lost six points, and a BMC 1100 (Brian Hilton) lost seven points.

The worst stretch for point losses was the elimination stretch between Orange and Mullion Creek, about 20 miles from Orange.

All but seven cars dropped points on this section.

Last week's heavy rain, however, had made the elimination sections more difficult.

Three drivers lost 250 points each when they missed a check point near Binnaway last night. The drivers missed the check point when they took a short-cut.

The three drivers are Jack Forrest in a Volvo, who had not lost any points at Dubbo; 'Gelignite' Jack Murray in a Peugeot 404, one point lost at Dubbo; and Ken Tubman, Morris 1100, one point lost at Dubbo.

Binnaway is about 70 miles (113 km) north of Dubbo. They were docked 250 points each at Pandora's Pass, the next control point.

In bright sunshine, 10,000 people yesterday watched the trial begin. It will provide an arduous test for cars over 7,000 miles in New South Wales, Victoria, Queensland and South Australia.

At 8 a.m. 148 cars started at two minute intervals from Bondi Beach across the Harbour Bridge to Pennant Hills and on to the Great Western Highway via Parramatta.

Originally the trial route included Windsor and Richmond, but officials changed the itinerary when floods hit these towns.

A Victorian women's team - one of three in the trial - reached Lithgow with a 15 points penalty, incurred when they became lost in Sydney.

An unusual entry was a taxi from Charters Towers, Queensland, driven with its cab sign prominently displayed by its owner, Mr J. Barnham.

Other entrants were the folk singer, Lionel Long; Australian international motor cyclist Jack Forrest, and

probably the best known trials driver in the country, Jack 'Gelignite' Murray.

Crews came from every State and the A.C.T.

The oldest car to attempt the 7,000 mile trip was a 1927 Rolls-Royce, driven by a well-known trials driver Mrs Blanche 'Granny' Brown, and her son Vince, from Rouse Hill.

As the large mottled yellow car moved off, covered in signs advertising eggs, Vince Brown deposited a white hen in the arms of the official starter, Mr Jack Middleton.

British speed ace Donald Campbell, his wife Tonia, the Mayor of Waverley Alderman D. J. Morey, and the trial director, Mr Carl Kennedy, helped flag the cars out.

First cars began arriving at the Tamworth showground at 9 o'clock last night.

## Tuesday 16 June 1964

Today the second day of the 7,000-mile Ampol road trial, drivers travelled south from Tamworth to Newcastle then turned up the north coast to Port Macquarie. Three cars reached Port Macquarie early today without loss of points.

They are a Peugeot 404 driven by Bob Holden, a Holden 179 (Lionel Williams) and a Valiant (Ross Garard).

At 2:20 a.m. the organisers of the trial, Ampol Petroleum Limited, said that 37 cars had reached Port Macquarie.

The contestants had an hour's break at Taree, and will have an 11-hour break at Port Macquarie before setting out on today's scheduled run to Lismore through Kempsey, Armidale and Coffs Harbour.

Other cars which reached Port Macquarie with the loss of few points included a Porsche (George Green), 2 points; a Holden (John Greg and Paul Garard), 3 points; a Holden (Bruce Collier), 4 points; and a VW1500S (Barry Ferguson-Tony Denham), 5 points.

Three cars which had left Newcastle with a loss of only one point were not among the early arrivals at Port Macquarie. They are a VW 1500S (Doug Stewart), a Volvo (Harold Goodwin) and a Cortina GT (Harry Firth).

The heavy holiday traffic today proved the greatest menace for trial drivers on the main road section. Some drivers said that some tourists tried to race them and would not allow them to pass.

Nearly all the 152 cars reached Newcastle on the run from Tamworth without serious bother.

In Newcastle they had a compulsory stop-over of four hours 23 minutes before running up the coast to Port Macquarie.

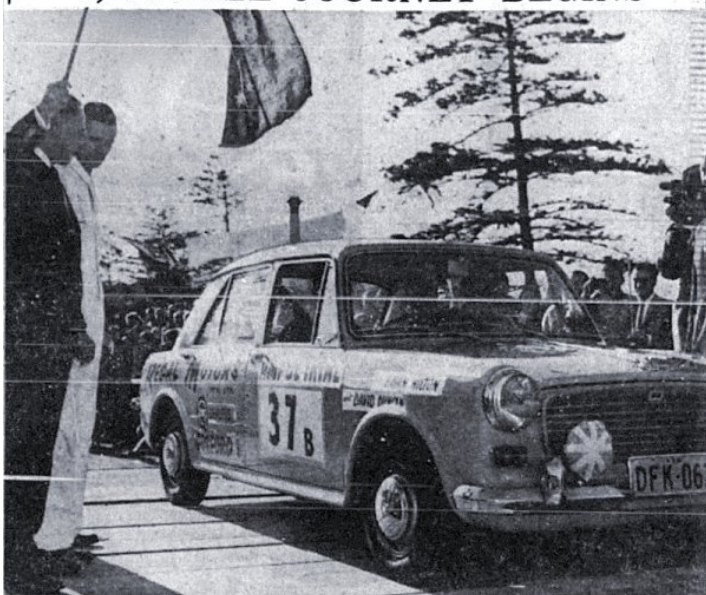
Drivers got through the horror stretch between Hanging Rock and Timor but with open crossings and mud they found the course a good test.

Most of the first 16 cars lost points in the six-mile elimination section between Forster and Hallidays Point. They had to average 45 miles an hour over a road which had a dirt and sandy surface.

Bill McLachlan of Wilberforce, winner of the 'big car' class in the 1955 Redex trial, struck trouble on the outskirts of Dubbo last night. A piston in his Cortina GT melted. He drove the last half mile to the service station of Ford dealer George Taylor on three cylinders.

Over the next five hours Mr Taylor stripped down the engine of his own Cortina GT demonstrator and switched a piston over to McLachlan's engine.

## 7,000-MILE JOURNEY BEGINS



The British speed driver Donald Campbell flagging off a Morris 1100 with crew members Brian Hilton and David Duncan at the start of the Ampol Trial at Bondi yesterday. The car was entered by Regal Motors Pty. Ltd. of Gosford.

McLachlan lost 300 points during the five hours' frantic work fitting the replacement piston.

Nine out of the 148 contestants have withdrawn from the trial.

They are Bruce Cheesman (VW 1200), D. Davison (Cortina), Peter Donohoe (Morris 850), Phil Caldwell (BMC Cooper), Fred Elbourne (Holden 179), H. Budd (Holden S4), Stuart Lloyd (Holden), Ray Johnson (Holden) and Reith Russell (Holden).

Donohoe's 850 capsized yesterday at Crowley Pass on the Timor section about 16 miles out of Tamworth, the overnight stop after the first day's run from Sydney. On Sunday night, Davison's Cortina hit a tree. Both these cars withdrew from the trial.

The Holden driven by Russell broke an axle. Fred Elbourne's Holden 179 lost its brakes, and Budd withdrew because of a navigational error.

Caldwell's BMC Cooper was involved in a collision at Raymond Terrace. Caldwell was uninjured, but both cars were written off. His navigator Trevor Bell and the other passenger were both admitted to Royal Newcastle Hospital suffering from lacerations and bruises.

Cheesman's Volkswagen was withdrawn at Singleton after the engine seized on the tough stretch between Tamworth and Scone.

The oldest car in the race, a 1927 Rolls-Royce driven by Blanche 'Granny' Brown and her son Vince, of Rouse Hill, had lost 243 points at Newcastle. It was in a collision at Pandora's Pass, between Dubbo and Tamworth, on Sunday night.

The cars were held an hour longer than scheduled at Newcastle yesterday because of re-routing to avoid flooding in the Paterson River.

The cars covered 494 miles (795 km) yesterday, making a total of 994 miles (1,600 km) since the trial began on Sunday.

On today's route to Lismore, elimination stretches will be between Coramba and Nana Glen, and between Whiporie and Coraki.

Organisers described the elimination section between Whiporie and Coraki as one of the hardest in the trial.

### Wednesday 17 June 1964

Three cars which had led for the first three days of the 7000-mile Ampol reliability trial without loss of points, have had their record spoiled. The leaders lost their first points on a stretch of twisting dirt road on a tough 26-mile (42 km) elimination stretch between Whiporie and Coraki, near Coramba and Nana Glen on the North Coast last night.

Until they began the stretch, the three competitors all had 'clean sheets.' On the Coramba-Nana Glen stretch, Lionel Williams (Holden 179) and Ross Garard (Valiant) each lost two points and Bob Holden (Peugeot), three points.

They lost a point for each minute behind schedule on the run.

Smoke from burning-off operations in a forest reduced visibility. Ampol officials conducting the trial said last night they doubted if any of the 138 competitors remaining in the event could pass the 26-mile elimination stretch without loss of points.

At least two cars were bogged on the stretch. Early today one of them, a Valiant Safari driven by Russ Hammond

## TRIAL TEAM IN HURRY



A Volkswagen, co-driven by David Hansen, of Concord, and Fred Logan, of West Ryde, leaping over a rut yesterday on the Ampol Trial course through the Mount Royal Ranges between Tamworth and Scone.

of Coffs Harbour, was still stuck.

At Nana Glen, Bob Holden shared second place with the 1957 Ampol winner Doug Stewart, driving a VW 1500S. He had also lost three points.

Other drivers with few points lost at Nana Glen are George Green (Porsche), four points; Harold Goodwin (Volvo), five points; and Harry Firth (Cortina GT), five points.

Car No. 138, a Holden from Townsville, skidded into the side of a bridge between Coramba and Nana Glen. No one was injured, but the car hung suspended over the side of the bridge with its tail in the air until a tow truck was able to clear it. The incident delayed the field for 70 minutes.

Car 99, a Ford Customline with Harry Grinsell, Ron Newton and Dave Brockhouse as crew, crashed over a bridge near Nana Glen and dropped about 15 feet (4.6 m) on to the bank of the Orara River. The three were shaken but uninjured and have withdrawn from the trial.

Fourteen of the contestants already have had to retire in the first three days of the event.

The contestants will have an eight-hour stop-over at Lismore before continuing through to Casino and Tenterfield today.

### Thursday 18 June 1964

Leaders in the 7000-mile Ampol car reliability trial came through yesterday's 400-mile (645 km) run from Lismore to Brisbane without losing points.

Liverpool-based taxi driver Ron Garard in a Valiant (No. 100), was still outright leader when the 131 cars remaining in the trial began checking in at the Brisbane control centre last night.

Yesterday's run was from Lismore through Tenterfield and Warwick, to Murwillumbah and Brisbane. Garard has lost four points.

Close behind him is Victorian driver Bob Holden in a Peugeot 404 (No. 59), who has lost six points.

Two cars are equal third after having lost eight points. They are a Cortina GT driven by Harry Firth (No. 50), and a



Porsche, driven by George Green (No. 56), both from Victoria.

Green is now driving with a fractured bone in his foot, injured when he slipped on a rock at a wayside stop.

Others with light loss of points to Brisbane are: B. Ferguson, NSW, in a VW 1500S (9 points); B. Collier, NSW, Holden (10); H. Goodwin, NSW, Volvo sedan (11); J. Greg, NSW, Holden (11); and D. Stewart, NSW, VW 1500S (12).

Early today every car but one remaining in the trial had reached Brisbane.

The 'odd car out' is a Lightburn Zeta driven by Ian Rogers of South Australia. It was 35 miles south of Murwillumbah with a broken axle.

Ampol officials conducting the trial described yesterday's run as easy. But rough roads in the section bothered inexperienced drivers.

The Ampol Trial competitors will rest in Brisbane for 13 hours before continuing on to Rockhampton today. Trial officials expect most competitors to have an easy run.

### Friday 19 June 1964

Drivers in the 7,000-mile road trial began arriving at Rockhampton late last night after an uneventful run from Maryborough.

The cars have travelled 2,430 miles (3,910 km) from Sydney in the trial, which is being organised by Ampol Petroleum Limited.

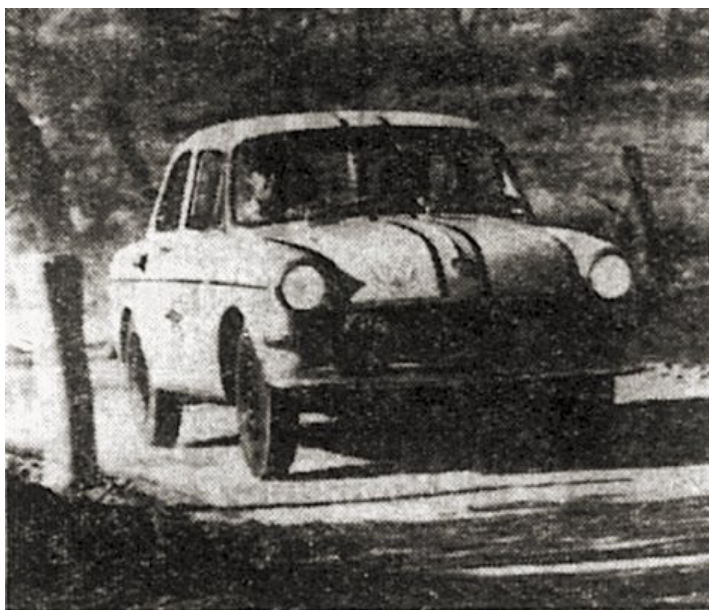
Few of the early arrivals at Rockhampton had lost points on the run from Maryborough.

After an 11-hour break at Rockhampton the cars will leave on the next stage to Townsville.

The run includes about 100 miles of what trial officials describe as "bush track," which is expected to be the severest test the contestants have met so far.

At Marlborough Ross Garard in a Valiant maintained his lead with a loss of only four points. But he was in the end of the field on the road and was not due at the Rockhampton overnight stop until early this morning.

His nearest rivals were Harry Firth of Victoria, driving a Cortina GT (8 points), and Barry Ferguson of Goulburn, driving a VW 1500S (9 points).



**DOUG STEWART** sends his VW 1500S along a bush track.

Ross Garard's two brothers, John and Greg, who are also taxi drivers, shared fifth place at Maryborough with 11 points. They are driving a Holden Premier 179.

Fourth Garard brother Don, in a Volkswagen 1200 (No. 13), was well back in the field with a loss of 343 points, but drove to Maryborough yesterday without further loss. He won the previous Ampol trial in 1958, in a Holden FC.

The Garard brothers all drive taxis for a firm run by their father in Liverpool.

A fifth brother, Paul, had to cancel plans to enter the trial when he broke an arm.

Bob Holden of Killara, driving a Peugeot 404, who had held second place with the loss of six points, was yesterday penalised 250 points for missing a route check at Binnaway, between Dubbo and Pandora's Pass on Sunday night.

'Gelignite' Jack Murray of Bondi, driving a Peugeot 404, and several other drivers, were also penalised for missing the same route check earlier in the week.

Queensland police said last night they had booked a number of trial drivers for speeding. Some reports said a police car had had to travel at 90 m.p.h. (145 km/h) to catch one competitor near Maryborough.

Today's run will be from Rockhampton to Townsville.

### Saturday 20 June 1964

A holed sump yesterday forced the retirement of Ross Garrard, the leader in the 7,000-mile Ampol road trial.

Garard struck trouble on the toughest section so far, a 99-mile (159 km) stretch from Marlborough, north of Rockhampton, to Carmila. A stone on the Queensland bush track disabled Garard's Valiant north of Mackay.

Garard, a Liverpool taxi-driver, managed to reach Carmila township still only 15 points down, but the town's only welder was away watching the trial cars.

He found the welder, but retired because he would have lost too many points to retain any hope of being one of the leaders.

The damage to his car left Harry Firth of Victoria, an internationally successful trials driver, in the lead in his Cortina GT with only eight points lost when he checked into the overnight stop at Townsville early today.

Firth lost no points on the Carmila stretch, and neither did Barry Ferguson of Goulburn, who was running second in his VW 1500S with nine points lost. Ferguson is successful state trials driver.

Neither Firth nor Ferguson lost further points on the Mackay-Townsville stretch.

Equal third to the Townsville control were Ross Garard's brothers, John and Greg in a Holden 179, and Wollongong driver Harold Goodwin in a Volvo. They had lost 11 points each.

The Marlborough-Carmila 'horror stretch' forced six cars to withdraw from the trial, while only 13 cars went through the section without losing points.

It ran over rough gravel roads and through scrub and car-high Mitchell grass.

Most of the cars still in the trial, organised by Ampol Petroleum Ltd., had reached Townsville by midnight.

A Skoda, driven by Ron Bird and Jim Horman (NSW) was wrecked when it hit a post while overtaking another trial car at St Lawrence, on the Mackay-Townsville run. They were blinded by the dust of the car they were attempting to



pass. The crew, wearing safety belts and helmets, were not hurt. The wreck will be taken back to Sydney by truck.

The cars were set an average 56 m.p.h. over the tough 99-mile 'elimination' section. You would think this impossible. But trial director Carl Kennedy had done an even better average when setting the route in a Valiant with Publicity man Reg Mahoney.

Kennedy was one of the stars in this section during the last Redex trial back in 1955. Declared the winner by Redex at the finish, Kennedy lost this trial on a protest by Volkswagen, which was upheld by CAMS.

Eventual winner was Melbourne motoring editor and Volkswagen driver Laurie Whitehead, who also won the 1957 Mobilgas trial in a VW. He is now West Australian manager for VW.

This time, Kennedy told me that drivers had voted this year's Ampol trial the greatest ever. They say it is a test of driving skill in cars tuned to the minute. There are no chassis breakers, as previously.

If cars are damaged it is because drivers have been going too fast for the territory concerned. Kennedy intended it this way, as otherwise 10 drivers could have finished the trial without losing a single point.

But he claims to have done all elimination or speed sections at a faster average than those set for drivers. I believe this, as I drove with Kennedy in his survey Valiant during the little Ampol trial.

We covered the whole route without losing a point, the poor old Valiant consistently doing 70 m.p.h. in second gear.

At least five cars were involved in minor accidents on the 99-mile stretch of dust, gravel and creek crossings.

A VW rolled over but the crew was reported to have escaped injury.

Today those still left in will head out on a 593-mile (955 km) run west on rugged outback tracks to Hughenden and south to Longreach, with an overnight stop at Blackall.

This will take them past the half-way mark in the 7,000-mile trial.

Withdrawals yesterday and last night reduced the field to 119.

**Next month** - the finish of the 1964 Ampol Trial.

## Selling ANY Porsche or Volkswagen.

It's easy to buy a VW, or even a Porsche, but when it comes to selling them, what's the best way?

I don't get involved selling cars to friends or club members. I don't use Gumtree, Facebook, Car Sales or anything like that. For me, there is only one way to sell ANY car, and that is Ebay.

Ebay is the only platform that is an auction. All the others are a waste of time and possibly money.

With Ebay you will receive the market value for your car and have it gone in two weeks. You can't ask for better than that. The problem is that too many people want more than market value for their car, and that is what the other platforms are for.

If you want more than market value for your car, have fun wasting time.

This is your listing.

Ends on 10 Nov at 23:26 AEDST.

Revise listing



1/12

Volkswagen Golf cabriolet 1991 GTI 1.8lt  
5 speed manual (Australian delivered).

**AU \$1,000.00** Free local pickup

28 bids | Ends in 6d 15h

100% positive feedback

Let the market decide what your car is worth. You might be surprised - sometimes cars sell for more than you expect.

Sometimes you might be selling your classic VW too cheap and don't even know it.

First thing to remember is that Ebay is an auction, so list your car with no reserve. If you want a reserve (a minimum sales price), don't bother with Ebay because you're just wasting everyone's time.

Back yourself and have a bit of fun with it.

Photos are everything. In all my years, I've never sold a car to anyone who came to inspect it. They always got out-bid from someone going from the photos.

Drive or tow the car to a scenic place where you can take some decent photos. Please, the better the photos the more money you get.

Spend a day or two cleaning and detailing, inside and out, before photographing. Maybe use some tyre shine to make it pop.

Make it a ten-day auction.

Place it on a Thursday night at 9:00pm.

Start at \$0.01 and have no reserve.

Be honest in your description of your classic, but don't be afraid to talk it up. Have fun and don't take it too seriously.

Answer all questions from potential buyers.

If you're not great with computers or mobile phones, get someone to help you.

November and April are the best months to sell.

NEVER deviate from this formula.

It has taken me more than ten years to realise this formula and I have sold everything from Country Buggies, left-hand-drive Kombis, split-window Beetles to modern Golfs.

I'm giving you this information for free, so do with it what you want.

Give it a try, especially if you have a classic VW or Porsche you want gone.

Ashley Day

## Westpac VW.

A future classic you might not have thought of.

It's not easy to pick future classics, but sometimes they can come from way left of field, especially if you have a keen eye and a lot of imagination.

I've written stories about tracking down and finding old race or rally Beetles, but here's one for you and they're not that hard to find - if you know what you're looking for.

Years ago, in the early 2000s let's say, Westpac bank used red Volkswagen New Beetles for their mobile money lenders. They were sign-written by a Queensland company called Einstigns and without doing more research, let's say there were 50 to 100 Beetles bought.

For the kids, they also made two different types on money boxes, based on the VW New Beetle.

They are not hard to get these days; just check Ebay or Gumtree.

With Westpac (the former Bank of New South Wales that we all fondly remember) rather on the nose these days, and with my imagination, I can see one or two of these



vehicles on display, with the eyeballs and original stickers.

Ask yourself - how good would it be to have a huge life-sized money box?

This is how you can pick them from just any other red New Beetle. If you look closely, you can actually see where the stickers used to be - easy.

As a bloke, I've struggled with the New Beetle. But if you're going to go cutesy, how cute are these?

Ashley Day



# 1972 Reliability Survey.

VW Club of NSW 'The Wageneer', January 1973

We should mention firstly that this survey was carried out in England.

Reliability, strictly speaking, means a sound and consistent quality, which you can rely on. As far as cars are concerned, the word is something of a euphemism. A survey of 23,500 AA members has shown that over half could not rely on or trust their cars in this way. For over half the cars belonging to these members spent some time off the road last year, beyond the time needed for ordinary servicing.

The AA members 23,500 cars ranged from almost 5,000 Fords to 25 Rolls-Royces.

The questionnaire was related to faults occurring in the last 12 months. The age and overall mileage of the cars have a great bearing on their reliability. Overall at the time of our survey, members' cars had each covered a total of just over 33,000 miles (53,100 km) on average, and members say they each drove just over 10,000 miles (16,100 km) a year, on average. In total, therefore, our survey reports on the reliability of cars which have covered over 783,000,000 miles (1,260,630,000 km) - enough to circumnavigate the world 31,000 times.



Two particular areas stand out as bad, for every manufacturer. The first one is the EXHAUST SYSTEM. On average, exhaust systems seem to last under three years, from new, by which time over a third of AA members have had major trouble.

The second - more unexpected - area in which we found a very high incidence of faults was the GEARBOX AND TRANSMISSION. In our survey, 10% of all cars less than one year-old had some major trouble. Older cars had even more.

Specifically, Vauxhall and Triumph have a worse than average transmission record over the last four or five years. Recent Fords have also been very poor, though those over two years old were no worse than average. Newer Renaults were very good, but seem to be beset with transmission troubles after a few years.

This could well be due to drive-shaft failure at higher



mileage on their front wheel drive models. Volkswagen and Volvo turn in the best performance, with an average 5% of members having trouble.

Engines seem very reliable. But there is still a risk of trouble. On average, 6% of members suffered major engine trouble. The only really poor performance in this respect was Vauxhall, with an average of 1 in 10 members having engine trouble, even in cars under two years old. Fords over four years old also seem more prone to engine trouble. Recent VWs, older Austin-Morris and Triumph cars do well.

Associated with the engines is the COOLING SYSTEM. Here, Vauxhall and Ford did rather poorly. Older Austin-Morris, Triumphs and Volkos were relatively good. Volkswagen avoids the problem by opting for air-cooling.

The cars' running gear - its SUSPENSION AND STEERING - is less troublesome. Rovers and VW have been better than average. By far the main offender for general suspension trouble has been Ford. Very recent Fords seem better.

Major ELECTRICAL trouble is relatively uncommon, but Ford, and particularly Vauxhall, seem more prone to this than average.

Finally, the BRAKING SYSTEM is relatively free from trouble, though Vauxhall seem more prone to this than average.

Summing-up on each make (quoting only those that affect NSW VW Club members):

AUSTIN-MORRIS cars have been about average. Of individual models, the Mini has been a little better than average.

FIATS show a rather erratic general deterioration with age, but seem a little less prone to major faults than average.

FORDS have been worse than average for breakdowns and about average for time off the road, though recent cars are quite a bit worse than average for both these and for major faults.

HILLMANS were about the same as Ford for breakdowns and time off the road, though more recent ones seem better. Recent Hunters have spent little time off the road.

RENAULTS show an extremely marked trend of deterioration with age. They are very reliable in their early days, but after two or three years they are no better than average, and members have had quite a bit of trouble with old

ones.

VOLKSWAGENS show a consistent good performance. They were much better than average, both for breakdowns and for time off the road. The Beetle is probably the best of the range, in this respect.

Asked if they would buy again from the SAME MANUFACTURER, owners answered as follows:

- 92% would buy a Volvo again.
- 88% would buy a Renault again (God only knows why - Ed.)
- 84% would buy a Volkswagen again.
- 77% would buy a Rover again.
- 72% would buy a Fiat again.
- 72% would buy a Triumph again.
- 71% would buy a Austin or Morris again.
- 67% would buy a Ford again.
- 60% would buy a Hillman again.
- 53% would buy a Vauxhall again.

#### CONCLUSIONS

Reliability is more a pious hope - and an often disappointed hope at that - than a fact, in most modern cars.

The car is a complicated piece of machinery, so cannot be expected to perform entirely without fault. But you should be able to rely on your car not to breakdown, nor to spend much time off the road in need of repair.

That this is possible is proved by the records of Volvo and Volkswagen. Other cars in our survey that seem to have done well are Bentley, BMW, Citroen, Mercedes, Peugeot, Rolls-Royce and Saab.

## Driving with only two fingers.

*The Sun-Herald, Sunday 21 February 1971*

A Sydney electronics engineer has developed a radio-controlled car which raises new hopes for many handicapped people.

The car can be driven with two fingers.

It has a remote-controlled transmitter which can be worked from any part of the car, or even from hundreds of yards away.

The proprietor of Silvertone Electronics at Tempe, Mr Bob Young, developed the system for Volkswagen Australia Pty Ltd for use in a television commercial.

The 'driverless' VW 1600 sedan had a preliminary viewing this week by about 10,000 visitors to the Clyde Batteries Pty Ltd stand at an industrial exhibition at the Showground.

Mr Young put on a special demonstration for the Sun-Herald in which he first drove the car from a passenger seat, then sent it up and down the speedway empty as he stood on the grass and talked about the device.

"They have remotely controlled bulldozers and tractors for working in dangerous areas, but this is the first radio-controlled car," he said.

"I believe this is the most sophisticated thing of its kind in the world.

#### Two batteries

"The wheels can be steered to one quarter of a degree, which is as accurate as you can get with normal driving.

"I can see a lot of applications for this.

"I'm going to approach the paraplegic and quadriplegic associations and let them know of the development.

"But the possible applications are much wider.

"The freeways of the future will have certain spaces between the cars, and these will be controlled from a metallic strip running down the middle of the road.

"To control the freeway you have to control the car, and it would not be difficult to do with this thing."

Mr Young's transmitter has a miniature steering wheel, a stop-go control and another small lever which is moved up to accelerate and down to brake. Manual gear changing is eliminated as Mr Young's VW has an automatic transmission.

All these worked perfectly in the demonstration which, however, got off to a bad start - the VW wouldn't start because it was out of petrol.

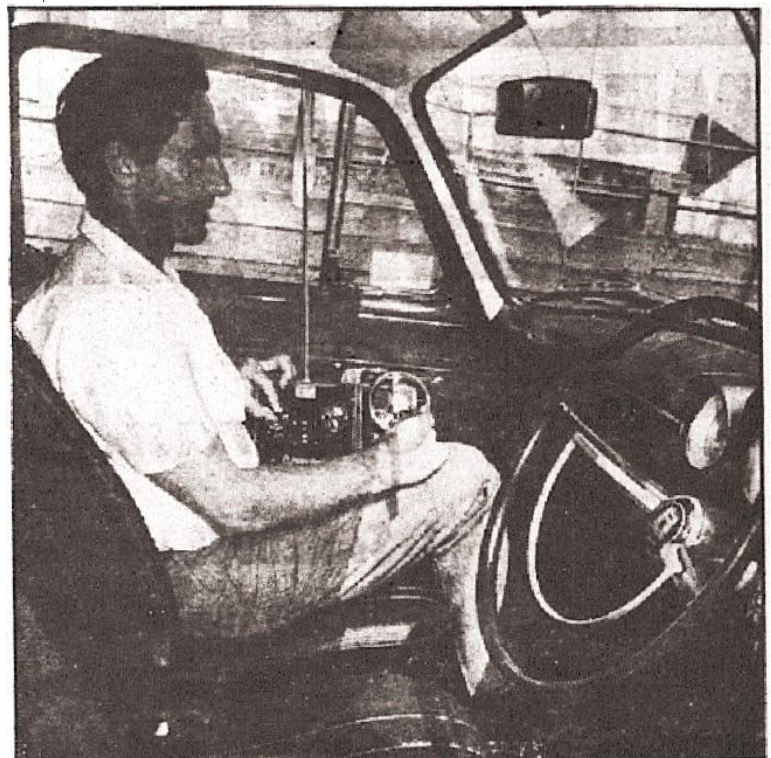
"Due to the added electrical and mechanical components, we had to take out the standard tank and put in a small one with a range of just 60 miles (97 km)," he explained.

Mr Young said the car had two batteries to give the electronic system 24 volts, while a chain drive operated the steering.

The industrial sales manager of Clyde Batteries, Mr Ron Pollack, who has driven the car remotely a few times, said it was difficult to steer when it was 400 yards away.

This was because the driver's depth perception was lost and he could not judge distances accurately in relation to the car.

Peter Mahoney



Mr Young shows how a car can be driven from the passenger's seat by

using a radio transmitter tuned in to special electronic equipment.

## Very rusty German metal.

My advice, straight up, is to stay away from rusty, damaged or burnt cars.



Back when I was young, just to be able to afford VWs or Porsches, I had to buy rusty or damaged examples and try to fix them. The good cars were out of my price range in those days.

As you get older, and get a little bit more money, you can start to buy examples in better condition and need much less rebuilding work.

Eventually you end up buying cars that just need a good clean up. You can pack the welder away and move on to something more fun.

But it's not as easy as this. Many rusty cars can have a huge sentimental value, or have a great history, or a story to go along with them. Also, the rare ones, mostly have some sort of damage or poor rust repairs.

Even though it can cost a heap of cash and take a lot of hard work, I'm glad some people persist and do it.

Most of the time, they get their money back or close to it, or they end up rescuing a cool car from being scrap metal and gone forever.

So what can you do if you have a German (or Australian-made German) car with extensive rust? Any Volkswagen or Porsche can be saved if you want to throw

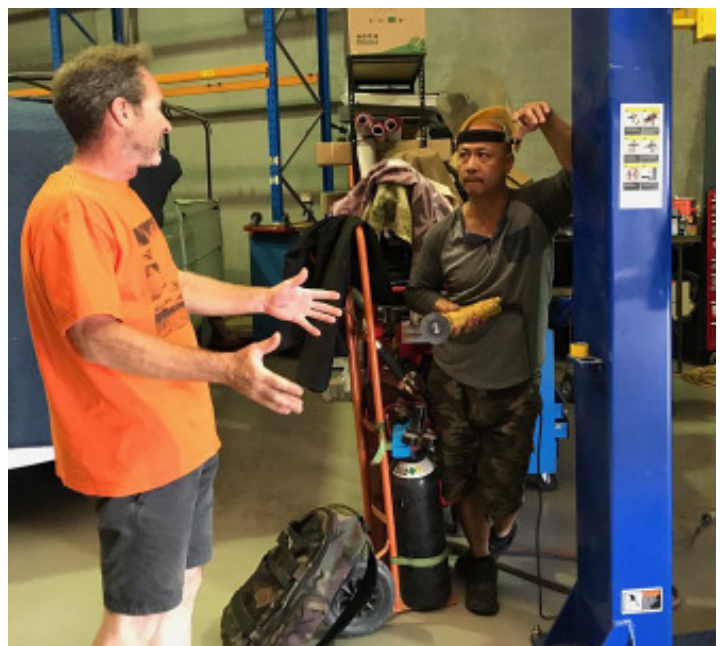


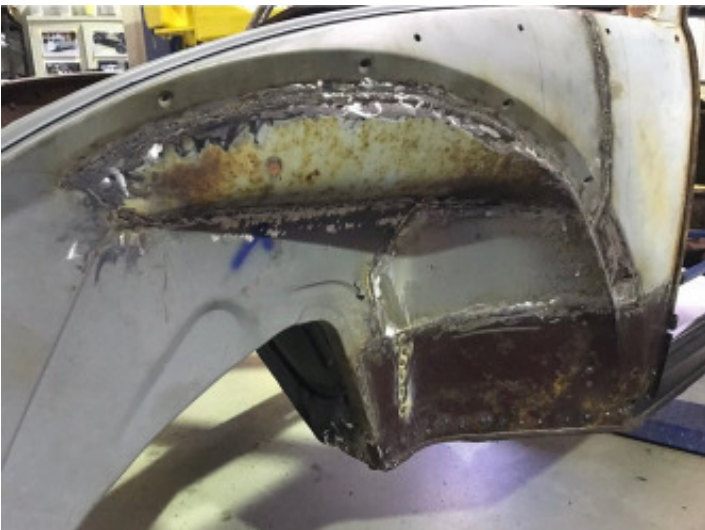
enough money at it. Luckily, like I mentioned, some cars are worth it.

So you've found a historic VW or Porsche with extensive rust, and you're not great with a welder. Or maybe you need it repaired ASAP and don't have the spare time to work on it. What then?

Old-school Volkswagen and Porsche repairers can be hard to find these days, but people in the know in Sydney use Ed Cudia.

Ed's a young 51-year old welder and fabricator who never gets tired of repairing rusty German metal. He explained to me that it's actually quicker to do the job properly, instead of using bog or fibreglass.





Ed can basically rebuild any car's structure, in about 20 days' work.

He also explained that replacement panels are cheap and easy to work with.

Like any expert, Ed makes the work look easy, because he's been working on repairing Volkswagens since he was 12.

He has easily a year-long waiting list of Porsche 911s, split-window Kombis, Type 3s and oval-window Beetles, but if you can afford to wait, I can highly recommend his work.

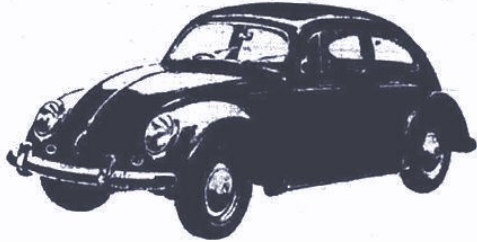
I've got a feeling he's going to be very busy, way into the future, restoring a classic Volkswagen or Porsche every month.

Ashley Day



# VOLKSWAGEN

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insistence on high revs and leaded fuel. It's just not an engine that's suitable for Australian conditions. Of course that means the GTI won't be the hot-hatch yardstick it once was, for the Japanese have learned a thing or two about building performance engines in the past decade.

No, the best Golf for Australia would be the new G60 I've just been driving. That G means it's supercharged - with a VW's G-shaped 'orbiting' scroll supercharger - and that's just the technical breakthrough that could be an effective counter to the car's price disadvantage. But sadly, the G60 - unquestionably the finest of the three GTI models in VW's armoury - is to be effectively denied all right-hand-drive buyers.

## VW Golf G60.

*Wheels magazine, May 1990*

Volkswagens are once again on sale in Australia. And about bloody time, too. I remember how excited we were at *Wheels* when the first Golf arrived Downunder back in 1976. The little hatchback seemed to offer an almost perfect combination of performance and economy with benchmark European dynamics, in a compact, roomy and attractive body at a competitive price. We loved the little car and raved about it at length.

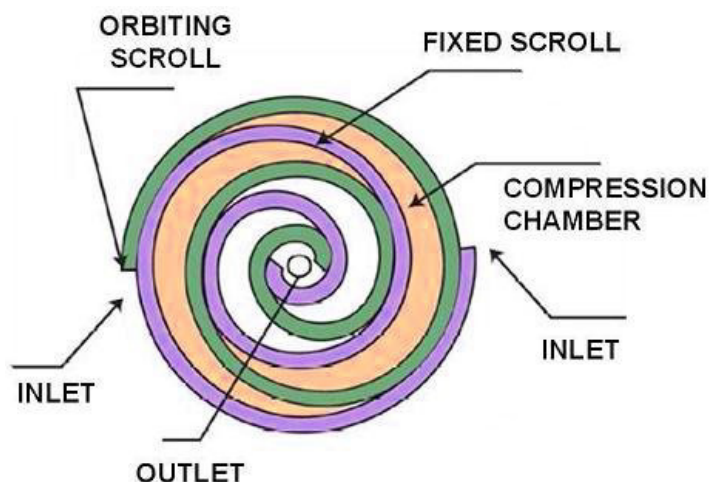
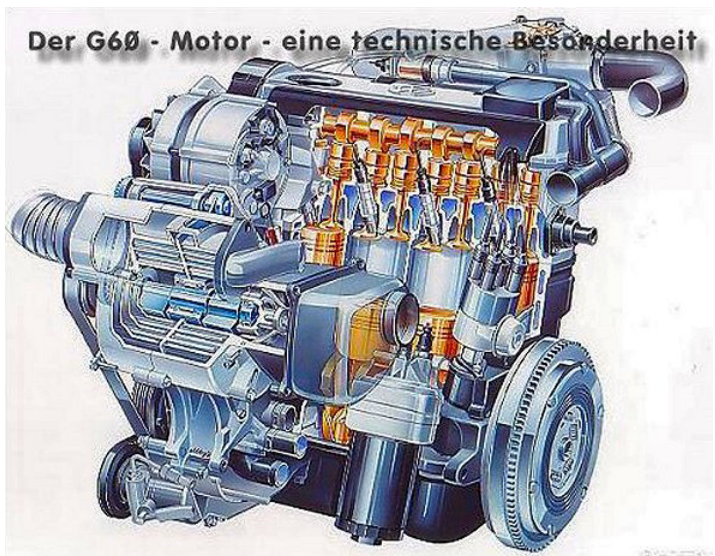
In those heady days - in the middle '70s - VWs were still assembled in Australia, but a few months after naming the Golf *Wheels* Car Of The Year we began hearing stories about durability problems. The dashboards cracked, there seemed to be structural problems and the suspension and wheels weren't up to harsh local conditions. We reckoned the legendary Beetle strength had been sacrificed in the cause of low weight. Australian assembly soon ended and from 1977 we got the fully imported German GLS - and the price spiralled upwards.

As the Golf's price surged, sales slowed and by the end of the decade the Golf, and all VW passenger vehicles, disappeared from our New Car Prices page. They became an unknown irrelevancy. VW's importers, LNC Industries, were now selling Subarus, Fiats, and Lancias and some expensive Audis instead. In Germany Golf 2 replaced Golf 1 and Australians were none the wiser. That was in 1983, but so successful has the car been that VW sold more Golfs in 1989 than any previous year.

Volkswagens should be available in Australia, if VW and Australia are to be truly international in their outlooks. Still, I'm not sure the Golf is the right opening weapon, despite strong sales in Europe. It's an old model, due for replacement at next year's Frankfurt show. What's missing is showroom appeal. Even the best Golfs lack a decent modern interior; the plastic is nasty and the dashboard cheap. It's just too utilitarian for the '90s.

The decision to import the standard 8V GTI over the hot 16V is probably sensible given the multi-valve engine's

The excuse is technical. The Passat's MQ gearbox, which is used with the more powerful G60 engine, is so large as to preclude the fitting of the ABS unit and brake master cylinder when the steering wheel is moved to the right. Insiders admit it's a justification based on economies of scale, while Volkswagen concedes all future major new model programs embody RHD engineering from the drawing board, ironically because the Japanese market for the Golf has





grown so significantly over the past two years.

This super GTI raises the stakes among high performance hatches. Lifting the G60's power over the 16V GTI by 24 per cent to 118 kW at 5800 rpm (torque is improved by a staggering 34 per cent to 225 Nm, yet developed 450 rpm lower at 3800 rpm) gives the G60 a completely different character to the 16V GTI. There's an even more potent option open to the product planners that's certain to be seen on the Golf 3. Combining the 16V engine (the G60 uses two valves) with the supercharger produces 156 kW.

The secret, of course is in the G-lader spiral supercharger, a concept VW engineers much prefer to the turbocharger that still finds favour with their colleagues at Audi. VW sees the G-lader giving the benefits of a 2.6 litre engine's performance from just 1.8 litres, but with decisive advantages over the turbo which is often justified on the same grounds. VW points to the supercharger's less complicated construction and fewer parts, less heat build-up and its extraordinary lugging power. But the supercharger's great edge over the turbo is in its instant response.

According to VW, 80 per cent of maximum charge is reached just 0.4 secs after the driver puts his foot down, with full pressure available another 0.4 secs later. In the language of a VW engineer, a turbo engine, "is not as close to your accelerator." Through a broad range from a mere 2400 rpm up to 5800 rpm, the G60 engine develops more than 200 Nm, considerably more than the maximum of 168 Nm produced by the 16V engine at 4250 rpm. The rewards of such a muscular power curve are obvious in the driving. To reap the benefits of the 16V Golf engine it needs to spin between 5000 and the 7200 rpm redline. If you aren't prepared to keep the engine on the boil you're better off with the Standard GTI. Not so the G60. The tachometer indicates peak revs are 1000 rpm lower and the cut-out at the same 6200 rpm affirms VW's desire to restrict engine revs. Yet, so flexible and responsive is the engine the driver never craves increased revs. The G-lader's smooth power delivery begins at a mere 1000 rpm.

This is a lazy driver's engine for even in the tall fifth gear it will pull strongly up hills from as low as 2500 rpm or



trickle around in third, fourth or fifth gear. For all its flexibility, this is undeniably a high performance engine, capable of bestowing Porsche-like performance on the Golf. Official VW figures give the 100 km/h time as 8.3 secs with a top speed of 215 km/h.

There is the same crispness of handling and solid feel that has always been a trait of the second generation Golf GTI. It's safe and neat, yet also great fun with an ability to inspire a lovely flowing driving rhythm.

VW is building 200 superchargers a day for the Corrado, Golf and Passat G-models, and expects to sell around 58,000 G-powered models in 1990.

The blower is mounted at the front of the engine and is driven at 1.66 times engine rpm by the same belt that drives the alternator and air conditioner. The blower pressurises air, forcing it through an intercooler before it reaches the manifold. Weighing only 7 kg, the supercharger alone adds only 3 per cent to the cost of the car.

In 1992 the chances are you'll be able to enjoy its effortless power.

Peter Robinson

(The G60 Golf was sadly never sold here - Ed.)



# Jeff's VW For-sales.

Many years ago the newspapers used to run big weekend classifieds of cars for sale. Many of the dealer ads used to include photos. Here's a selection to bring back a few memories. These are all from the late 1960s.

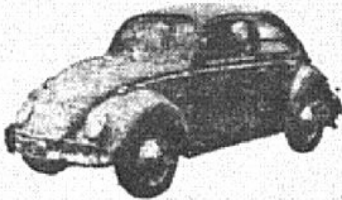


1965 VW Sedans ..... \$975  
1965 VW 1500 Sedans ... \$1,090

Ron Hodgson says: "For sure the Beetle does not change its looks. Why should it? What small car goes better and for less money? Also, look at the low, low prices. I can sell you one. How about NO deposit? Suits you? Suits me fine. Not even the Beetles could be as happy."



1961-65 VOLKSWAGEN SEDANS  
DEPOSITS from \$100 — \$170



65 VW DELUXE SEDAN 1200.  
Radio, Heater, Green duco, tan trim. Dep. \$170. Full price \$1198.

## 1962 VOLKSWAGEN SEDAN

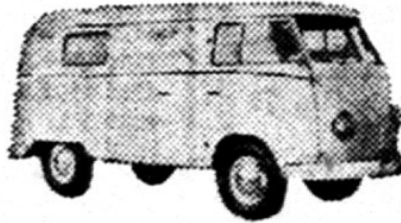
Grey. 12 months reg. Lovely car.

**£595—£145 deposit.**  
**£3/4/0 weekly.**  
At Bankstown 70-0321.



65 VW DELUXE SEDAN. Only two of these very much in demand vehicles in stock. Naturally both with full histories. Wkly. **\$6**

## 1960 VW KOMBIVAN



Outstanding condition; full-powered motor; spotless appearance. £120 full deposit; extended terms.

OR YOUR  
'66 VW 1500  
FOR \$1600



59 HOLDEN FJ SEDAN, mech. perfect \$120 \$60  
54 HOLDEN SPEC. SEDAN, FJ ... \$125 \$60



SUGGESTED CASH PRICE Dep.  
60 VW SEDAN, really sound, great value ..... \$250 \$160  
59 VW SEDAN, immac. .... \$300 \$150



VOLKSWAGEN 1300 DE LUXE  
\$1868. 1300cc, flat 4-cyl, pushrods, 7.3 to 1 compression; 50bhp at 4600revs. All synchromesh 4-speed box. 13ft 4 1/2in long; 5ft 0 1/2in wide; 4ft 11in high. Seats four. 76mph top speed. 6-50mph, 14.7 secs; 32 miles a gallon consumption. Options? Cheaper Custom model; sun roof.



64 VW  
In excellent condition. Only 18,000 miles. Good duco and tyres. Performs really well. Choice of 9 colour range. Many with extras. **\$5 WKLY.**



## VOLKSWAGEN 1962 MODEL

White. One owner, log books. 18,000 genuine miles. Immaculate condition.

**£675 — £170 DEPOSIT**  
**85/- WEEKLY**  
BANKSTOWN Branch, 70-0321.

## '60 VOLKSWAGEN



The best of its model in Sydney without a doubt. Low miles, log book, Reg. Nov., '64. Perfect. Deposit £144.

**REDUCED TO £575**



VOLKSWAGEN 1500 SEDAN  
\$2048. 1500cc, flat 4-cyl, pushrods, 7.5 to 1 compression; 85bhp at 5500revs. All synchromesh 4-speed box. 13ft 10in long; 5ft 3in wide; 4ft 10in high; Seats five. 84mph top speed 6-58, 13.1secs; 30 miles a gallon consumption. Options? Stationwagon with 1600cc engine fastback with 1600cc engine.



**Above the Wheels :** *family of five enjoys smooth, level ride* (Look! Baby's asleep)

**Below the Wheels :** *the most rugged road in North-West Tasmania*



# Volkswagen suspension smooths out jolts

*gently absorbs every bump... gives you a pleasure trip over rough going*

A newcomer to Volkswagen may brace himself for a jolt when a bad stretch looms up, but he needn't bother. Volkswagen sails across — steady as she goes! No pitch! No sway!

**Independent suspension**

Just smooth safe riding *all the way*. This is exclusive Volkswagen torsion bar suspension at work — enjoying its job of ironing out jolts. All *four* wheels are independently suspended on torsion bars — not spongy springs. Each wheel moves up and down as it absorbs its own road shocks but the car and the passengers inside stay level.

No fatigue on long trips either. Super balloon tyres add more to VW's cushioned comfort.

Volkswagen gives you motoring peace of mind in a hundred and one ways.

You can drive the air-cooled rear engine hard all day — without strain; you get average 38 m.p.g. economy; steering that asks only finger-tip touch; five passenger roominess; two luggage compartments *plus* the only really intelligent system of after-sales service.

**Take the key to Volkswagen**

Call at your local VW agent this week. Have a chat with the VW representative about the low initial price of Volkswagen, the convenient deposit and the free Sickness and Accident Benefit Plan which protects your repayments.



**What VW suspension means in your "territory"**

In the city, or outback, Volkswagen's suspension system is the most economical of all. Most durable too — outlasts by years many weaker suspension systems. Yet, before you find another car with such an advanced four wheel suspension you've got to pay upwards of £2,000. Volkswagen costs you only £971, including Sales Tax.



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