

Zeitschrift



1964 Ampol Trial - Ray Christie's VW 1500S.

March 2020

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Flat Four Lighthouse cruise
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**ACT Shannons Wheels
2020 USA Jetta
Time Machines
Plus lots more...**



The Legend Never Dies

Club VeeDub Sydney.
www.clubvw.org.au

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



Club VeeDub Sydney Committee 2019-20.

President:	Steve Carter president@clubvw.org.au	0490 020 338
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Craig Adams	Martha Adams	
Eddie Fleita	Joe Buttigieg	
General Committee:		
Barry Parks	Charlie Attard	
Sam Nadile	Joe Buttigieg	
Sandy Benic	Zelko Jurkovic	

Canberra Committee.

President:	Dot Bryan	clubveedubact@gmail.com
Secretary:	Willie Nelson	clubveedubact@gmail.com
Treasurer:	Dave Cook	clubveedubact@gmail.com
Registrar:	Willie Nelson	clubveedubact@gmail.com
Council/Events:	David Cook & Lachy Patton	
Social Media:	Dorothy Bryan	clubveedubact@gmail.com

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

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/
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 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.

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See the back page for all 2019 VW Nationals sponsors.



Take your Karmann Ghia out to meet some friends!

at the

“VW Karmann Ghia Drive Day”

Sunday March 29th

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



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

robertsonrailway.org.au

Free
public
entry

SurfLife

CLASSIC SURF CAR EXPO

Music, Surf, Cars, Food, Good Vibes!

2 May 2020 • Saturday • 10am - 3pm

South Werri Beach Park, Bridges Rd, Gerringong NSW

Held in the beautiful coastal town of Gerringong, surrounded by world class surf breaks and green rolling hills, SurfLife is a celebration of music, surfing, food, cars and good times, just 90 minutes south of Sydney. Bring your car 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!

Contact Adam on 0416294 801 www.surflifemusicfestival.com.au





Old Car Social Club Inc.

Est.1996

16th Annual Show & Shine

Sunday 3rd May 2020

We Support Diabetes Awareness

**At Canley Heights RSL & Sporting Club Ltd.
26 Humphries Road, Wakeley.**

Car Show Gate opens at 7.30am, Cars in position by 9.00am
Trophies will be presented at 12.30pm

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Entry Fee: Display Cars \$15.00 (includes Driver and Passenger)

Spectators: Gold coin donation

For further enquiries contact: Noel 0409601827, Russell 0414881675, Ray 0411251120

33RD GREAT YEAR



Saturday 23rd May

Carters' Krauty Caper navigation run

Start: Greyhound Club, Yagoona, 9:00am

Finish: The Vineyard Hotel, for lunch

Sunday 24th May

Show Day, Fairfield Showgrounds

VISIT WWW.CLUBVW.ORG.AU OR
CALL DAVID BIRCHALL (02) 9534 4825

Von dem Herrn Präsident.

Hi all, well autumn is here which still good weather to get out and about in your VW.

We recently had the VW Event held at the Edge Cinema in Katoomba, organised by Phil Mass. It was a very poor turnout from our members, with only a handful of cars attending, but those that went had an excellent time. Thank you to Phil Mass for organising this day. Read the report in this issue.

Some of our club members attended Dubs By The Lake at Lake Liddell in the Hunter Valley. If you went along, please send us a story and photos for the next issue.



As I write this report VW Lighthouse-to-Lighthouse run, organised by Flat Four VW Club, is happening. I can't make it, no running VWs at the moment and I have to work. The good news for me is that one of my Beetles should be back on the road soon.

Coming up on Sunday 29th March is the Karmann Ghia Drive Day, organised by our club member Dieter. 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.

On Sunday 5th April is Berry Blast From the Past show at Berry Bowling Club, the same new venue as last time. Then on Sunday 19th April is the Robertson Classic Car Show at historic Robertson Heritage Railway Station.

Saturday 2nd May is the SurfLife Classic Surf Car Expo at Gerringong and the next day on Sunday 3rd is the Annual 'Old Car Social Club' Show and Shine at Canley Heights RSL and Sports Club, both events we have been invited to attend.

On Saturday 23rd May I'm organising the Carter's Krauty Caper 2020, been a few years since I have done one of these. And not forgetting the 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.

So lots of things to do with your VW coming up!

Planning is well underway for the big day at Fairfield and all details will be on the website soon We will need some

help setting up Saturday night and packing up, and during the day If you can lend a hand please let us know if you can help.

With so many more events coming up, please keep an eye on the club calendar and flyers in the magazine and on the club website for more details about upcoming events.

See you soon,

Steve Carter



Kanberra Kapitel report.

Greetings from the Nation's Capital!

February was the month of our chapter's AGM, held this year on Sunday 16 Feb at the Murrumbateman Hotel. We met once again at Old Parliament House (OPH) and then cruised out to the pub, where a good country pub lunch was consumed, followed by the AGM. Financial members of the club had their meal and beverages subsidised, which made for a good value for money event. Another benefit of club membership! Lucky door prizes were on offer, with two bespoke club coffee mugs, a number of club stubby holders, a pair of Peter Alexander Kombi pyjamas and a couple of VW calendars given out. Everyone who attended walked away with a prize. The cruise out and back was incident free and gave our cars a good opportunity to stretch their legs.

The new Canberra committee was voted in at the AGM, listed below:

Chapter President:	Dot Bryan
Secretary:	Willie Nelson
Treasurer:	Dave Cook
Registrar:	Willie Nelson
Social / Events:	Dave Cook and Lachy Patton
Social media:	Dot Bryan

After three years at the helm, I elected not to nominate for the President position this year to allow new blood to take charge. Luckily Dot accepted the nomination and was duly voted in as our new Chapter President. Congratulations Dot!

Having Dot take charge can only be a good thing for our chapter. She brings three new characteristics that have not been seen in this position since the chapter started; those being young, female and a water-cooled owner.

I must also express my thanks to the outgoing committee members who provided support during my tenure and kept me in check. Clubs like ours don't run themselves and if left to one or two individuals, it could become overwhelming. With their support and willingness to share the load, I believe the chapter operated well over the past few years.

Reflecting on 2019, we outlined the 10 events conducted by the chapter and approximately 10 other events members supported throughout the year. We believe this is a pretty good effort by a small club and hope our members feel there are plenty of activities available to them to be a part of. Our biggest event each year is the ACT German Auto Day,

which in 2019 was conducted by our chapter. The lead organising club is rotated between the different German marques each year and it does take a fair bit of coordination to bring it together. I believe 2019s GAD was a great success, in no small part thanks to Dot who took on the role as lead Organiser.

We also listed the events proposed to be conducted in 2020. There are many being run in the region and a few interstate events worth considering. With McValla upon us again in 2020, we already have approximately 20 individuals from Canberra (both club and non-club members) having booked their spot. To view the list of our proposed events in 2020, please refer to the minutes of the AGM which have been sent to all chapter members.

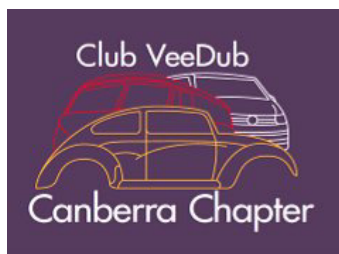
As usual, please keep an eye on the Facebook page for news and upcoming events. We also post feedback and pics from recent activities on the Facebook page and invite members to also post VW related info. The Facebook page is also a great way to get in contact with the committee with any enquiries you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

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

clubveedubact@gmail.com

Cheers,

Willie



Klub Kalender.

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

March.

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.

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

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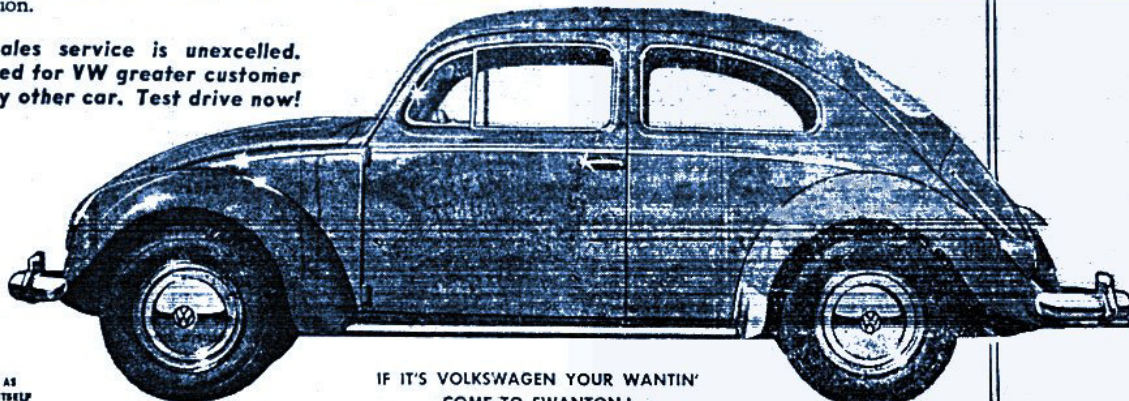


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April.

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. **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 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.

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.



June.

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

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

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

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

July.

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

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

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

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

Marktplatz.

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

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

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

New ads.

Wanted:- I need to buy a 1971 SQUAREBACK DASH PAD. If you have one, or any information as to where I could source one, it would be appreciated. Contact Mr Michael Ratcliffe on 0400 435335 or email michael.ratcliffetas@gmail.com

For Sale:- Hello My wife wants to sell her 1960 VW Beetle. Has not turned a wheel for 7 years, just sitting under a cover in the garage. Original numbered car 6 volt. Was repainted original cream colour 15 years ago. Just wondering what it's

worth and could you help find her a good home. Thanks in advance for your help if u can. Contact Mr Richard Dreyer for more info and photos on 0466 400790 or email richard.dreyer1@outlook.com

For Sale:- Hi can you let members know we are selling our internet domain name VeeDubs.com.au (not currently active). If anyone has an interest they can contact me. Thanks, Sean Fogarty (02) 8569 1337 or email seanfogarty88@gmail.com

2nd Month 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.



For Sale:- 1972 Volkswagen 1600 Type 3 Fastback. Auto, good-plus condition inside and outside. Rebuilt motor, same owner for 32 years. Used daily. As is, \$8,000. Contact Michael on 0497 424302 or email michael.betty@bigpond.com

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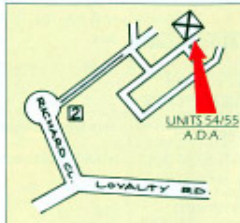
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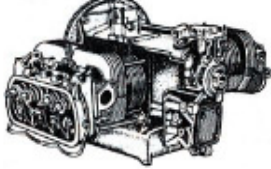
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Optional Sound & Comfort (\$8000) and R-Line (\$8000) packages, as well as a panoramic glass roof (\$3000), can be added exclusively to the 190TDI Premium. The R-Line package adds active all-wheel steering - a Volkswagen first (although the 1988 VW Corrado had simple passive rear-wheel steering) - as well as electromechanical active roll stabilisation.

"It's really pleasing that we can offer an expanded Touareg range and move closer to having a complete range of SUVs," Volkswagen Australia explained at the 190TDI local launch,

confirming the hotly anticipated small T-Roc and compact T-Cross SUVs will arrive mid-year.

"Expanding the new Touareg range brings us one step closer to our 'year of the SUV' in 2020."

Entry level Touareg.

Volkswagen has introduced the most affordable model in its new Touareg range, six months after \$89,990 Launch Edition went on sale in Australia.

Priced from \$79,490 before on roads, the base Volkswagen Touareg 190TDI is powered by the same 190 kW and 600 Nm 3.0-litre turbo-diesel engine, eight-speed automatic transmission, and permanent all-wheel drive system used throughout the revised range.

With the Launch Edition coming off market, there's now a choice of two versions: the 190TDI or the high-spec 190TDI Premium, which is priced at \$85,490 before on-roads.

As reported previously, standard 190TDI equipment includes black Vienna leather seats, front seat heating, 19-inch alloy wheels, keyless entry, a 24-cm touchscreen infotainment system with navigation and smartphone mirroring, an electric tailgate, and the full suite of driver assistance systems including all-speed autonomous emergency braking, and adaptive cruise control with traffic jam assist, side assist, and lane assist.

The sole option of an \$8000 InnoVision Package for the base 190TDI adds a dual-screen cockpit blending a 38-cm infotainment touchscreen with a 31-cm instrument binnacle, along with a head-up display, 30-colour ambient lighting, a volume scroll wheel, and gloss black interior detailing.

The pack can also be optioned on the 190TDI Premium. Speaking of which, the extra \$6000 involved in stepping up to the Premium and adds air suspension, 20-inch wheels, dynamic-function matrix LED headlights and

2020 Volkswagen Touareg pricing

190TDI - \$79,490

190TDI Premium - \$85,490

Amarok V6 manual.

Volkswagen's new six-speed manual V6 Amarok will cost from \$48,990 drive-away, according to the Volkswagen Australia website, which has published details ahead of the local launch this month.

This is the less than the list price of \$49,590 before on-road costs and also includes an accessory starter pack.

The Volkswagen Amarok V6 Core TDV6 Enduro pack is listed at \$48,990 drive away as a limited offer (it will have expired by the time you read this), and comes with a \$1200 pack to that includes black side decals, a black bonnet deflector and black sportsbar.

This makes the Volkswagen Amarok TDV6 manual Australia's cheapest entry point into the turbo-diesel V6 4x4 ute market, with power and torque levels right at the top of the class.

Pricing under the \$50,000 threshold lines the Amarok Core V6 against the likes of Ford Ranger XL, Isuzu D-Max LS-U, Toyota HiLux SR, Holden Colorado LS-X, Nissan Navara ST and Mitsubishi Triton Toby Price Edition.

While specifications of the competition varies, none of



them can boast of having as much grunt as the Amarok.

The Amarok's V6 diesel makes 165 kW, with an over-boost function that periodically gives up to 180 kW.

Maximum torque is down to 500 Nm with the manual transmission, but has a wider peak torque range (1250-3000rpm). That's compared to 550 Nm with the automatic gearbox, which is available between 1500 and 2500rpm.

The manual-gearred Amarok also runs through a part-time 4WD system and low range transfer case, compared to the permanent 4WD and no low range when equipped with the automatic transmission.

The only potential downside is that the manual V6 reverts to the 3.0-tonne towing capacity rather than the 3.5-tonne capacity of the automatic V6.

Standard equipment on the VW Amarok TDV6 Core manual includes 17-inch alloy wheels, rear parking sensors, rear-view camera and 6.33-inch 'composition media' with Apple Carplay and Android Auto.

2020 Volkswagen Amarok pricing
Amarok V6 Core manual - \$49,590

Golf R farewell editions.

The current Mk7.5 Volkswagen Golf R will farewell showrooms with a new eye-searing palette. Where VW's premier hot hatch has always rocked a sensible, buttoned-up design language when compared to outlandish offerings such as the Ford Focus RS and Honda Civic Type-R, the Golf R Final Edition - as the name suggests, the last hurrah for the seventh-generation model - doesn't stick to the script.

From the final run of 450 units, 150 of them will be sold in either Victory Blue, Viper Green Metallic and Violet Touch Pearlescent paint. These three shades are 'Volkswagen Colour Concept' custom orders for which the car is removed



from the assembly line to be hand-painted in a separate shop.

To further stand out, all final-run Golf Rs coming here will sit on 19-inch 'Black Pretoria' alloy wheels, and be fitted with gloss black door mirrors, Nappa leather-appointed upholstery, and a Dynaudio 'premium' audio system.

The Golf R Final Edition will be available in May priced at \$57,990, with the cool paint jobs an extra \$300. The standard Golf R hatchback remains on sale from \$55,490.

The 213 kW Golf R is Australia's most popular primo hot hatch. Of 14,335 Golf hatchback and wagon sales in 2019, Golf R variants made up 14 per cent or 2035 sales, of which 1702 were hatchbacks and 333 were wagons.

So, what comes next? First iterations of the Mk8 Golf arrive in late 2020, probably including the new GTI that'll be revealed in Geneva (if the show goes ahead, given the current coronavirus fears).

The next-generation Golf R is tipped to rock a boosted version of the current EA888 engine with AWD, but won't hit our shores until 2021.

This Golf R isn't the final version of the Mk 7.5 Golf, since a tuned-up TCR Edition of the iconic GTI will lob in limited numbers around the middle of this year too.

T-Cross and T-Roc nearly here.

After plenty of delays and conjecture, Volkswagen has finally confirmed its Polo-based T-Cross and Golf-based T-Roc crossovers will officially launch in Australia during May 2020.

Speaking at the recent launch of the expanded Touareg range, VW Australia product marketing manager Jeff Shafer explained 2020 will be its 'year of the SUV' as the T-Cross and T-Roc join the current Tiguan and Touareg to finally present a 'full range' of Volkswagen family-haulers.

While details for Golf-sized T-Roc remain slim, Shafer confirmed the Polo-sized T-Cross will launch in May with an 85TSI version, using the 85 kW three-cylinder engine from the current Polo.

It will be joined "weeks after the initial launch" with a higher-grade 110TSI variant, powered by a new 1.5-litre four-cylinder engine making 110 kW and 250 Nm, mated to a seven-speed DSG transmission.

This is the first implementation of this particular petrol (TSI, in Volkswagen Group speak) engine fitted to a Volkswagen model locally, though this particular powertrain made its Australian debut in the 2019 Skoda Karoq.





Volkswagen Australia refused to comment on pricing or add further detail on specification, but it's predicted the T-Cross 85TSI will start below \$30,000 when it hits showrooms mid-year, while it's likely the 110TSI version will be priced around the mid-\$30,000 mark.

When it touches down, the larger T-Roc is expected to be offered with a 140 kW engine and all-wheel drive.

"We've waited a long time for these cars and we're extremely excited about them," says Volkswagen Australia PR manager Kurt McGuinness.

Facelifted Tiguan.

A refreshed Volkswagen Tiguan has been spied during a European photo shoot, and looks likely to be unveiled in the not-too-distant future.

From the photos and various subsequent renderings by European car magazines, we can see the updated Tiguan will have a significantly revised front end.

The new slimmer headlights have squared-off LED rings around the main and high beam units. The smaller size of the headlamp enclosure, as well as their stepped design and pulled back top corner, are also features on the coming Golf 8



and should give the revised Tiguan a more dynamic 'VW family' look.

There's also a redesigned bumper with a thin-like metal arc defining the boundary of the fog light enclosure. Although it's not visible, it's probably safe to say there will be a new grille and Volkswagen's redesigned badge.

Although we can't see the rear of this car, the Tiguan facelift will likely also feature redesigned tail-lights.

We also expect there will be prominent "Tiguan" lettering along the central spine of the tailgate, as this setup is now present on everything from the new eighth-generation Golf to the revised Passat.

Under the bonnet, the Tiguan may gain some new drivetrains from the Golf, with 48V mild hybrids a strong possibility for the European market.

If we were to place bets, extra safety features and updates for the infotainment system seem to be sure fire bets.

Hot ID GTX models.

Volkswagen is said to be preparing a range of performance-oriented 'GTX' flagships for its new ID electric vehicle range.

According to an Autocar UK report, the GTX badge, which VW used before in the 1980s on some Scirocco export models, will be applied to performance-oriented ID models, including a top-spec variant of the production take on the ID Crozz coupe-SUV concepts, reportedly dubbed ID.5.

A potential ID.5 GTX could harness the dual-motor all-wheel drive powertrain debuted in the Crozz II and successive Volkswagen Group electric SUV concepts, which produced 225 kW to enable a 0-100 km/h sprint time in the high 5.0-second bracket.

Any powertrain upgrades would be complemented by sportier exterior and interior styling updates, to further



differentiate GTX models from their regular ID siblings.

It's likely the nameplate will be applied to the rumoured hot version of the ID.3 hatchback, set to arrive in the next five years.

Autocar claims the 'X' in the GTX name represents all-wheel drive traction, so a hotted-up ID.3 would need a second motor up front to supplement its existing, rear-mounted 150 kW unit.

The first of the GTX-badged Volkswagen ID models are tipped to make their debuts in the coming years, with Autocar claiming development on the aforementioned ID.5 GTX is underway and is set to lob by early 2021.

VW charging robots.

Volkswagen is developing robots that can find and charge parked electric vehicles in need of a range boost.

The idea behind the robots is simple: vehicles low on charge can park in a regular multi-storey carpark, and wirelessly communicate with the charging infrastructure.

An autonomous robot will then deliver a small charger to the vehicle, wirelessly open the car's charge port, and connect up the charger.

The robot can then head back to its base, while the car's battery is replenished by the "mobile energy storage device" - or a battery wagon, in Volkswagen speak.

Each 'battery wagon' has around 25 kWh of energy storage, and can charge at 50 kW.

When charging is complete, the robot - which is constantly in motion, running mobile chargers around its parking garage - comes to collect the mobile charger and

return it to base, where it can be recharged and used again.

Volkswagen says the mobile robots are a solution that makes it easier to charge in congested inner-city carparks. The autonomous system also removes the risk of internal-combustion owners parking in front of chargers.

"The mobile charging robot will spark a revolution when it comes to charging in different parking facilities, such as multi-storey car parks, parking spaces and underground car parks because we bring the charging infrastructure to the car and not the other way around," said Mark Möller, head of development at Volkswagen Group Components in Germany.

"With this, we are making almost every car park electric, without any complex individual infrastructural measures."

At the moment, the robots are only in the prototype phase. Volkswagen Group hasn't provided an estimate as to when they could be put into series production.

T-Roc Cabriolet.

The first examples of Volkswagen's T-Roc Cabriolet began rolling down the line at VW's Osnabrück plant last month. This is the factory once owned by Karmann until they went into receivership in 2009, and were taken over by Volkswagen.

VW has already invested a "high double-digit million euro amount" to upgrade the former Karmann works for the convertible crossover's production. What's surprising is that VW officials at the ceremonial launch pledged to invest "in the site on a similar scale... predominantly in production of the T-Roc Cabriolet" over the next five years.

Having made the bet, VW's gone all-in on it. It's a hefty dose of confidence for a segment that has pretty much ceased to exist in recent years. The VW Eos power-top convertible ended production in 2015, and the Golf Cabriolet ended in 2017.

In August, VW Group brand marketing manager Jurgen Stackmann said, "The [sales] momentum for convertibles is over. The opportunity to combine what people really want now - a C-UV [C-segment utility vehicle] with a cabriolet that has a longstanding tradition in the Volkswagen brand was a great opportunity. ... From a rational side, you would never go into the cabriolet market."

The fully electric roof only comes in black, and opens in nine seconds at speeds of up to 30 km/h. Engineers worked

to remove compromises from the top, designing side panels that act as drip rails, and transverse members that prevent fabric "inflation" during high-speed driving. The ragtop version loses a space on the rear bench, becoming a dedicated four-seater, and boot space decreases from 445 litres to 285 litres.

Engine choices will be a 1.0-litre turbocharged three-cylinder with 85 kW and 200 Nm of torque, or a 1.5-litre turbo four-cylinder with 110 kW and 250 Nm. Both come with a six-speed manual transmission standard, and the larger motor can be optioned with a seven-speed dual-clutch.





The Style package presents a choice of four themed interiors with ambient lighting. The R-Line model goes more racy inside and out with features like speed-dependent progressive steering, fog lights, lowered suspension, sport seats, and R-Line branding. Both ride on 17-inch wheels, but 19-inchers can be optioned. An available next-gen infotainment system comes with a SIM card for permanent online access, and an available 400-watt BeatsAudio stereo will broadcast to the world just how funky the buyer is.

The Osnabrück plant has a long history with convertibles, having been opened by Wilhelm Karmann and producing the Beetle Cabriolet from 1949 to 1980, as well as the Karmann Ghia, Golf Cabriolet, Mk1 & 2 Scirocco, Golf Estates, Porsche 356, 914, and Boxster over the years. Now, as well as the T-Roc Cabriolet, the facility builds the Porsche Cayman.

Jozef Kaban returns to VW.

Jozef Kaban, former head of design for Rolls-Royce, BMW and Skoda, has been appointed as the chief designer for the Volkswagen brand.

Kaban will begin his new job on July 1, 2020, presumably because of a non-compete clause in his contract with the BMW Group, where he worked from early 2017 until October last year.

From 2017 to March 2019, Kaban was the head of design for the BMW brand. He then moved on to a similar role at Rolls-Royce.



The appointment sees Kaban return to Volkswagen, the automaker he has worked at for most of his professional life, and the one he joined straight out of university in 1993.

In 1998 he was appointed head of exterior design at Bugatti, and is widely credited for his role in shaping the Veyron supercar.

From 2003 to 2006 Kaban headed up exterior design at Audi, and from 2008 to 2017 he was the lead designer at Skoda.

With Kaban coming back to Volkswagen, the Group is shuffling the management pack. Klaus Bischoff, current head of design for the Volkswagen brand, will move upstairs to become the design chief for the entire conglomerate, where he will replace Michael

Mauer.

Mauer meanwhile will step back to concentrate on his role as head of design for Porsche.

Baja Atlas.

Volkswagen is headed to the 2020 Baja 1000 with this absolute beast of a vehicle. It's called the Atlas Cross Sport R, and it's the coolest SUV coupe we've ever seen. The resemblance to the regular US market Atlas Cross Sport is noticeable right away, but beyond a general roofline, nothing here looks like a production VW.



Actual details are scant. The powertrain consists of a 2.0-litre turbocharged four-cylinder and an unspecified transmission - VW says that the car is only in concept form now. Don't let the small engine fool you, though. VW says it produces about 360 kW. The engine is actually a detuned version of the VW WRC 2.0-litre race engine that's capable of running at 450 kW. For now, Volkswagen is dogging it for the sake of balance and reliability.

VW says it's developing the Baja vehicle with both Tanner Foust and Rhys Millen, so we know it's in good hands with those two. The team still has awhile to get everything in order, as next year's Baja 1000 isn't until November 2020. Foust is already slated to be one of the drivers for the race.

As of now, the livery is temporary, advertising the new Atlas Cross Sport. VW says it plans to invite designers from US schools and colleges nationwide to help design the car's final look next year. It won't be hard to make this Baja truck look good, as the design already looks fantastic.



then back onto the highway south-bound and we could turn left into the Edge Cinema carpark.

There was Phil Mass and his Type 3 sedan waiting for us, with Tony's Jetta and a Porsche Boxter already lined up in front of the cinema. We had a special roped-off car parking area, especially for us! My Passat, Frank's single-cab Kombi, Carl's 1300 Beetle and Patrick's Passat R36 made up the lineup. Barry arrived shortly after in his rally '76. Rudy was also with us, but he parked his non-VW around the corner.

Phil Mass' VW Nationals movies day.

On Sunday 23rd February we had the recent 'VW Nationals film day', organised by professional cinematographer and VW-Porsche enthusiast Phil Mass.

You might remember Phil originally planned the day as an exclusive German lunch and movie at Mount Victoria last November, but he shelved this through lack of interest. Instead, he scheduled it as a 'movie only' day at the Edge Cinema at Katoomba, at the very reasonable price of just \$5 per person (popcorn and soft drinks extra).

The day dawned a bit grey and rain was threatening, but we only got some mist and a few spots on the way. We arranged to meet up at McDonalds Eastern Creek, on the M4 westbound rest area, from 10:30am for coffees. It's a busy Maccas and the VWs couldn't park together - it was hard to know who was taking part until they walked in and saw our group sitting together. It looked like we had about five VWs, old and new, taking part in the cruise.

After coffees we left Maccas just after 11 am, allowing for any latecomers, and headed out on the motorway towards Penrith. We kept together in the left lane, lights on, cruising at 90 km/h, and soon climbed the hill to Glenbrook where Carl was waiting to join us. Because of traffic lights it was impossible to everyone to stay together through Springwood, Hazelbrook, Lawson and Wentworth Falls, but by the time we turned right most of the cars were still in earshot. Google Maps took us through the back streets of North Katoomba,

It was a really disappointing turn-up from our club members after all Phil Mass' organising - there was easily room for another half-dozen VWs. Still, it was good to chat for a while as we had a couple of hours before the movie would begin. We decided to make the short walk to Katoomba's main strip for lunch.

We walked up the street past the fenced-off Mount St Mary's College and Convent, which closed in 1984. It was used as an 'arts centre' until 1992, but since then the site has been boarded up and left to rot. In spite of the numerous historic stone buildings on site, including a tower, nothing has happened there for nearly 30 years except for extensive vandalism. Sad.

Also now closed, as we saw after we crossed the main highway, was the Gearin Hotel, Katoomba's oldest licenced pub. First opened in 1881 and rebuilt in 1927, the art-deco Gearin used to be owned by actor Jack Thompson. It was a





comfortable 'old-school' wooden and tiled pub to enjoy a beer, and one of the few remaining pubs with regular live music. However it closed its doors in March 2019 after legal disputes between owner and tenant. Today part of the now run-down and boarded-up pub is used by 'Planes Trains and Automobiles,' a toy, model car and hobby shop. Peering through the pub's dusty windows, you could see the former front bar used as a storage room, packed high with boxes of model cars, planes, boats and trains. Unfortunately the shop was closed on Sundays.

Interestingly the old Gearin is said to be haunted. Mrs Gearin had bought the hotel in 1910 and had a strict no alcohol policy - she always operated the hotel as a guest house for women. After she passed away and the hotel changed owners numerous times over the years, she must have been upset that it became a normal pub, selling beers, wines and spirits. It's said that her ghost appears at about 3am each day, and that regardless of how warm the hotel is at the time, a chill descends over the whole building.

Several people have reportedly seen the figure of a woman walking around the hotel at different times, as well as an apparition resembling a young child. The ghost usually appeared in the accommodation rooms of the hotel, now boarded up. She hasn't been reported in recent years; now that the pub has closed and is no longer selling alcohol, perhaps she is finally resting in peace?

We were surprised to see that the famous Paragon Café in Katoomba is also closed, but this time it's for renovation and restoration, and will eventually reopen. Instead, we chose another café close by for burgers, fish'n'chips, scallops and coffees for lunch.

We wandered back to the Edge Cinema and Phil Mass was getting ready to start the

show. He was fretting that the Edge couldn't play his 4K video files at full resolution, and would be 'downgraded' to full 1080 HD for our viewing - would this be OK with us?? We assured him it would be fine. So we bought our \$5 tickets, plus popcorn or Maltesers and drinks, and made our way upstairs to our cinema.

With the lights still up, Phil gave us a short introduction and told us he had detailed footage of both the Saturday Supersprint, and the Sunday Car Show at Fairfield, over two hours in total. He again apologised for only being able to show ourselves in full HD, and that he had over 300 short 'clips' joined together to make the total film. The theatre's system would show a slight 'pause' of around a quarter-second between each clip, and he hoped that this wouldn't spoil our enjoyment of the film. And so the lights went down, and the show started.

For those of us who didn't get to the Supersprint, it was great to see all the cars driving around the track, filmed properly from a good position showing them on approach, zooming past and around the corner. Phil naturally concentrated on filming the VWs, rather than the Nissans, Holdens and Mitsubishi's that made up many of the entrants.

Many of us also spend most of Nationals Sunday working and we don't get to see the show much, or at all. So it was great to be shown up and down all the rows of cars, as well as the traders, swappers and even the band and the German dancers. The only uncomfortable part was watching myself reading out the trophy winners at the end! It is strange to see yourself on a proper movie screen, and as the saying goes, I have a great face for radio.

Thank you to Phil Mass for all his organising work and his fantastic filming of our car show. It was such a pity that we had such a small turnout for such an enjoyable day.





display, with their huge marquee, merchandise tent and a very civilised lunch they put on for their members.

Our new club gazebo was once again a huge success, providing shade and a focal point for members to sit, rest and chat. The gazebo also made it easy for our entrants to spot us from the entry gate on the other side of the showgrounds so as they found their 'home' easily.

There were plenty of beautiful cars on display from all marques, with two replica Ford GTs drawing a huge amount of interest. The local MG car club made this show their big show and shine event of the year and as such had a huge turnout this first year of doing

ACT Shannons Wheels Car Show.

A glorious day greeted the hundreds of ACT car enthusiasts for the annual Shannons Wheels Car Show at Queanbeyan Showgrounds on Sunday 1st March. Making the most of the weather, they brought their pride and joys out to bask in the sun and be admired by many other entrants and spectators to once again ensure this continues to be one of the great car events for the ACT.

Club VeeDub (Canberra Chapter) was once again well represented and joined by a number of other local VW enthusiasts. Sandwiched between the Porsche and BMW clubs, with Mercedes behind us, the German marques were once again well represented and admired by all. For the second year running, the Mercedes club won the best club

so.

Official numbers for the show were over 500 cars; however the large area didn't look or feel crowded. We also





had a number of food and coffee vans to cater for the crowd and it was also the weekend of the Queanbeyan Multicultural Carnival, held at the City Gardens only a short stroll away from the Showgrounds. This gave families the option of a variety of food and other attractions to keep everyone interested and happy.

With the cooler months ahead, many of the pristine cars in the region tend to hibernate over winter, making this show one of their last opportunities to display the cars. Of course this doesn't tend to effect the VW enthusiasts and we will continue to conduct or attend at least one event per month to keep the dream alive.

Willie Nelson.

Moving into the future with 2020 vision.

Over the years, we wondered, what is it going to be like in the future?

We wondered about things like jobs, family, relationships, homes and - of course - our Volkswagens.

Do you remember Back To The Future? If you are like me, you'll be happy to know that Nike now has 'self-lacing' boots, but I'm still waiting for the hover boards.

So now it's 2020, and it's officially the future - even if Marty McFly only went as far as 2015.

If you have been able to store stuff for the future, well you have made it. Now is the time to do what you planned for it in the past.

If you have stored parts from older VW and Porsche vehicles, you'll be happy to know you have made your own



luck. Parts have gone up in value, but more importantly than that, if you need a part, you'll already have it.

Now down to complete cars.

Many people this year will realise, for one reason or another, that they want to buy or sell classic Volkswagens and Porsches.

We have always tried to get the next (ie younger) generation into our old cars, and I always thought that that would be where the future money would come from. But this is not the case.

Unfortunately, most young people don't have the money or the inclination, preferring to spend their time on social media rather than with old cars. So we are targeting people that do - the 50-60 years old people. People like me.

What are people from my generation chasing these days?

That's easy - clean, original cars.



Cars that have never had a radio installed, or been painted a different colour, or been modified in any way.

Once upon a time we used to put wide-ies or Porsche wheels on, or paint rally stripes to increase value, but this is no longer the way to go.

Clean, original cars will increase in value this year, while modified car prices will remain stagnant.

This year you will see many classic vehicles for sale, just about everything, as people rationalise their collections, so take your time and do your homework.

And remember, original is the only way to go.

Ashley Day



Flat Four Lighthouse to Lighthouse Cruise.

Flat Four VW Club recently held their annual Lighthouse to Lighthouse Cruise on Saturday 7th March 2019. This event is quickly growing in popularity with increasing numbers. This year saw a total of well over 40 Volkswagens; Beetles, Kombis, Type 3s, Ghias, Transporters, Golfs and Passats.

The weather was drizzly in the morning but soon fined up into a beautiful sunny day. Most cars met down on the Wollongong boat harbour front, just below the old Lighthouse, from 3pm. There was a Club VW convoy from Uncle Leo's at 2pm, but only one VW took part (thanks Phil).



The VW owners stood and chatted, and after about 35mins, it was time to get moving. A short speech to the awaiting eager owners and we were away.

It's a slow cruise out of town. But it's worth it, to look in the rear view or side mirrors and see a convoy of Volkswagens following you. Once on the freeway, it was a little easier. People passing the convoy, waving, beeping and grins from ear to ear could be seen pressed against windows of



the passing cars. What a sight it must have been to be able to pass all those Volkswagens.

We headed along the freeway, turned right at the round-about and headed for Albion Park and onto Jamberoo. Through the countryside of rolling hills and passed the paddocks filled with cows, we eventually made it into Kiama and up to the finishing point of Kiama Lighthouse.

Owners then wandered and mingled between cars, chatting all things Volkswagen in the afternoon sunshine. After a while people started to leave as it was time for dinner,





or people had things to do at home. For some of us, it was onto the Kiama Leagues Club to finish the day off with a beautiful meal and a quiet beer.

All in all, everyone I spoke to on the day, was extremely happy and enjoyed themselves. If I missed speaking to you, I apologize but thank you for taking the time to come cruise with us. All that's left to say about The Lighthouse to Lighthouse Cruise, is it's an AWESOME event. If you haven't been yet, you are missing out on one of the best cruises around. Once again,

I would like to thank everyone who joined us on the day, and we hope to see you at our 2020 cruise.

Kevin Critcher
Flat Four VW Club Sydney

Spoon Bending.

Years ago, a mate of mine (Ian Hall), nicknamed me the 'spoon bender.'

It's a name that's kind of stuck with me.

Not really knowing if this was good or bad, I asked him why.

He explained it's because you are always bashing and bending or repairing things to fit back on your car.

Not having a lot of cash, and few cars on the go, led me to spoon bending.

Wouldn't it be great if we could just buy everything we needed, new.



Damaged bumper bars, panels, doors and chrome trim, can sometimes be repaired, flipped or polished.

It explain it like this - what do you have to lose? If something is already damaged, big deal if you damage it some more. Most of the time, with a little hard work, most parts can be saved, painted, polished, welded, filed, filled and used again.

If you're very careful, dents can be pushed or pulled without damaging paintwork.

This takes patience and sometimes some special tools, or maybe even a professional dent doctor.

Sometimes though, doing it yourself, you may butcher it (I know I have), but don't ever stop trying. It's all practice.

Ashley Day





everyone except those who care about driver engagement.

What's New for 2020?

For 2020, Volkswagen improves the Jetta lineup in several small ways. Every version has the latest Car-Net infotainment system, which includes a subscription-based Wi-Fi hotspot. The SE and R-Line models now offer the Cold Weather package that adds heating elements to the steering wheel, rear seats, washer nozzles, windshield wipers, and includes remote start. The top-tier SEL and SEL Premium have all that

VWs not sold here #12: 2020 Jetta.

The 2020 Volkswagen Jetta is the seventh generation of VW's Golf-based sedan. While it's based on VW's modern Euro MQB platform, this latest Jetta uses a new design that was conceived and engineered specifically for American tastes. Moreover, this latest Mexican-made Jetta is now only offered in the Americas; it isn't sold in Europe (or Australia.) You may be asking, "So what?" Well, the major benefit to an America-only Jetta is that product planners loaded it with features popular with Americans. For example, LED headlights and taillights are standard on all grades, as are App-Connect and aluminium-alloy wheels.

Europe's best-selling nameplate in the U.S., some 3.2 million Jettas have been sold in the USA since 1990. Americans love Jettas and there's even more to love in this longer, wider and taller edition that was introduced for 2019. Assembled on VW's Modular Transverse Matrix (MQB) platform that underpins the Golf, Tiguan and Atlas, the seventh-generation Jetta provides a pleasing (and quite American) compromise between ride quality and handling.

More coupe-like in its exterior styling, the Jetta still doesn't stray all that far from the lines of the last generation. Also in line with Jettas of yesteryear is the availability of a performance-oriented GLI variant. The GLI shares its powertrain with the legendary GTI and offers an overall more value-oriented package than VW's legendary hot hatchback.

The VW Jetta is one of the more sophisticated compact cars, but it also lacks the excitement quotient found in some of its competitors. In fact, its hatchback counterpart—the VW Golf—is a perfect example of this. Still, the company's smallest sedan is exceedingly fuel efficient and proficient at carrying cargo. Likewise, the Jetta provides a spacious interior and luxury-grade options. Unfortunately, the cabin design is anything but eye-catching and the fanciest features are reserved for the priciest models. With a slick infotainment system and no shortage of driver-assistance technology, the 2020 Jetta will satisfy

out of the box as well as newly standard 17-inch wheels and wireless smartphone charging.

Pricing and Which One to Buy

S: \$20,000 (est.)

SE: \$24,000 (est.)

R-Line: \$25,000 (est.)

SEL: \$26,000 (est.)

SEL Premium: \$29,000 (est.)

Since the base model lacks some of the features that we want in a new car, we'd recommend the mid-level R-Line model. In addition to enhanced exterior styling that makes the Jetta more attractive, it has a blind-spot monitor, passive entry, and two-tone faux-leather upholstery that breaks up the otherwise bland-looking interior. The Cold Weather kit is the only option and one we'd recommend for anyone who lives in colder climes thanks to the heated steering wheel, heated rear seats, remote start, and more.

Engine, Transmission, and Performance

Every 2020 Jetta powers the front wheels with a turbocharged four-cylinder that makes 147 horsepower (110 kW). The base model has a standard six-speed manual transmission, but an eight-speed automatic is optional and



standard on every other model. We tested Jettas with each transmission and saw virtually identical acceleration times. However, both were merely average compared with quicker competitors.

The Jetta felt responsive pulling away from stoplights, but it would benefit from more punch for passing on the highway.

The sedan is less engaging to drive than the VW Golf hatchback, which has the same platform and powertrains as the Jetta. While the sedan has a comfortable and quiet ride, its light steering is effortless but lacks a feeling of precision. Compared with rivals such as the Mazda 3 and the Honda Civic, the Jetta is rarely fun to zip around roundabouts and leans into sharp corners when moving above the posted speed limit. Still, its serene nature will satisfy those who want complacent transportation.



Fuel Economy and Real-World MPG

While the Jetta is less athletic than its hatchback counterpart, it's more frugal with fuel. The EPA estimates the sedan will get 30 mpg (7.8 L/100 km) city and 40 mpg (5.9 L highway), while the Golf is rated at 29 mpg (8.1 L) city and 37 (6.4 L) highway. We tested Jettas with each transmission on our 200-mile (325 km) highway fuel-economy route, and they both exceeded expectations. The automatic version earned 43 mpg (5.5 L) on the highway, and a Jetta with the manual transmission achieved an astounding 48 mpg (4.9 L). In comparison, the last Civic sedan we tested missed its highway rating by 1 mpg, at 41 mpg (5.7 L).

Interior, Comfort, and Cargo

Inside, the 2020 Jetta provides a sophisticated design and generous passenger space. Although the available features become more desirable with each higher trim, every cabin caters to the driver and boasts excellent outward visibility. We wish the front seats were wider and provided more support. Top content such as customizable ambient interior lighting, a fully digital gauge cluster, and ventilated front seats is reserved for the most expensive models. Surprisingly, the Jetta held more carry-on bags than the Golf hatchback. The sedan held seven bags in its trunk, compared with the five that fit behind the Golf's rear seat. Likewise, the Jetta held three extra bags more than the Golf (18 total) with the back seats folded. The Jetta's interior cubby storage includes useful door pockets and a deep center-console bin.

Infotainment and Connectivity

Every 2020 Jetta has a responsive touchscreen infotainment system with Apple CarPlay and Android Auto capability. Along with traditional volume and tuning knobs, the Car-Net unit allows gesture controls for swiping and pinch-to-zoom. Likewise, every Jetta has a mobile hotspot as long as people are willing to pay for a subscription-based data plan. Wireless charging is standard on the top two trim levels.

Safety and Driver-Assistance Features

The Jetta earned a five-star rating from the National Highway Traffic Safety Administration

(NHTSA), but the sedan wasn't named a Top Safety Pick by the Insurance Institute for Highway Safety (IIHS). While several driver assists are available on every model, only the top two trims have adaptive cruise control and lane-keeping assist. Key safety features include:

- * Available forward-collision warning and automated emergency braking
- * Available blind-spot monitoring and rear cross-traffic alert
- * Available automatic high-beams

Warranty and Maintenance Coverage

What was previously the industry's best bumper-to-bumper warranty at six years and 72,000 miles of coverage has been shortened to four years or 50,000 miles. To help make that reduced coverage a little easier to handle, all 2020 Volkswagens offer two years of regularly scheduled maintenance included at no charge.

- * Limited warranty covers 4 years or 50,000 miles
- * Powertrain warranty covers 4 years or 50,000 miles
- * Complimentary maintenance is covered for 2 years or 20,000 miles

Car and Driver magazine



1964 Ampol Trial Pt2.

The Sydney Morning Herald and The Daily Telegraph

Sunday 21 June 1964

Mackay, Saturday - the 'dark horse' in the 7,000-mile Ampol trial, Harold Goodwin of Wollongong, was still up with the leaders tonight.

He is in equal third place, having lost 11 points, as the trial nears the halfway stage.

Goodwin, a Wollongong car dealer driving a Volvo, is a private entrant. He is up with the ace 'works' crews from Ford, Volkswagen and Holden.

He and his crew are competing in their first big trial, looking after the car themselves and fending for themselves at the overnight stops.

With Goodwin are young Terry Robinson, also a car dealer, of Church Point, and Tom Edwards, a Sydney mechanic with the fingers missing from one hand.

Goodwin's wife received a telegram from her husband today which said: "On top of the world."

Latest scores tonight showed that the Australian ace Harry Firth, heading the Ford team in a Cortina GT, is leading the field with eight points down, followed closely by NSW trials champion Barry Ferguson in a VW 1500S (9 points down).

Then comes Harold Goodwin in his Volvo, and John Garrard of Liverpool, in a Holden Premier, who have both lost 11 points.

One of the keenest competitors in the trial field is the Toyota Company of Japan, which imported four new Toyota Crowns for the trial and booked some of Australia's leading drivers and navigators to man them.

On the gruelling outback run through Western Queensland tonight, Toyota's hopes of winning the trial and thus establishing its cars in the Australian market faded fast.

Their leading driver Geoff Russell, the 1961-62 Victorian trials champion, who was in fourteenth place with 34 points lost, broke a front member on the rugged run to Longreach and was three hours late on the road, which puts him out of the running.

His teammates are also well down the list.

The 118 cars left in the field of 147 face another punishing run tomorrow over 488 miles (785 km) of outback from Blackall to Bourke.

A wrong road on the first day cost the Toyotas valuable points. The Toyotas are surrounded by service vehicles and



AMPOL

AUSTRALIA'S OWN OIL
proved in the world's toughest trial!

This is the remarkable new oil that protected the engines of Ampol Trial cars with an unequalled margin of safety. In this gruelling test, new Ampol Motor Oil has proved its exceptional endurance... its ability to "stand up" under all conditions of extreme heat, cold, and sustained engine speed. It's good to know, too, that this new oil is Australian—wholly refined and processed in Australia for Australian conditions and as advanced as any motor oil in the world. Next oil change—change to trial-tested Ampol.



NOW AVAILABLE FOR YOUR CAR FROM EVERY AMPOL SERVICE STATION

have two light planes on hand.

Victory in this marathon trial, one of the toughest in the world, is estimated to be worth 1,000 extra sales - equal to £1 million.

The Czechoslovakian Skoda team also have a light plane flying along the route. Skoda had a top engineer specially flown out to advise their team of three cars, which have Australian crews.

The Swedish Volvo have an all-star line-up and a big team of mechanics moved in for servicing when the cars were given a two-hour maintenance break in Brisbane.

Even the tiny £585 Zetas have a crew following them to see they keep going in the trial. The fibreglass-bodied Zetas with a top speed of under 60 are finding the trial a little fast.

Rival competitors claim there are 80 VW service vans around Australia, each with six mechanics. Volkswagen have taken exception to these claims. Lanock Motors executive Bruce Gartrell assures me there are only two vans, each with two top mechanics aboard.

Sydney NRMA patrolman Keith McCrohon and I drove the notorious stretch to Carnila in a VW 1200.

About a mile from the control we saw VW service signs on both sides of the road, and around a corner was a VW Kombi van staffed by two bearded and tired German mechanics from the VW plant in Melbourne.

Monday 22 June 1964

The Victorian driver Harry Firth in his Cortina GT retained the lead in the 7,000-mile Ampol road trial yesterday despite a windscreen cracked by a stone.

He had an untroubled run yesterday over the 488-mile section from Blackall in Queensland to Bourke in NSW, except for the stone thrown up into the windscreen. But the screen did not shatter.

Firth arrived 2½ hours early at Bourke and had to wait out the time outside the control until he could check in at the correct moment. Firth had lost eight points to Bourke.

Barry Ferguson of Goulburn, driving a VW 1500S, was close behind in second place with nine points.

Wollongong's Harold Goodwin in a Volvo, and the Garrard brothers of Liverpool in a Holden 179, shared third place on 11 points.

The Garrards' car struck a kangaroo and a spotlight was smashed, but the incident cause no loss of points.

In next place after Goodwin and the Garrards was the 1957 trial winner Doug Stewart, with 12 points, driving another VW 1500S.

The woman navigator and one of the drivers of a Newcastle VW 1200 were treated at Bourke Hospital after the car skidded on gravel, rolled and crashed 32 miles from the town.

Officials said the two, Doris McCulloch and Reg

Lenaghan, suffered only minor injuries. Another trial car towed their VW into Bourke and took them to hospital where they were treated for shock and minor cuts. Third member of the crew, Doug Smith, was not injured, but the VW was too badly damaged to continue.

The Rolls-Royce in the trial, crewed by Mrs Blanche 'Granny' Brown and her son Vince, was reported to have travelled 900 miles in the last two days without a fan. The fan shattered before Townsville and her son, Mr Vince Brown, who is co-driver, has been unable to fix it.

Mrs Brown and her son, from Rouse Hill, were stopping at regular intervals to let the radiator cool down, and the consequent loss of time has cost them points.

At Bourke they had lost 789 points.

The trial director, Mr Carl Kennedy, yesterday altered a ruling and reduced a 1,000-point penalty to 25 points. He said the penalty was out of proportion. The penalty for losing a route card was only 500 points.

The driver, John 'Crackerjack' Murray, son of Jack 'Gelignite' Murray, incurred the penalty last week when he failed to sign a route card at a check-point in his Valiant.

The decision reduced Murray's overall loss to 94 points.

Another driver, Henry Dalton of South Australia in a Hillman Minx, benefited by the decision and had his points loss reduced to 304.

Drivers in the 7,000-mile Ampol reliability trial started leaving Bourke at 1 a.m. this morning on one of the toughest sections of the trial.

They have to drive 331 miles (533 km) to Broken Hill - most of the time at night - over dirt roads with deep 'bulldust' and through country frequented by large mobs of emus and kangaroos.

They will have covered almost 4,600 miles (7,400 km) of the 7,000-mile (11,300 km) trial, organised by Ampol Petroleum Ltd.

By 2.30 this morning 49 cars had left Bourke for the run to Broken Hill and on to Port Augusta. At this stage 42 cars had officially withdrawn from the trial.

Tuesday 23 June 1964

Leaders in the 7,000-mile Ampol trial maintained their places in yesterday's run from Bourke to Port Augusta, South Australia.

The Victorian driver Harry Firth, in a Cortina GT, remained in the lead with eight points lost.

Close behind in second place was Barry Ferguson of Goulburn, driving a VW1500S, with nine points.

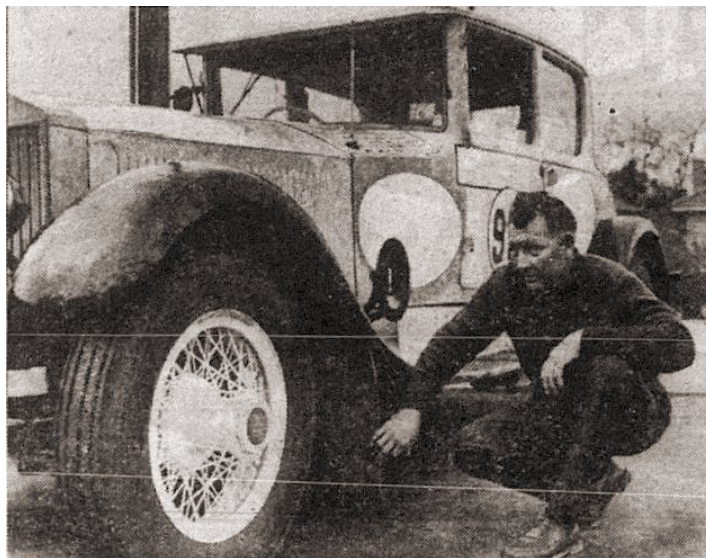
The taxi-driver brothers, John and Greg Garard of Liverpool in a Holden 179, continued to share third place on 11 points with Harry Goodwin of Wollongong driving a Volvo.

The 1957 Ampol trial winner Doug Stewart, driving a VW 1500S, was in fourth place with 12 points lost.

The trial, which began in Sydney on Sunday June 14, is being sponsored by Ampol Petroleum Ltd. It will end in Sydney on Sunday.

The contestants had covered 4,598 miles (7,400 km) to Port Augusta.

Peter Brown from the ACT, driving a BMC Cooper, hit a wild pig between Bourke and Little Topar yesterday. The car suffered only minor damage, but the delay cost Brown,



VINCE BROWN checks the steering on the 1927 Rolls Royce entered by Mrs Blanche ("Grandma") Brown.

who had lost 146 points, another 74 points in time required for makeshift repairs.

A Japanese entry, a Toyota Crown driven by G. Russell of Victoria, rolled over but suffered only superficial damage and continued in the trial.

A wrong turning proved expensive for Brian Hilton and David Duncan of NSW, driving a Morris 1100. At Wilcannia, they travelled towards Menindee instead of heading along the Barrier Highway for Broken Hill.

Realising their mistake they turned back for Wilcannia, but a piece of rock thrown up from the rough road damaged the oil sump and they had to stop several times to top up the oil supply.

Rolls-Royce officials are trying to find a fan to replace the one shattered on the 1927 Rolls Royce driven by Mrs Blanche 'Grandma' Brown and her son Vince, of Rouse Hill.

They have been driving for the past three days without a fan, stopping periodically to allow the engine to cool.

After an eight-hour break the contestants began leaving Port Augusta at 12:30 this morning for Adelaide, and were passing through the first checkpoint at Port Pirie about 2.30 a.m. today, Sydney time.

After a four-hour service break stop at Adelaide they will continue on the 483 miles (778 km) leg to Murray Bridge, Renmark and Mildura, where there will be an 11-hour break.

Wednesday 24 June 1964

After a re-check, two Sydney brothers last night became equal leaders in the Ampol car reliability trial.

The brothers, Liverpool taxi drivers John and Greg Garard in a Holden 179, became equal leaders after a revision of points by trial officials.

The brothers lost 11 points at Newcastle last week and have been running equal third behind Harry Firth (Cortina GT, 8 points lost), and Barry Ferguson (VW 1500S, 9 points lost).

But last night trial officials decided the Garard brothers had lost three points too many and reduced their penalty to eight, making them equal leaders.

Greg and John Garard are younger brothers of Don Garard who won the 1958 trial in a Holden FC and is competing in this year's trial in a VW 1200.

A fourth Garard brother, Ross, who led the trial for the first five days, was forced to withdraw near Townsville when he smashed the sump of his Valiant.

Officials also said they believed that a check of Firth's score would reduce the points against him to seven, restoring him to the leadership.

Yesterday's run from Port August to Mildura was a smooth one for most of the competitors in the trial, which is being sponsored by Ampol Petroleum Ltd.

The drivers began leaving Mildura at 1.18 a.m. today, Sydney time, on the 643-mile (1,035 km) section to Geelong.

Drivers faced a 'horror' stretch at Carwarp, about 21 miles (34 km) from Mildura, where the route leaves the bitumen Calder Highway.

They have to drive over 18½ miles (29.8 km) of narrow root-studded track before re-joining the highway at Nowingi. The time scheduled for the section is 22 minutes.

Several drivers used the 11-hour break at Mildura yesterday to make a test run over 181 miles (290 km) of rough road on today's leg. Some drivers hired taxis to take a 'preview' of the 'horror' stretch.

Drivers of 'works' cars found factory cars waiting at Mildura to rush them out to the track for a quick check on conditions.

Thursday 25 June 1964

Victorian driver Harry Firth, in a Cortina GT, yesterday regained the lead in the 7,000-mile Ampol road trial when stewards found he had been wrongly debited with the loss of a point.

Firth, driving a Cortina GT (No. 50), had been running equal first with the Garard brothers of Liverpool, with eight points lost.

But last night officials decided Firth had lost one point too many at an earlier checkpoint.

Greg and John Garard, driving a Holden (No. 106), completed yesterday's 643-mile (1,035 km) section from Mildura to Geelong without loss of points and are still on eight points. They are now in second place.

Barry Ferguson, driving a VW 1500S (No. 60), also completed the section on time and is in third place, with nine points lost.



Yesterday's run, mostly over bitumen roads, was uneventful for trial leaders.

But only 10 cars yesterday survived without loss of points the gruelling 18½-mile (30 km) stretch of sandy track through Mallee scrub on the run from Mildura to Geelong.

Time allowed for the section, a diversion from the bitumen Calder Highway between Carwarp and Nowingi, covered in early morning darkness, was 22 minutes.

The only leading driver to lose points on the section was Harry Goodwin of Wollongong, driving a Volvo. He lost 16 and dropped from fourth to 11th place.

Officials said last night a recheck now under way could reduce South Australian driver A. Thiel's score to 16, bringing him close to the leaders. Thiel, in a Falcon, is on 26.

After an 11-hour stopover at Geelong, today's section in the trial is 564 miles (908 km) to Bairnsdale through Ballarat, Bendigo, Shepparton, Seymour, Melbourne, Morwell, Traralgon and Sale.

The trial, sponsored by Ampol Petroleum Ltd, began in Sydney on Sunday June 14 and will end in Sydney on Sunday.

Of the 147 cars which left Sydney, 105 remained in the trial to Geelong yesterday.

Friday 26 June 1964

Harry Firth of Victoria, driving a Cortina GT, yesterday maintained his lead in the 7,000-mile Ampol trial with the loss of seven points, just one point clear in front.

At Bairnsdale, the last checkpoint in yesterday's run, Firth led from Liverpool taxi drivers, John and Greg Garard in a Holden 179 Premier with eight points.

Third was Barry Ferguson of NSW in a VW 1500S, with nine points.

Firth and the Garards had been equal until a recount on Wednesday night revealed that Firth had lost one point too many at an earlier checkpoint. Another re-check of points yesterday brought South Australian driver Alan Thiel (Falcon) from 26 points to 16.

Officials conducting the trial said last night that driving yesterday had been uneventful. Most drivers made good time on all-weather roads on the 564-mile stretch between Geelong and Bairnsdale.

Few had lost points during the day. The trial is being organised by Ampol Petroleum Ltd.

Rex and Reg Lunn, of Mitcham, Victoria, lost 169 points yesterday when they missed a checkpoint at Kangaroo Fiat, near Shepparton.

Officials said they had not realised they had failed to check in at Kangaroo Flat until they were 72 miles past the checkpoint. They turned around and went back to the checkpoint before continuing in the trial.

Harry Lane's Holden (No. 133) reached Melbourne well behind the field with gearbox trouble.

Lionel Long, singing and television star, yesterday withdrew from the trial. Long was in car 114, a Holden 179, which is among the leading 25 cars.

He was reported to have told the driver of another car that his team-mate Kevin Bell (driver) and Ron Willock (navigator), had not given him any opportunity to drive or navigate at all since the trial began from Sydney on Sunday, June 14.

Long's manager, Mr E. Samuels, said in Sydney last

night that Long had told him a few days ago that he was not being allowed to drive.

"Because of his name as a singer he was supposed to drive into each town at the wheel of the car," he said.

The trial cars have 1205 miles to go to the finish.

Today's run of 616 miles (992 km) is on good roads from Bairnsdale through Albury, Wagga, Cootamundra, to Goulburn, where the first of the cars are due at 11.28 p.m.

There will be an 11-hour break at Goulburn.

The final section is the 589 miles from Goulburn to Sydney tomorrow.

Saturday 27 June 1964

There were no changes in the first five placings in the 7,000-mile Ampol road trial at Goulburn early today. Goulburn was the over-night stop.

Yesterday's course was 616 miles (992 km) between Bairnsdale in south-east Victoria and Goulburn. The Omeo Highway across the Southern Alps meant lost points for many entrants. But the 10 leading cars came through with no points lost.



Harry Firth of Victoria, in a Cortina GT, maintained the lead with the loss of only seven points to Goulburn. Next came Liverpool taxi drivers J. and G. Garard in a Holden 179 Premier, with eight points lost, and a VW 1500S driven by Barry Ferguson of NSW, nine down.

Car 26, a VW 1200 (R. Sheen), withdrew at Cootamundra. Its generator had blown up.

The trial organisers said last night that snow was falling during the afternoon on sections of the Snowy Mountains through which the trial cars would pass today, and the road was slippery. Locals expected heavier falls of snow during the night.

Today's section will be 533 miles (858 km) from Goulburn to Nowra via Canberra, the Snowy Mountains, Moruya and Braidwood. It is expected to be one of the toughest and most difficult stretches in the trial.

There will be five stringent elimination tests. Two would be held during the day as the cars crossed the Snowy Mountains, and three at night between Cooma and Nowra.

The final morning's run will be a comparatively short one up the coast through Nowra and Wollongong.

The trial will finish tomorrow at 11 am at Bondi.

Sunday 28 June 1964

Victorian Harry Firth appeared to have a firm grip on the Ampol round Australia car trial last night as the field approached the last lap to Sydney.

In his Cortina GT he had lost 14 points after cars had slid down the Tantawanglo mountain to Candelo, near Bega. But his close rivals had fared even worse.

Greg Garard (Holden) and Barry Ferguson (VW 1500S) had both lost 19 points. Garard and Ferguson both dropped 6 points on the run to Candelo.

Doug Stewart, also in a VW 1500S, had lost 17 points to Cooma and was at the tail of the field. Experts said he would have to lose at least two points on the run so that at the best he could only be equal second.

The run to Candelo was the third of five rough stretches in the last day of the trial.

The cars were due at Wollongong at 1.45 a.m. and, after a short sleep, to leave for the first car to reach Bondi at 11 a.m. today.

Fellow competitors considered that Firth was home and hosed at Candelo, as, having lost only 14 points, only bad luck could cost him the Ampol trial.

After the 103 cars remaining in the trial left Goulburn yesterday morning they encountered the first rough stretch of 49 miles (79 km) of muddy mountain roads that had to be covered in an hour.

Nine gates had to be opened and shut by each car.

Firth was the only driver not to lose time on this section, arriving dead on time.

Here Stewart dropped a single point for being one minute late, the same as Ferguson, while the Garards dropped three points.

At this stage Firth led with seven points from Ferguson (10), Garard (11) and Stewart (12).

After refuelling at Adaminaby cars encountered a 13-mile (21 km) stretch of more twisting roads to be covered in 13 minutes.

Even Firth found this impossible and arrived two minutes late to drop two points. The Garrards also dropped two points, Ferguson three and Stewart five.

On this second rough stretch between Rosedale and the Cooma 17-mile signpost the Japanese Toyota crew became jammed on a wooden bridge. Several other cars were held up as the Japanese struck a post in the mountain side and used a winch to pull their car off the bridge.

On one sharp left-hander in this section more than 10 cars, including Firth, ran off the road. This mishap probably cost him his two points.

Of the 45 cars that had dropped out of the trial since the start a fortnight ago, 17 have had accidents, 16 have pulled out with mechanical trouble, nine through missing controls and three for personal reasons.

When a battered 103 cars left Goulburn this morning after an overnight stop, on the last 550 miles of the marathon reliability trial, drivers were tired and looking forward to the finish at Bondi tomorrow morning.

They checked through Canberra and ran on to a back track through the Snowy Mountains via Tharwa, Gudgenby and Yaouk.

This included a steep, winding, mountainous road with a deep-water crossing at Gudgenby Creek. The crews were set a time of one hour over the section of 49 miles (79 km),

which included a number of gates and cattle ramps.

After passing through Adaminaby they were sent into a speed section over 13 miles (21 km) of winding dirt roads on which they were set a time of 16 minutes.

Monday 29 June 1964

Harry Firth was named the provisional winner of the 7,000-mile Ampol road trial which ended at Bondi yesterday.

Firth, a Victorian, did not have a co-driver. His navigator was Graham Hoinville. They piloted their Cortina GT home with the loss of 21 points after two weeks' driving on some of the roughest roads in four States.

But yesterday he brushed off praise as he perched on the roof of his Cortina GT and waved a victor's bottle of Champagne to the crowd of about 5000 watching the trial finish at Bondi.



"It was just like driving to work," he said, turning his cheek to accept another kiss from the bevy of Miss Australia quest entrants there to welcome drivers.

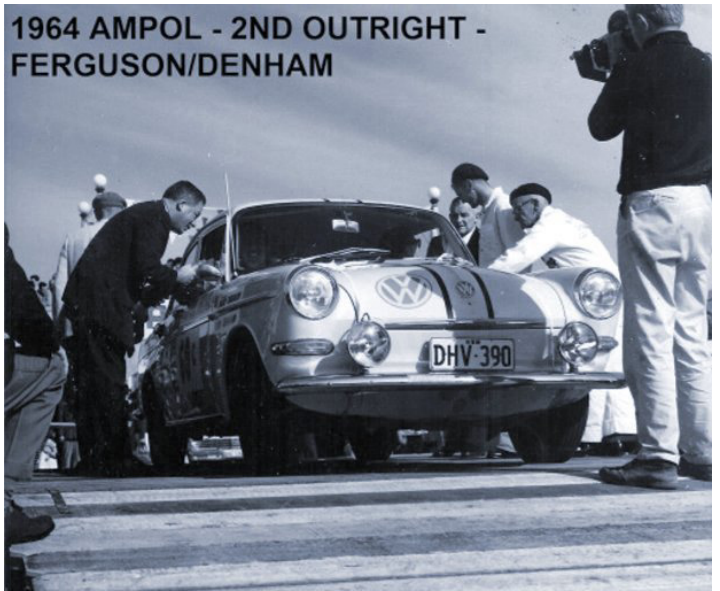
Other drivers did not find the trial so easy, 101 cars finishing out of 152 entered.

Both Firth and Hoinville are experienced trial drivers. If the win is confirmed after cars are scrutinised and any protests decided, Firth and Hoinville will share £3000 prize-money and receive a trophy.

Two cars shared second place. They are a Holden driven by Liverpool taxi drivers John and Greg Garard, and the VW 1500S of Barry Ferguson and Tony Denham. They both lost 25 points. They will share the £1500 second-place prize and the £700 awarded for third-placing.

Barry Ferguson is the NSW junior trials champion and with his navigator, Tony Denham, has won the NSW navigation championship in three successive years.

1964 AMPOL - 2ND OUTRIGHT - FERGUSON/DENHAM



Fourth placing in the outright section of the provisional point score went to Doug Stewart, winner of the 1957 Ampol trial with Jack Witter. His VW 1500S lost 28 points. The other 'works' Volkswagen 1500S, driven by Ray Christie of Victoria, finished fifteenth outright with 106 points lost.

However, officials of Ampol Petroleum, which sponsored the trial, said they did not expect any changes in the major places.

Contestants have 72 hours from when the trial ended in which to appeal against point deductions. Hearing of appeals



1964 AMPOL "ROUND AUSTRALIA - VW1500S



will begin this morning.

Class A (Under 1,000cc) was won by R. Heffernan (NSW) in a Fiat 800, 224 points lost.

Class B (1,001-1,300cc) was a clean sweep by Volkswagen 1200s. T. Bentley (SA) was first (171 points); D. Garard (NSW) was second and A. Leahy (NSW) was third.

Class C followed the outright placings - Firth (Cortina), Ferguson (VW 1500S) and Stewart (VW 1500S).

The 'Ladies' class was won by Mrs M Adams and Yvonne Johnston in a VW 1200. Second was Miss Y. McKechnie and Mrs G. Sach in another VW 1200.

The prize of £250 for the leading driver under 25 went to John 'Crackerjack' Murray, Jun., who drove a Valiant and lost 261 points.

Volkswagen won the Teams Prize with their VW 1500S - cars #40, 60 and 70, with a total of 78 points lost. Two Holden teams filled second and third places, one team losing 178 points and the other 284.

Mr Tony Cornell of Randwick, and his New Zealand team-mate Mr John Harris, were probably the unluckiest competitors in the trial. Their entry, a VW 1200 'Beetle,' was dogged by bad luck throughout the 14 days.

It has been placed third last on the provisional points score. It lost 3,165 points.

The disasters they listed at the end of the trial yesterday included four flat

tyres, seven smashed wind-screens and numerous broken parts.

They were bogged once, hit two kangaroos, ran into ditches twice, caught fire twice and ran into a tree.

They were also booked for speeding. Broken or damaged parts included the track rods, the steering box, all headlights, the steering box adjustment, the kangaroo guard, two spotlights, the front suspension sub-frame (broken twice in different places), both front shock absorbers and a wheel bearing.

The daily disaster diary compiled during the first 11 days of the trial reads like an extract from an insurance claims register.

The entry for the fourth day is typical. It reads:

"After Coffs Harbour we ran into a ditch at Whiporie and smashed all headlights; had to wait till daybreak to drive into Lismore; no sleep that night as off again from Lismore at 10.30 a.m. Five miles out of Lismore fire broke out under the dashboard (due to short in wiring from broken lights); two hours lost fixing this. Lost second windscreen."

Both Mr Cornell and Mr Harris were competing in their first major trial. Both men said they would enter for other trials.

When their car was driven to the finishing ramp it bore the following sign:

"For sale, low mileage, one owner, immaculate condition, apply within."

Competitors said the trial had not been over-difficult. There were 152 entries in the trial. Five were declared non-starters. Of the 147 starters, 101 completed the circuit. Kangaroos were a major hazard on the route. At least 20 cars reported having hit one or more.

LIST OF PROVISIONAL RESULTS

Provisional results for the entire field—outright class and others, are:

Following is a list of competitors with the car numbers, drivers, car makes and points lost at the check-points named.
Unless otherwise designated cars are from N.S.W.

OUTRIGHT—50, H. Firth (V.), Cortina GT (21 points lost); first: 60, B. Ferguson, VW1500 (25) and 106, J. and G. Garard, Holden 179 Premier (25), equal second.

CLASS A (up to 1000 c.c.)—Car No. 80, R. Heffernan, Fiat 800 (224 points lost); 75, S. Hughes (V.), Anglia (25); 86, W. Naider (V.), Hillman Imp (451).

CLASS B (1001 to 1300 c.c.)—Car No. 7, D. Ryan (S.A.), VW 1200 (171); 13, D. Garard, VW 1200 (178); 17, A. Leahy, VW 1200 (178).

CLASS C (1301 to 2000 c.c.)—Car No. 50, H. Firth (V.), Cortina GT (21); 60, B. Ferguson, VW 1500 (25); 40, D. Stewart, VW 1500 (28).

CLASS D (2001 to 2500 c.c.)—Car No. 142, B. Lawler, Fiat 2300 (250); 136, K. Dossor (V.), Holden (347); 150, F. Murray (Q.), Ford (425).

CLASS E (2501 c.c. and Over)—Car No. 106, J. and G. Garard, Holden (25); 91, L. Williams, Holden (31); 122, T. Quill (V.), Falcon (43).

Class winners, unless they have already been awarded prizemoney for an outright placing, receive £400.

Second and third placings carry respectively £200 and £100.

Other cars

1—L. Moore (Q.), VW 1200, 347 points lost.
3—A. B. K. Cornell, VW 1200, 3165.

4—C. Bond, VW 1200, 460.
5—Y. McKeahnie, VW 1200, 511.
6—R. Barker, VW 1200, 797.
8—J. Freedman, VW 1200, 474.
9—G. Marrett (Czech.), Skoda Octavia, 1082.
10—K. Ogle, VW1200, 946.
11—J. McAulay (V.), Datsun, 1608.
16—A. Callery (S.A.), VW1200, 392.
20—K. Tubman, Morris 1100, 385.
21—D. Hanson, VW1200, 327.
27—B. Wilkinson (V.), Datsun 1200, 1111.
28—B. Ruddy (Q.), VW Sedan, 814.
29—Mrs. M. Adams (S.A.), VW1200, 485.
30—G. Hood (V.), VW1200, 589.
31—D. Stibbig (Q.), VW1200, 1651.
33—J. Witter, VW1200, 555.
34—S. Fisher (Czech.), Skoda Octavia, 655.
35—G. Reynolds (W.A.), VW1200, 348.
36—K. Gamble (V.), Datsun, 673.
37—B. Hilton, Morris 1100, 340.
39—B. Arentz, Cortina GT, 51.
41—W. Hartigan (V.), Volvo Sedan, 95.
43—S. Hosoya (Japan), Toyota Crown, 558.
44—H. Goodwin, Volvo Sedan, 97.
45—G. Croom (V.), Cortina GT, 264.
46—K. Lott (Japan), Toyota Crown, 729.
47—L. Boyle (S.A.), Hillman Super Minx, 216.
48—L. Grosser (S.A.), Hillman Super Minx, 416.
51—D. Hughes (Japan), Toyota Crown, 452.
52—H. Dalton (S.A.), Hillman Super Minx, 417.

53—D. Tweddle (Q.), Vanguard, 479.
54—J. Murray, Peugeot 404, 358.
55—A. Crabbe (V.), Peugeot 404, 167.
57—C. Ruwolt, Peugeot 404, 747.
58—R. Turnley (V.), Ford Cortina, 702.
59—B. Holden (V.), Peugeot 404, 290.
61—C. Ward, Volvo 1225, 143.
62—B. Hodgson, Cortina GT, 276.
63—C. Russell (Japan), Toyota Crown, 247.
64—R. Green (V.), Peugeot 404, 123.
65—B. McLaughlin, Cortina GT, 586.
67—R. Phillips, Porsche, 484.
68—J. Hicok, Humbar Vauxia, 584.
69—R. Lunn (V.), Cortina GT, 843.
70—R. Christie (V.), VW 1500, 106.
74—J. Price (V.), Ford Anglia, 479.
76—T. Fuller, BMC 850, 865.
78—E. Polgreen (S.A.), Zeta, 5374.
87—S. Badger, Morris 850, 899.
88—W. West (Q.), Renault Dauphine, 4149.
93—J. Murray, Jun., Valiant, 261.
94—J. Newmarch (S.A.), Valiant, 651.
95—Mrs. E. Brown, Rolls-Royce 1927, 1333.
96—D. Ople (V.), Holden 179, 833.
98—E. Thomas (Q.), Holden 179, 549.
103—R. Marshall, Holden, 95.
104—M. Salke, Valiant, 162.
105—B. Stewart (V.), Valiant, 853.
107—S. Macdonald, Vauxhall, 1944.

108—P. Cullen, Holden 179, 122.
109—P. Collier, Holden, 55.
111—R. Anthony (Q.), Valiant, 440.
112—M. McPherson (V.), Holden 179, 71.
113—J. Johnson, Holden, 165.
114—K. Bell, Holden 179, 134.
115—L. Fiebig (S.A.), Holden, 89.
116—J. Baker, 1938 Chevrolet, 1842.
117—A. Thiel (S.A.), Falcon, 57.
118—B. Gudgeon (A.C.T.), EH Holden 179, 377.
121—K. Harper (V.), Falcon 2.7, 109.
125—R. Walker, Dodge Phoenix, 1345.
126—K. Hammond, Valiant Sedan, 314.
128—E. Vigar, 1955 Ford Customline, 363.
131—K. Dean, Holden Station Wagon, 739.
132—B. Darke, Holden FC, 915.
133—H. Lane, Holden, 2676.
135—M. Arentz, Falcon, 1159.
139—G. Hughes (V.), Falcon 2.3, 621.
140—J. Priddle, Zephyr, 245.
143—D. Schooks, Holden Sedan, 1076.
146—J. Sweet (S.A.), Holden Sedan, 551.
151—R. Haycock (T.), Falcon Pursuit, 455.
152—J. Byrne (A.C.T.), Mini-Cooper, 440.
Cars which withdrew from the trial were: Nos. 2, 12, 14, 15, 18, 19, 22, 23, 24, 25, 32, 38, 42, 48, 56, 61, 62, 71, 72, 73, 77, 79, 81, 82, 83, 84, 85, 89, 90, 92, 97, 99, 100, 101, 102, 110, 119, 120, 123, 124, 127, 129, 130, 134, 137, 138, 141, 144, 145, 147, 148, 149.



In the early 1990s Innes splurged on a near-new Volkswagen T4 Transporter. "I'd always fancied a VW and I kept that for 14 years, until I decided I'd like a little more luxury." He first searched for a T4 Caravelle - plusher and more passenger-focused than the Transporter van - then bought the then 20-year-old T3 from Sydney's Classic Throttle Shop.

"It was a one-owner with less than 100,000 km," Innes says, "and the T3 (1979-92) was already being recognised as a future classic, being the last with the engine in the back."

VW's Kombi dynasty has a passionate following but Innes's enjoyment is more pragmatic. "I admire the classic T1 and T2 Kombis (1950-79) but the driving experience is pretty agricultural," he says.

"The T3 was the first that was really nice to drive - it's got 50-50 weight distribution and it handles beautifully."

The T3 does home duties alongside an ageing Honda CR-V, the two covering all the family's needs.

"I love the look of the T3, I love the reaction I get when I'm driving it," Innes says. "Young kids go 'spotto!' and give you a wave."

"Every time I go to the beach, surfers come over to talk about it. Tourists take selfies with it. I suppose it's the cool

Time Machines.

The Daily Telegraph, Friday 14 February 2020

Geoff Innes owns the kind of vehicle that makes children wave, enthusiasts swoon and hotel porters happy to park on their forecourts.

Does Innes, a carpenter and musician, drive a six-figure Rolls-Royce or Lamborghini? No, his ride is a 35-year-old Volkswagen T3 Caravelle that cost \$15,000.

The soft-talking Sydneysider is among a conspicuously growing cult that favours character and cachet over mod-cons. For the same budget as an affordable new car, they opt for smiles-per-mile in a cool, modern classic.

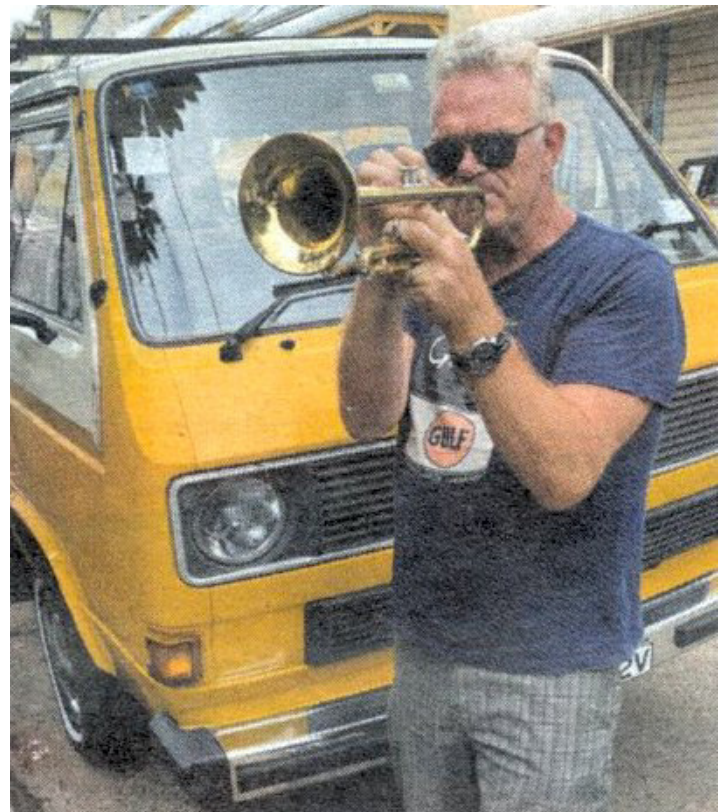
Owners join a genuine community, even if they range from dedicated marque enthusiasts to inadvertent inheritors of a family heirloom.

Innes, a father of five, has had to buy a vehicle to serve as work van, family wagon and 'band bus' - he plays trumpet in reggae outfit King Tide - and for the past 15 years, that has been the 1985 Caravelle, in Damuso White over Bamboo Yellow.

Born in Aberdeen, Scotland, Innes began playing professionally in the late 1970s, then joined UK funk-soul band Rokotto to spend three years touring the UK and Europe.

In London he met his Australian wife-to-be and in 1987, with two young children, they moved to Sydney.

"I was a tradesman but it was Bicentennial time and I was playing sometimes nine gigs a week," Innes says. "I probably got a lot of jobs in bands because I owned a van."





factor but you can turn up anywhere and be socially accepted."

Reliability hasn't been an issue, though with the clock nudging 250,000 km the engine has recently been rebuilt. Parts are easily available and DIY fixes are a cinch, thanks to online enthusiast forums.

"I've probably spent \$10,000 on it over the years," Innes says. "I've developed a real relationship with this car because, from day one, I've felt more like a custodian.

"It won't end with me. It's got the potential to just keep going."

Michael Stahl

High price for rare Beetle.

The Manly Daily,
Wednesday 12 November 1986

Brookvale businessman Graham Lees has spent \$16,000 and months of negotiation to buy a car he insists will never be driven.

The car is a 1986 Volkswagen, built in Brazil and probably the last new Beetle to come to Australia.

It will become part of a VW museum Graham and his partner Geoff Smith plan to build on the site of their



Brookvale Beetle Wreckers business.

And until the museum is built - the car will be mothballed to keep it in an immaculate state.

"It won't even be driven around the block," Graham said. "It will not be registered and we will keep it in showroom condition."

The royal red beetle rolled off the production line in Brazil on 17 July this year and arrived in Australia on 10 October.

"The factory where it was manufactured ceased production on 1 November," Graham said.

"As far as we know the only place where they are now built is Mexico, but they are only for the local market and are certainly not exported."

Graham hopes the brand new Beetle will be one of the star attractions at the museum which is due for completion in about two years.

The museum could become a shrine for the legions of devotees of the vehicle once known as 'Hitler's Revenge.'



Graham Lees (left) and Geoff Smith with the 1986 Brazilian-made Volkswagen.

If all goes according to plan, it will be full of VW paraphernalia, literature and as many cars as Graham can get his hands on.

As well as the last Beetle to be brought into the country, he hopes to have the very first, a 1946 model imported by a German lady when she immigrated here in 1949. It was later owned by VW Australia and is currently located in a car museum in York, Western Australia.

"I would love to buy it but the owner isn't going to part with it," Graham said, "so we will just have to get it on loan.

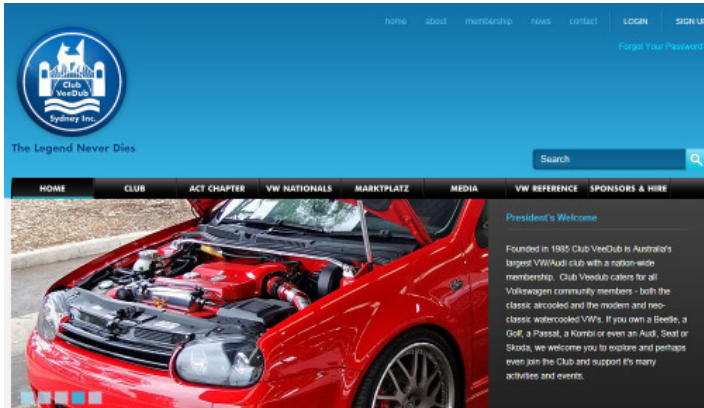
"I've already put together VWs made in 1956, 1966, 1976 and 1986, so the '46 model would give us a display of 40 years of Beetles in Australia."

David Moase

From our website 25.

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

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



26/5/17 Hi can you please let me know what date the 1st kombi was sold in Australia. Thank you much appreciated Graham

27/5/17 Hi i was a club member a long time ago and am looking at rejoining. Call me anytime ?? . Erin

28/5/17 Hi i had to leave early my friend told me i have won a trophy on a mk7rcan you please confirm thanks John

28/5/17 Hello, Just wanted to know who won the MK6 watercooled category this afternoon? I didn't get to stay til the end to watch Torri

3/6/17 I have a 1965 beetle with the original mph speedo. Do you know where I can get a speedo sticker that shows km/hr or whether these are still available. (I had one once for my early 70's V8 HQ holden) Graham

3/6/17 I own a 1989 transporter T3 water cooled kombi. My problem is the fresh air heater motor is not working could anyone advise me how to get to the motor I have removed the dash ccan see where the wires go in but how in hell do you get into the plastic cover. would really appreciate some help. Denis

5/6/17 Hi there,I am the Publishing and Marketing Manager for Universal Magazines, a publishing company 28 years old that has recently expanded into another brand called Paper Pocket, a diary and calendar publisher with over 100 products in our stable. This year for our 2018 range we are publishing an extensive range of calendars with strong branding and appear, and we would love to develop an VW Beetles and VW Kombi Vans 2018 calendars (one for each)-

if there is a licensing agreement you would like us to agree to please don't hesitate to send it through. I would love the calendar to include strong images of the cars seen at your events or from club members photography and magic moments that get captured each year. I would love to request from you the following for this calendar: * Hi res image of 14 shots of both Beetles and Kombi Vans* Hi res image of logo of VW as we will officially use this in the masthead and also in official credits at the back* Short paragraph about each of the 14 shots All images will be completely credited to the photographer. We would send through the designed page for your approval also. It will be distributed nationally throughout newsagents, airport stores and retail chains and its published date would be 31st August 2017. We publish anywhere between 2,000 and 4,000 copies at which you will also be given a wholesale price to purchase these for you also. (up to 70% off the RRP) Further to this, I would love to discuss with you how we use this calendar as a promotional vehicle for your members also. I look forward to hearing from you. Cheers Chelsea

5/6/17 Hi, how do I go about confirming if my type 3 has matching numbers?. An initial search shows they are close but not definitive. Patrick.

7/6/17 I have a 1958 beetle built in Germany the paint code on the car is c8812 green is this a standard colour I wish to respray it can you help the new code no for the paint Barry

9/6/17 Greetings, I have a 1970's VW Kombi and would like to join the Club please. How do I go about this? Kind regards, Neville

10/6/17 Do you know of any specialist VW mechanics in the Townsville/North QLD area? I have a 1974 SuperBug with work needed. Stacey

11/6/17 We live at Lennox Head & have just purchased our second T3. It is a '91 dual-cab ute. It is currently on Victorian Club plates and I would like to know if it can be NSW registered on Club plates & how. I would appreciate a call or email. Thanks. Keith

12/6/17 Hi A friend tells me at the Nationals there was a company there that reproduces the original dealer stickers for the back window. Can you please help? Thanks Rob

12/6/17 Hi there,I have recently bought a 1976 dual sliding door Kombi and am interesting in joining a VW club to get some tips about restoration (it's got the usual rust bubbles that I want to trackle). I am also considering registration through the Classical Vehicle Scheme. My van won't qualify for historical plates because it was a panel van that someone has installed windows and a rear seat in, but i was wondering if it would be OK for the CVS. I have read the club web page about Historic Rego, do all the same club rules apply to the CVS? Many thanks David

16/6/17 Hello, Not sure if this is of any interest but my father was a vw salesman for many years and worked at Roberts Auto Centre in Gosford. During that time he won both the State and National sales master awards from

Volkswagen Australia, 1971 and 1972. I have old photos of him with a number of Volkswagen executives during the presentation in front of the advertising slogan " Few things in life work as well as a Volkswagen." I also have a picture of him picking up the first Volkswagen fastback to be distributed to Roberts Auto Centre. Just thought some of the history in these photos may be of interest ,and if so i am happy to share, if not, thats also fine. Regards Pam

23/6/17 Have a mk1 vw golf gti mint condition 1992 some one who owned it messed with vin number so Q plate was put on car as not knowing year. I have rebuilt car with all brand new vw parts has original engine gear box found 30 parts on car with date of 17 /10 /90 which makes car J reg had to send all pictures of dated parts to dvla know the dvla require a glass check book on my car from a vw club or vw volksburg which is the dates on all the glass etched on the car has all the original glass on the car the glass check book which dvla require has to be in vw club or vw them selves letter headed paper which I have to give to dvla all they want to know is the year of the car of manufacture as the vin number was messed with in 92 if I can get this glass check book they will give me a 1990 J reg plate for the car so I'm needing advice as to who and where I can get a glass check book done by vw club or vw to get Q plate of my car thanks any information would be much appreciated. Darren from Somerset UK

26/6/17 Hi, I am wanting to join your club and change to club registration so that I can pay more attention to the further restoration of my car. How do I go about this? Ashleigh

28/6/17 Hi guys, Please add me to your free mailing or newsletter list. Thanks Dee

29/6/17 Need to buy VW panel trim clips for my T5 transporter. Do you know where I can get them in Aus? Samantha

30/6/17 ACT Chapter had a meeting scheduled for the 26 June at the Harmonie Club but there was no show by anybody. When is/will there be a ACT Meeting? Regards Alf

9/7/17 Used to own 1957 VW my first car - now some 48 years later have just bought a 1970 type 1 1500s - would like to become a club member - how do I do this ? Terry

9/7/17 I wish to join the VW club. Neville

22/7/17 i have to undo the gland nut on my 1300 engine to replace the rear main oil seal, i have a 36mm socket and bar half inch drive and a large extension bar i have done it on my bay window kombi 2litre with no problems , but i was wondering does any body in the club have a special tips or tools i.e torque doubler. i have a 250ftlb tension wrench to re tension any help or advice would be helpful. Robert

24/7/17 Hello . I have been a member of club veedub for over a year, I've had my 1971 vw beetle for about 15 years , I would like to go on the classic scheme . I've filled out the form but need the rest to be filled out by club veedub . Can you help. Regards James

26/7/17 I own a 1972 VW beetle registered with RTA till Nov. 2017.I enquiring to see what are the requirement to join the club. I also been told by friend of mine the club can also provide registration and other benefits. Yelda

27/7/17 Just after a email address to send the vehicle declaration form to please Robert

28/7/17 My Vehicle: 1971 VW I would like to put the beetle on historic rego. Can this be done via email as I live down the south coast? Currently on full rego, last rego March. Thanks. Val

1/8/17 Hi ThereI am the Events coordinator for C3 Church in Monash, Canberra and I would like to ask if your Canberra club would be interested in joining the Big Boys Toys display that I am organising for our Church on Father's Day. I am hoping your committee will be meeting this month and this can be added to the agenda for discussion. C3 Church Set up by 11.15am and finish around 12.15, so not a long time. But please feel free to set up around 9.30 and join us for the Father's Day service at 10am Free morning tea and coffee will be served from 11.30amThank you so much for considering my request. Look forward to hearing from you soon.Regards Colleen

2/8/17 Hi Dave, Sorry for the late reply to the historic register. We have been away and had a few issues to take care of, consequently I have not used the Ghia on the road at all so far. I think it will be a great thing if we can keep it going, obviously there will be a few niggles that need tweaking but at this stage I haven't been able to use it.Kind regards Les

3/8/17 Hi,I'm a dealer of used and new parts of VW made in Brazil (beetle, Kombi). Now and then I have some original parts for sale and new VW parts, accessories made in Brazil. If you want to see the links of the parts please let me knowThank you and Best Regards Antonius Branco Presidente Prudente, SPBRAZIL

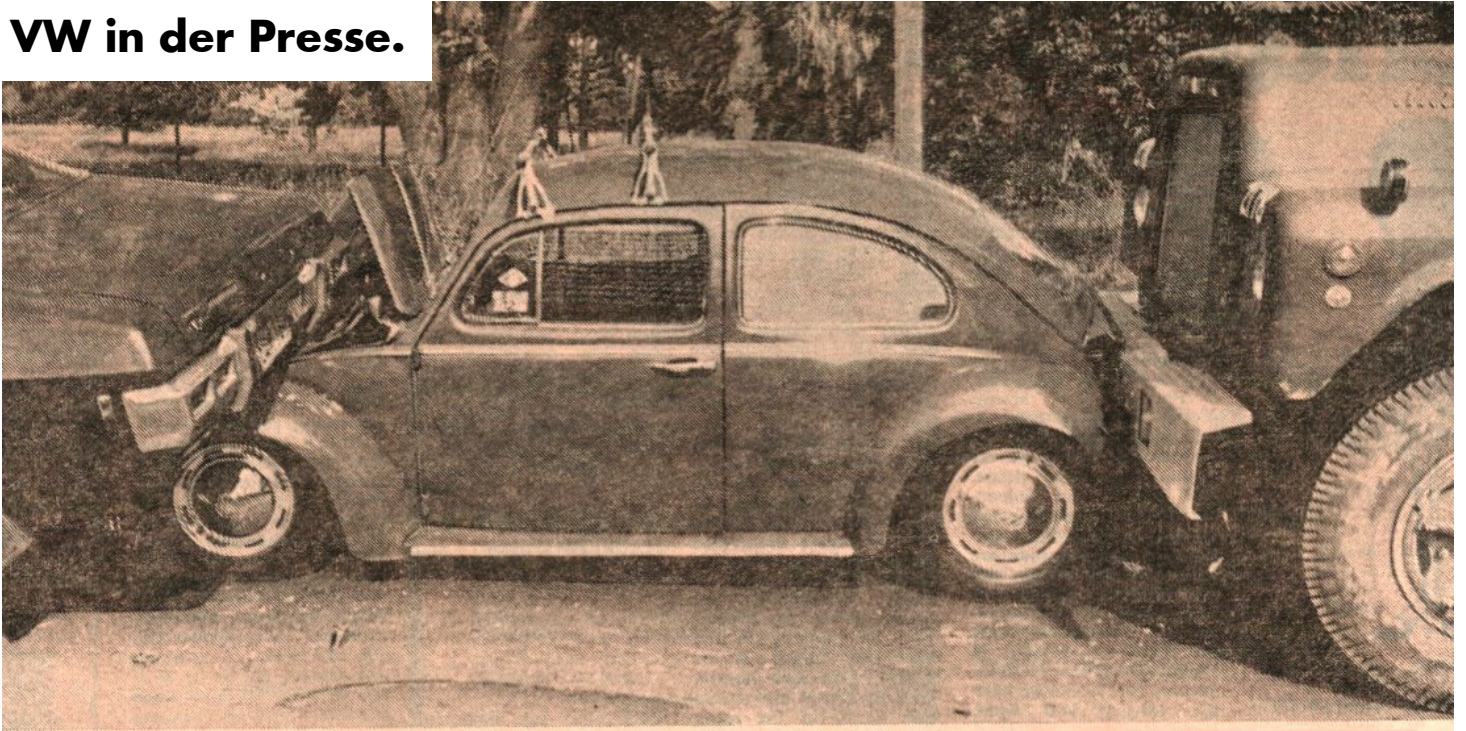
6/8/17 Hi Club VeeDubI'm considering buying a new base model Passat in the ACT and I'm hoping you might be able to give me some advice. Would you consider it a good purchase? Are there any particular things to consider about the car?Thanks, Jed

8/8/17 can you reset password please.tried several times and keeps refusing to work thanks wayne

9/8/17 Hi guys :) My father was a vw mechanic when he was younger (maybe in the 70's) and he still has a bunch of his tools. Just wondering if you'd know a site where I could find similar tools to check if they are worth selling, or to see if anyone would be interested in them? Thank you Jodi :)

10/8/17 Hi There, I own a 1956 bus panel, actually it runs for restoration work currently. I'm located in México, and so excited for this late adquisition.. I'd like to add the chassis number to anywhere in order to keep the bus information and records update Is there any advise where I can do that? David

VW in der Presse.



**ed bid to
killer**

agent alleged in Manly
had been offered \$1000
to kill the wife of a former

through a Serbo- abandoned this idea after
ergeristic. being informed that he could
to questions by not use the tapes in court
prosecutor, Sgt. as evidence.
conspicuous and The agent said that he
house in Manly owned home at 13 h...



MR. BURNS, 54

Three drivers escaped injury in this freak accident on Mona Vale Road yesterday morning. The 30-ton Mack truck collided with the VW Beetle in a line of traffic.

The impact smashed the rear of the VW and forced it into the rear of a Holden sedan.

The VW wedged under the Holden, lifting its rear wheels off the ground and severely damaging both cars.

**Searching for
Smith named d**

A dog named Smith has featured in lost columns of The Daily for the past

His owner, Mr. Ashton Nugent-Cherry-Fox, of Seaforth has offered a reward for Smith's return.

Two years ago when Mr. Fox and his wife came from England to Australia, Smith came along, too.

Shortly afterwards he more than repaid the expense by saving his master from a death-seller bite.

Smith jumped the snake as Mr. Fox was about to tread on it.

On Thursday week Smith roared from his bath through front window of the recently acquired 85 Chantrel Street.

A seven-day search failed to locate him. But Mr. Fox is confident he is still alive.

"I've done a dog search each night and checked all the district vets and the garbage collector and undertaker.

VW Polo



VOLKSWAGEN'S new micro mini will be called the Polo, after the Polar winds. Thereby continuing the trend begun with Passat, then Scirocco and Golf (for Gulf Stream). The Polo is simply a cheaper, and more austere version of the Audi 50 which was released late last year. The L version of the Polo (with only one windscreen wiper) will appear at the Geneva Show in March and a better-trimmed GL version may follow later. With the Polo priced way below the Golf VW hope to extend their market penetration in the European countries. The car will probably NOT be exported to Australia.

130,000 AUSSIES CAN'T BE WRONG

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Only the price has changed



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sensational

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from
FRESHWATER MOTORS
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SPECIAL LOW INTEREST RATES — TOP TRADE-INS
AFTER SALES SERVICE



55 THE SUN-HERALD, OCTOBER 18, 1970 55

Bookshop war to follow price

By CHRIS HODGINS

A "ROLLSWAGEN" (pictured), worth \$35,000, has been built by a Los Angeles Volkswagen distributor.

Standard VW parts have been used in the 16ft vehicle which has a 131 inch wheelbase and weighs 211 cwt.

It features luxuries of the world's finest cars, including a glass divider between driver and passengers, inter-communication system, a cocktail bar, five-speaker stereo,

power windows, mahogany woodwork, tufted English broadcloth upholstery and black Scotch leather trim.

There also is a carriage lamp to signal the doorman.

Power is provided by a VW 1600 engine and Weber downdraft carburetors.

Modifications To VW 1962X Announced

A number of modifications have been made to the Volkswagen to further increase performance, comfort and economy of operation.

MR ALLAN V. GRAY, managing director of Volkswagen (Australasia) Pty. Ltd., said the modifications were in line with the company's policy of continual development.

Mr Gray gave the following details of the latest VW features:

Seat belt anchor points for both front and rear passengers. The mounting points—in the floor and side bodies—were heavily reinforced and enable diagonal type seat belts to be installed quickly and easily without fitting charges.

The front luggage compartment lid was spring loaded for easier opening. Inside the car the release knob for the lid had been moved to the driver's side.

's Optional ed Gearbox

Industries Limited has in-ov-speed, close-ratio gear-Six, at no extra cost.

The combined tail lights and flashing turn indicators were enlarged and are now mounted higher on the rear fenders to make the lights clearly visible above the standard "De Luxe" bumper bars, and also from the side.

Heating

The VW's inbuilt heating system—which is standard equipment—had been extensively modified.

To simplify servicing and reduce wear, the tie-rod ends, handbrake cable, and clutch, brake and accelerator pedal bearings now needed no lubrication for the lifetime of the vehicle.

The runners for the front seats had been extended to provide ample leg-room for tall people.

For easier entry and exit, both doors were now fitted with check rods which hold them in an open position. All body mouldings were now made from rust-free stainless steel.

The price of the car remained unchanged—£953, including sales tax, in State capital cities.

MORE GLASS IN NEW MODEL V.W.

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

Next Australian model of the Volkswagen "beetle" is likely to have 15 per cent more glass, and fold-down rear seats.

It is not expected here until well into next year because of boom sales of the 1964 1,200cc model.

In the latest week of N.S.W. registration figures the V.W. 1200 was bettered by only one make — Holden.

A V.W. spokesman said this week that from time to time overseas modifications would be included in the car sold here, as had been done in the past.

The V.W. on sale here was already ahead of the model sold by the German parent company in several features.

He said the economy model sold in Europe had a crash-type gearbox but the Australian one had synchromesh on all four ratios.

The V.W. spokesman said only V.W. owners would be able to tell any model of the 1,200cc from an earlier one.

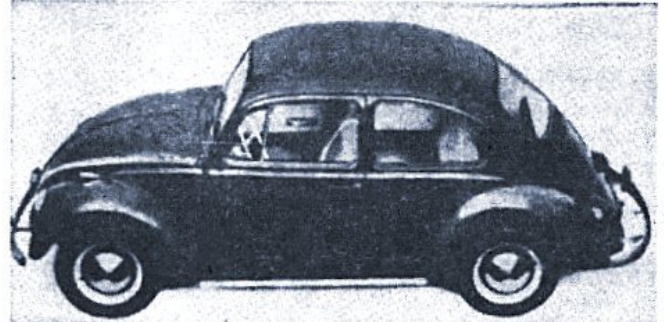
This is one of the reasons V.W. has retained its high

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JANOS

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resale value, which was bettered only by Holden.

V.W. chief Heinz Nordhoff this week in Germany announced a further series of modifications to the 1,200cc "beetle."

Lower sills

It will have lower side sills and slimmer posts. The new curved wind-screen is higher and wider, with larger wind-screen-wiper blades.

The quarter-lights are larger and look similar to those in the V.W. 1500.

Seats are more contoured and there is an extra inch of space for back-seat passengers.

The sun visors can be

swung round to the side as extra protection against unwanted glare.

As on the Australian 1500, heating is now controlled by two upright levers instead of the tap.

One lever works the overall heating and the other concentrates on giving a level temperature for the rear compartment.

The V.W. engine now has a lockable push-button latch.

For carrying extra luggage, the back seats can be folded down, as in the Porsche, designed by the same man.

This gives a flat deck more than three feet in length.

Herr Nordhoff said other modifications would be made to the V.W. in the future to meet the challenge by other European manufacturers.

He visualised that later the 1200 would go to an under-floor engine, as on the 1500.

This would mean a larger rear luggage compartment, with an outside opening.

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SUN-HERALD Sunday 17 August 1969



The caravanette is handy for day trips.

CARAVANETTE—THE TWO-IN-ONE VEHICLE

THE concept of caravanning has gained an increasing acceptance in Australia in recent years. Its significant popularity increase no doubt can be attributed to a growing awareness of the obvious advantages of independence it offers to holiday-makers.

Caravans afford a ready yet cheap means of exploring the scenic pleasure haunts of Australia in the virtual comfort of home. From this growing search for holiday freedom has emerged the caravanette, a motorised derivative of the caravan, which has greater versatility than its more widely accepted counterparts.

Similar to a caravan, the caravanette is a self-contained unit with sleeping and eating facilities and often is equipped with stove and refrigerator for those who wish to be completely independent of crowded holiday sites.

However, the caravanette's advantages are not obvious to the uninitiated. The biggest attribute is its duplication of a caravan's advantages for a much lower initial cost than a caravan plus towing unit. Depending on the degree of luxury desired, the caravanette can be as cheap to purchase as the average family car. This initial economy also continues on with running costs. Being a single unit, costs of registration, tyres and fuel are considerably less than for both car and caravan.

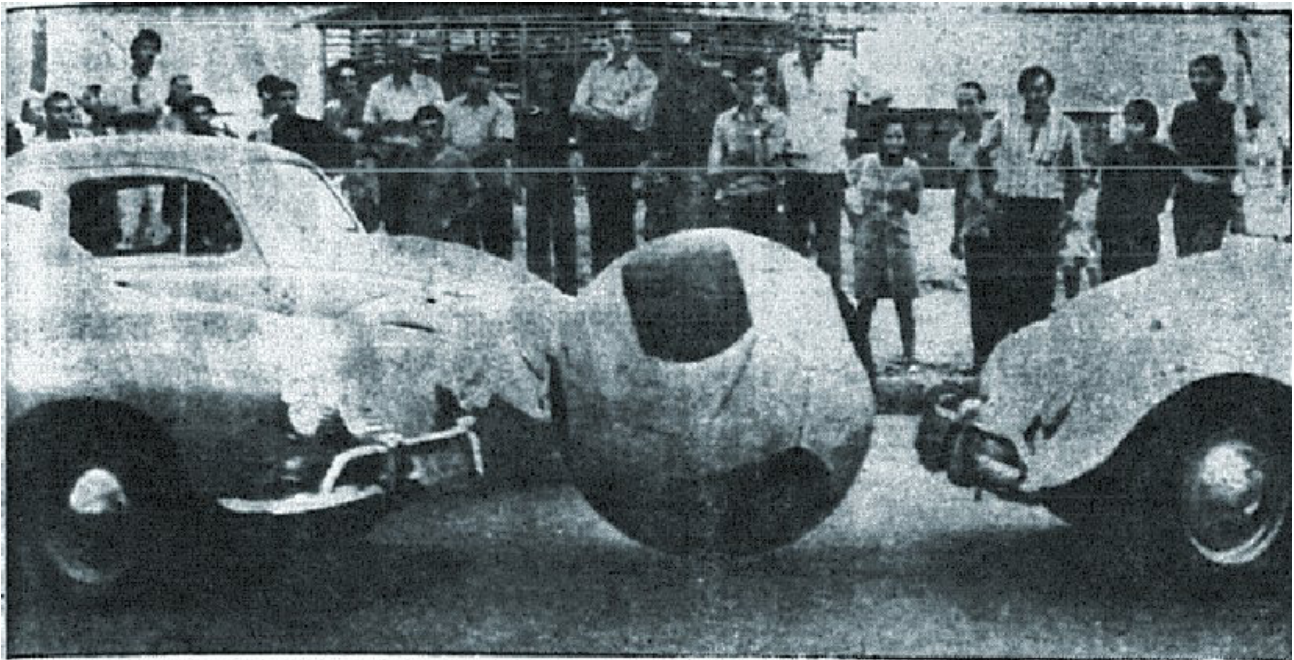
For instance, the average caravan-

towing car would be lucky to average much higher than half the miles a gallon of a typical Volkswagen Kombi caravanette which would also well and truly outrun the average car alone on tyre life.

Also the towing of a caravan is not always a pleasant experience but the motorised caravanette rides and handles probably as safely as a car.

For those who like to get off the beaten track, a caravan and car is somewhat limited in the terrain it can traverse. The caravanette however can travel anywhere a car can manoeuvre. Therefore, its range of locations is more versatile. In addition, the caravanette can be utilised for every-day transport, if prestige does not concern one, and on short trips throughout the year.

A caravan's use is confined to annual holidays and possibly long weekends, consequently, no one would consider towing one for a day's outing. But the caravanette is ideal for one day outings such as barbecues and picnics with its ready made eating facilities and other independent features.



SOCCER PLAYED IN CARS

From our own correspondent

NEW YORK, Sat.— South Americans are famed for their dedi-

cation to Soccer and for their dare-devil driving.

Now, in Brazil, they've combined the two and come up with a zany sport called "Auto-B" which translates as car-football (see picture).

This combination of stock car racing and Soccer is played with a 21lb. 5ft high Soccer ball and two teams of six cars.

Drivers have to "kick" the ball with their car bumpers and try to bump it into a net for a goal.

To the music of crumpling mud-guards and dented bumpers the drivers reverse and charge after the jumbo ball.

New cars

The game originated in Sao Paulo — home of the Brazilian car industry — and games are played regularly in an organised "auto-bol" league.

The mayor of the city is the league patron.

To make it easier on the players' bank accounts the rules limit the cars to jalopies made

before 1950.

However this week a Rio De Janeiro television station staged an exhibition match on a city street using new cars.

"We were supposed to be careful," one driver said ruefully after a successful attempt to block a goal with his car had ended in a head-on collision.

The Sun-Herald, 16 May 1971

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