

Zeitschrift



Herbie tribute Porsche 911 GT3.

June 2020

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Herbie Porsche 911 GT3
The Love Bug trivia
Golf Diesel
More Ash articles

Favourite VW websites
1966 Southern Cross Rally
Recaro Super Golf
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.



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Canberra Committee.

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

Club VeeDub membership.

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

Monthly meetings.

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

Correspondence.

Club VeeDub Sydney
PO Box 324
Mortdale NSW 2223

Facebook:

www.facebook.com/ClubVeedubSydney/
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:

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See the back page for all 2019 VW Nationals sponsors.

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

2020

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"WINTER EUROPEAN CRUISE" TO MT WILSON

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SUNDAY 30TH AUGUST 2020

SPLIT KOMBIS TO LEAD CRUISE

ITINERARY:

- From 8.00am: Meet for Breakfast at McDonalds Windsor (McGrath's Hill) Cnr Windsor Road & Groves Ave.
- 9.30am: Splitting from McDonalds.
- 10.15am: Coffee Stop - The Fruit Bowl Bilpin (depart 10.45am)
- 11.00am: Arrive at Mt Tomah Rest Area - Photo Shoot. (Depart 11.20am)
- 12.00pm: Expected Arrival time at Cathedral Reserve, Mt Irvine Road Mt Wilson
- 12.30pm: BYO Picnic Lunch
- 1.30pm: Sponsor Awards
- "Best Split Window Kombi" sponsored by Andrew Dodd Automotive.
- "Best Other Attending VW" sponsored by Forty Horse.
- "Best VW Commercial Vehicle" sponsored by Kombi Koffee.
- "VW Dedication Award" awarded by Simon Barnfield.
- 2.00pm: Thanks Everybody For Your Attendance You Can Now Split.



Event Contact: Simon Barnfield
Email: kombiszau@gmail.com
Facebook Group Register: Australian Split Window Kombi Winter European Cruise 2020



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COMMENTS

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Summary

WHERE AND WHEN

Start 25 Oct 2020 at 8:00am AEDT
End 25 Oct 2020 at 3:00pm AEDT
Location Bayview Avenue, Earlwood, NSW, 2206, Australia

TICKETS

SGA \$15.00



[Contact organiser](#)

Von dem Herrn Präsident.

Hi all, well not much to report as we are still in lockdown, with no meetings or events. However our monthly magazine continues as normal, with plenty of great articles to keep you entertained and informed.

But we are slowly having restrictions lifted. From the 1st of June the NSW Government now allows pubs, clubs, cafes and restaurants to have up to 50 customers, subject to a one person per four square metre rule, and with strict social distancing guidelines.

Hopefully things will be freed up further soon, so that we can get back to having club meetings and events again in the next month or two. I'm hoping that committee meetings could probably start up again next month (especially if we say we're having a 'protest' - Ed.)

Unfortunately, along with the VW Nationals, the VW Spectacular and many other 2020 car club events, the CMC's annual Shannons Classic Car Show at Eastern Creek has been cancelled due to the pandemic.

However we have a tentative date for the Kombi Run to Mt Wilson - Sunday 30th August - if restrictions are lifted by then. Likewise the Mercedes Club's All German Day at Earlwood is pencilled in for Sunday 25th October. We'll let you know if these will be going ahead.

So keep an eye on the club magazine and website for developments regarding coming events.



Thanks for keeping your social distance

A reminder for our members with Historic Registration - if you are renewing, or are contemplating applying for Historic Registration, then please contact our Historic Registrar, John Ladomatos. He is the club's Historic Vehicle Registrar. If you contact our secretary Norm about it, he can't do anything and can only direct you to John for your enquiries.

If you mail your documentation to the club mailing address, Norm will only forward your documents to John by regular mail, lengthening the processing time, or worse, your documents being lost in the post due to double handling.

You will all receive your renewal notice from RMS about 4 weeks prior to expiry. Do not leave it till the last few days and expect miracles that your registration will be processed in that time. It is not the club's responsibility to ensure you renew your registration on time. If you do leave your renewal to the last few days prior to your registration expiring, expect your registration to expire before being processed.

It is also your responsibility to ensure you are a financial club member. If you are not, your Historic Registration will not be processed and RMS will be notified that you are not a financial club member, and they may cancel your Historic Registration. It is quite possible that your Historic Registration expiry does not align with your club membership expiry, so do be aware of your membership and registration details.

You should contact John Ladomatos on 0449 236 076 or by email at johnladomatos@y7mail.com for any and all of your Historic Vehicle Registration enquiries.

See you soon I hope

Steve Carter



Kanberra Kapitel report.

I think I blinked and missed the first few months of the year, I don't know about anyone else but I can't believe that June is here already!! I certainly wasn't ready for these cold chilly Canberra mornings yet.

My plans to get some jobs on the Scirocco done are still waiting to be done. I still haven't managed to install my new pod air filter or fix my reverse camera since last month. I learnt to drive without a camera, it's a nice to have but can live without it - touch wood. Maybe June is the month!!

Once again there were no events or meetings held in May for the Canberra Chapter.

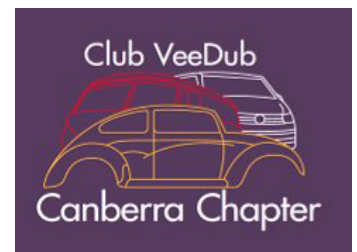
The South Coast Dubbers have invited the Canberra Chapter to join them on a run around the South Coast on the long weekend in June. I know a few of our Canberra members are heading down to join them for the first cruise in this new world. Looking forward to hearing about it and seeing some photos.

We're hoping to start planning some of our own events soon before winter really sets in. If anyone has any suggestions on events for the rest of the year please let us know. We're always on the lookout for things to do especially if we can support our local community at this time.

Look forward to seeing you all again soon. Stay safe, stay warm!

Cheers

Dot



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/events for the latest information and any changes.

Due to the ongoing COVID-19 pandemic and government regulations, all meetings and events for 2020 are cancelled until further notice.

June.

Thursday 18th:- CLUB VW MONTHLY MEETING - - CANCELLED

Monday 29th:- Canberra General Meeting - - CANCELLED

July.

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

Thursday 9th:- Committee Meeting - CANCELLED

Thursday 16th:- CLUB VW MONTHLY MEETING - CANCELLED

Monday 27th:- Canberra General Meeting - CANCELLED

August.

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

Thursday 13th:- Committee Meeting - to be advised

Thursday 20th:- CLUB VW MONTHLY MEETING - to be advised

Sunday 30th:- Split-Window Kombi Winter Cruise to Mt Wilson - to be advised

Monday 31th:- Canberra General Meeting - to be advised

September.

Thursday 3rd:- Magazine Cut-off Date for articles, letters and For-Sales.

Thursday 10th:- Committee Meeting - to be advised

Thursday 17th:- CLUB VW MONTHLY MEETING - to be advised

Monday 28th:- Canberra General Meeting - to be advised

October.

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

Thursday 8th:- Committee Meeting - to be advised

Thursday 15th:- CLUB VW MONTHLY MEETING - to be advised

Sunday 25th:- Sydney German Autofest at Gough Whitlam Park, Earlwood - to be advised

Monday 26th:- Canberra General Meeting - to be advised

Marktplatz.

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

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

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

New ads.



For Sale:- I recently purchased a VW Passat from Sydney and had it transport down to Melbourne, since been re-registered and all is good. It came with personalised **NSW Euro style number plates 'PASSAT'** which I have no obvious use for. NSW Roads Department tell me that anyone holding these plates can request them to go on any currently registered car. This is very different to the way personalised plates are handled down here with VicRoads. They also told me there is a yearly charge for displaying such plates on your car in NSW. Is anybody within your club interested in making an offer for these plates? Thanking you in anticipation and good luck in these strange times. Contact Ross Ross Wilkinson at (03) 9788 7740 or email rwilkinson@pgs.vic.edu.au

For Sale:- I have a 1976 VW Kombi van which is from a deceased estate. I'm trying to sell it as the deceased was my brother and he had some outstanding debts that I'm trying to settle. It's a 1976 blue Kombi, 5 seater, 2L engine. It's in

running shape and is drivable, but needs some work done to it. Currently it's on historic plates. Please let any of your members who may be interested in buying it to contact me. Regards, Adel 0412 633623 or email adel@lanwise.com.au



For Sale: Car fridge/eski and umbrella accessories for VW Sedan purchased by my father in law in 1959/60. Asking Price \$200. Contact Kerry Gracan on 0417 509147 or email kezza.gracan@gmail.com



For Sale:- 1962 VW Beetle. Was to be a project for my son and his pop, but we unfortunately just don't have the time. So this is a regretful sale. Has been in storage for 20+ years. The out shell is in good condition other than a few surface rust spots. No dents. The interior is also in good condition, a little hole in back seat. The 1200 cc motor has been removed and pulled apart, with all the parts in boxes. Asking \$10,000 or nearest offer. More photos available. Please contact Fleur on 0401 171208 or email fleurbannister@hotmail.com

For Sale:- Hello! I work for a Trading Company located in the south of Brazil. I inform you that we have in our region a large quantity of (used) VW Campervans T1/T2 for sale and ready for export. We are aware that these vehicles are in great demand throughout Europe and we would like to know if you are interested or maybe tell us someone who is looking for import this vehicle. I am at your disposal to send photos / details and other information you may need about the vehicles. Please contact Vitor Milak Alves at import1@mktrading.com.br

Wanted:- Front and rear engine tinware for a 1972 Kombi with a 1600 engine. I have the fan housing, head/barrel covers

and all the tinware close to the engine, just need the larger front and rear tins. Do you have some I could buy from you? If you can help, please contact Phil Warnecke on 0422 643 036 or email phlwarn@gmail.com

2nd Month ads.



For Sale:- VW glove box pull handle. I have a limited number of these handles. Suits all early VW Beetles and Ghias up to 1967. These are hand made in Australia. High quality stainless steel. Easy install. \$35 including postage in Australia. Email Carlsmoll@inet.net.au or text me on 0417 471137

Wanted:- G'day. I would like to purchase an old VW **Karmann Ghia body**, (Engine optional), for a project. I have also heard that there are replica kits available which will probably make you blokes shiver, but one of them may also suit my project. Could you let me know how I may find a body/shell/kit and how much it is likely to cost. Thank you for your time. Please contact Mr Justin Ridge (Aussie Disposals) on 0435 102021 or email destinyfive@outlook.com



Wanted: Trying to find a back seat for a 1967 Beetle as it has nothing in the back whatsoever except the battery. I have been searching and cannot seem to come up with anything so hoping one of your members may be able to point me in the right direction for where might be able to get one and anything else need back there. Its a two door that has been converted to a convertible well rag top really I guess. Any help greatly appreciated, thank you in advance. Contact Vincent Whitbread on 0458 638583 or email vincent@bnlh.com.au



For Sale:- Hi, Cleaning out my girlfriend's mother's house we came across these **lap sash seatbelts**. I have no idea what year they're from or what car but I am a car guy and feel that they should be used in some sort of restoration (btw her father worked as a wharfie and 'acquired' a lot of stuff but only one pair of these) just wanted to know if any of your members would be interested for a fair price mounting bolts are there as well. Contact Mr John Shaw at jsdcnshaws@live.com.au



For Sale:- 1975 Kombi. Recently registered, March 20 but is on Club rego (not transferable, needs to be changed when sold). New windscreen. New rubbers on 5 of the 6 windows. Motor rebuilt 25,000 km ago. Curtains plus extra material. Sunrayer mags. Pop top with new liner. ¾ folding seat as a bed. Asking \$22000 for it but open to negotiation. Contact Neil Rumph on 0438 030598 or email nrumph@metalcorpsteel.com.au




For Sale:- The 1965 Volkswagen 'Orange Smoothie' is up for sale. New 1600 engine, Freeway Flyer gearbox, Genuine Porsche Fuchs 15in polished mags, no chrome. \$29000.00 or ONO. For a full description and further details contact David Birchall on 0415 957030 or email dbirchall154@gmail.com

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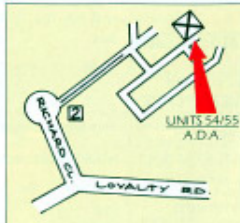
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Australian VW Performance Centre is located in Croydon South, about 30 minutes east from the Melbourne CBD, close to Ringwood end of Eastlink. If you find yourself unable to contact us during business hours, please do not hesitate to email us with any enquiries you have.

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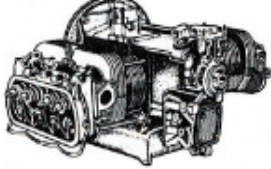
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Club Veedub Sydney Membership / Subscription Form.

Please tell us about your Volkswagen(s):

Year	Model	Engine Size	Rego No.	Colour

Please enclose a cheque or money order for \$45.00, payable to Club Veedub Sydney, and post it with this form to:

Club Veedub Sydney,
PO Box 324
Mortdale NSW 2223

You will receive 12 issues.



Car sales turning the corner?

The coronavirus lockdown continues to hurt the auto market, with new-car sales across Australia falling by 35.3 per cent in May compared with last year. 59,894 vehicles were reported as sold last month, versus 92,561 for May 2019, marking the lowest May tally since 1994.

It was also the 26th month in a row in decline, the longest slowdown since the Global Financial Crisis.

However, the industry showed signs of recovery. In April the COVID-19 crisis and subsequent lockdowns slammed the brakes on new-car sales with a 48.5 per cent decline to just 38,926 sales, the biggest drop in the 30 years since records were kept. The May figure represents a happy increase of 53.8% over April's low.

Despite the adverse conditions and gloomy forecasts, buyers continued to gorge themselves on SUVs and utes – which now comfortably outsell traditional passenger cars – and most major brands posted sales gains compared to April.

SUVs and utes accounted for seven out of the Top 10 cars reported as sold in May.

Toyota, the sales leader for the past 17 years in a row, again accounted for one in four of all new vehicles reported as sold, although its market share slipped from 26.5 per cent in April to 24.2 per cent in May.

Toyota finished ahead of Mazda and Hyundai, the latter returning to the podium after being overtaken by its sister brand Kia for two months in a row and for the first time ever. Ford and Mitsubishi finished May in fourth and fifth positions.

In a pleasant surprise, Volkswagen sold 2,781 vehicles in May (down 38.5% on last year) and ranked sixth outright – ahead of Kia in seventh – which is believed to be VW's highest position on the Australian ladder since 1967. In that long-ago year, VW also finished sixth – behind Holden, Ford Chrysler, Morris and Toyota and in front of Austin, Datsun and Hillman. In 1968 Volkswagen was overtaken by Austin, and in 1969 by Datsun, Hillman and Mazda. In the modern era, since Volkswagen Group Australia was formed in 2001, VW has never finished higher than eighth (for the year).

The Toyota HiLux ute remains Australia's top-selling vehicle with a comfortable margin ahead of the Ford Ranger –

when both the 4x2 and 4x4 segments are combined, as is industry practice. However, the Toyota HiLux 4x4 has regained the lead in the year-to-date tally after the Ford Ranger 4x4 led the first four months of 2020.

Sales to private buyers fell by 32.1 per cent compared to the same month last year, business fleets bought 34.8 per cent fewer cars, while government deliveries only dropped by 16.4 per cent as many states replaced or boosted their numbers of emergency vehicles.

Hardest hit were rental car sales (down 78.5 per cent), as tourism all but came to a standstill.

The chief executive of the Federal Chamber of Automotive Industries, Tony Weber, said although the market was down in May “there were some positive signs”.

“We were expecting another tough month but the indications are that the market is moving in the right direction,” Mr Weber said.

“We saw an improvement in the last two weeks of April and that continued into May, and now we are hoping that momentum will improve in June.”

Mr Weber said showroom traffic and new-car sales enquires were picking up.

“We start June with momentum that wasn't there six weeks ago,” said Mr Weber.

The Australian Automotive Dealers Association, which represents 3500 showrooms nationally, says the early signs are good but May “could have been better” if finance companies weren't so risk averse during the crisis.

“We need to look at responsible lending laws,” said the CEO of the AADA, James Voortman.

“While we of course support responsible lending practices, some finance companies are really making it increasingly difficult for people who in normal circumstances have no problem getting access to vehicle finance.”

Mr Voortman was cautiously optimistic about a market recovery, but said “I'm not celebrating just yet”.

“We are moving in the right direction (but) we've just had two of the worst months in close to 30 years. The sales numbers could have been better if consumers were able to access finance,” said Mr Voortman. It has been reported that some finance companies were knocking back more applications than they were approving.

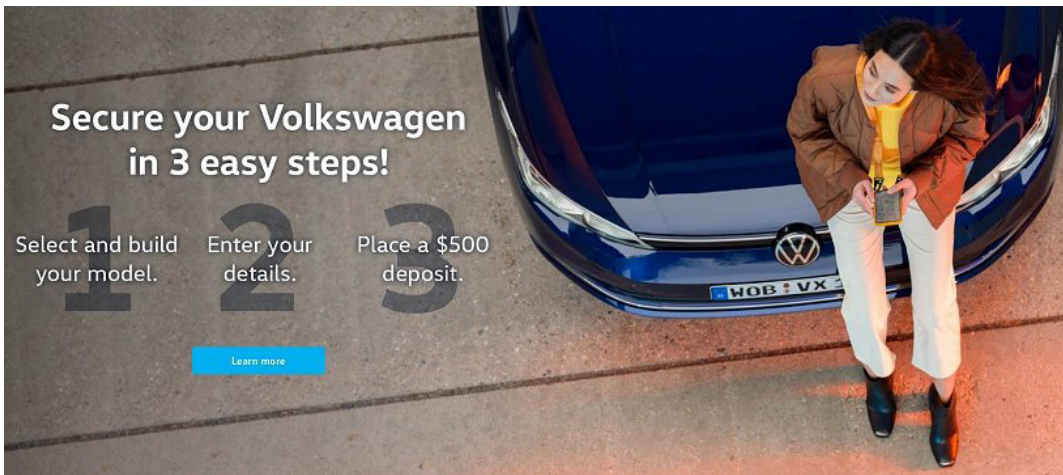
Volkswagen on-line ordering.

Volkswagen Australia has announced entire new car range is now available on its online ordering system.

The ordering system – first introduced in January for VW's upcoming and much anticipated T-Roc model – will allow customers to configure and personalise vehicles online. The T-Cross will also be available through the online system when it launches in the next month or so.

The move follows a series made by Australian car dealers to reduce face-to-face contact during the coronavirus pandemic.

Volkswagen's initiative is designed to support its dealer



Secure your Volkswagen in 3 easy steps!

- 1** Select and build your model.
- 2** Enter your details.
- 3** Place a \$500 deposit.

[Learn more](#)

the regular Caddy Maxi's standard features, which includes rear barn doors, rear park sensors, city autonomous emergency braking and driver fatigue detection

"Times are incredibly tough for all businesses right now, but many of them cannot afford to stop. The Caddy Urban Edition takes some of our most popular and practical features and adds them to an already compelling package," says Ryan Davies, Director for

network, with the designated dealership contacting customers within two days of a \$500 deposit being placed on a model.

From there, the dealer will help guide buyers through the buying process and manage delivery of the vehicle.

Volkswagen's online service also offers a car valuation process, providing an estimate for those looking to trade in.

Volkswagen Australia may offer the online system more permanently, pending its success in this initial phase.

Volkswagen dealerships and service workshops have remained open during the lockdown after being deemed essential services.

Buyers can learn more about Volkswagen's service at www.volkswagen.com.au/en/offers-products/online-ordering.html

Caddy Urban.

Volkswagen Australia has launched an upmarket alternative to its bread-and-butter Caddy offering, in the form of the Urban Edition.

Limited to 70 units, the \$36,990 (drive-away) Caddy Urban Edition brings with it some tech and styling that's aimed squarely at inner-city small-to-medium enterprises.



It's based on the TSI220 Caddy Maxi, driven by a 92 kW, 220 Nm 1.4-litre turbo petrol engine matched to seven-speed DSG dual-clutch automatic transmission. Fuel consumption is rated at 6.0 L/100 km on the combined cycle.

The Urban Edition adds more equipment in the way of a 16-cm infotainment system with app connectivity, 16-inch alloy wheels, upgraded headlights with separate LED daytime running lights, and front fog lights.

This healthy dose of equipment is bundled on top of

Volkswagen Commercial Vehicles Australia.

"We've priced these 70 units as a turnkey solution, and to offer businesses great value for money," he adds.

The Caddy Urban Edition is available to order at all Volkswagen dealers, who are remaining open during the COVID-19 pandemic.

2020 Volkswagen pricing:

Caddy Urban Edition - \$36,990 drive-away

Tiguan now VW's No.1.

Volkswagen has announced the Tiguan SUV is now the best-selling vehicle in its world line up – overtaking the VW Golf globally last year. To celebrate the milestone, Volkswagen has released a teaser image of the styling themes of the updated Tiguan due in 2021.



After first producing the Golf-based Tiguan in 2007, Volkswagen produced its six-millionth Tiguan earlier this year. Over the past 12 years, annual production of the Tiguan has increased by more than seven times the original factory output – growing from 120,000 in 2007 to 910,926 in 2019. The current Tiguan is made in VW's main Wolfsburg plant as well as in Mexico, Russia, China and India, and also CKD-assembled in Malaysia, Indonesia and Algeria.

In 2018, Volkswagen sold 731,000 Golf hatchbacks around the world versus 622,500 Tiguans. In 2019 however, the Tiguan outsold the Golf for the first time ever - 778,000 Tiguans globally versus 702,000 Golfs (and 724,000 Polo-based models of various names and generations), 610,000

Jettas and 567,000 Passats.

Although the Golf remains one of the Top 15 selling vehicles globally, data from sales analyst Jato shows demand for the Golf has been in decline for the past four years in Europe and China – and the past two years in the US – as the world embraces SUVs.

However, the Volkswagen Golf remains the company's best seller overall.

As of March 2019, Volkswagen had recorded 35 million Golf cars as sold since its introduction in 1974, ahead of 30 million Passats since 1973, 19 million Jettas since 1979 and 16 million Polos since 1975. Volkswagen sold more than 21.5 million Beetles from 1945 to 2003.

The 2021 Tiguan will launch in Europe later this year, however Volkswagen Australia predicts – due to disruptions caused by COVID-19 – that the revised Tiguan won't see Australia until some time next year.



“With factories re-starting from next week, we'd say early Q2 2021 for (arrival of) the updated Tiguan,” a Volkswagen Australia spokesperson said.

The updated Tiguan is set to receive Volkswagen's MIB3 infotainment for the first time. In Volkswagen Passat guise, the system comes in either a 20.3-cm or 23.4-cm touchscreen, featuring over-the-air technology and Apple CarPlay.

A plug-in hybrid powertrain is also slated for release in European markets, however the tech remains unconfirmed for Australia.

The media statement issued by Volkswagen said the updated Tiguan will also include a “redesigned interior and new powertrains”, though what new engines are coming was not specified.

Whether Australia would adopt any new engines – given our poor quality fuel versus Europe – remains unclear.

“It's too soon to discuss [2021 Tiguan] specifications and pricing,” Volkswagen Australia said.

2021 Golf R spied.

The 2021 Volkswagen Mk8 Golf R hot hatch has been spied with barely any camouflage while track testing at the famous Nürburgring circuit in Germany.

Volkswagen Australia has remained tight-lipped about the arrival timing for and power output of the 2021 Golf R; they say that more details will be announced later in the year.

The current-generation VW Golf R has a 2.0-litre turbocharged four-cylinder engine producing 213 kW and 380 Nm. It's possible this powertrain may carry over to the



2021 Golf R, as Volkswagen opted to leave the current Golf GTI's 180 kW and 370 Nm unit unchanged for the new generation GTI in Australia.

In Europe, however, it has been speculated that the 2.0-litre turbo four-cylinder in the new generation VW Golf R could have an output of about 245 kW and 400 Nm.

The photo shows the 2021 VW Golf R has a lowered ride height and large wheels with low-profile tyres, as before.

Large air intakes appear up front with black side skirt extensions, a rear diffuser and three-pillar hatch spoiler – different in design to what has been previously spotted – wrapping up the aero dressing. A quad-tip exhaust system also differentiates the model from its Golf GTI sibling.

The prototype has blue brake callipers fitted – a signature for Volkswagen's R models – behind a very different wheel design than what was seen in February on a prototype completing winter testing.

2021 Tiguan R too.

The 2021 Volkswagen Tiguan R has also been spotted carrying out performance testing on the Nürburgring, with new photos revealing more details of the powered-up version of VW's popular crossover SUV.

Although its camouflage has been reduced, the Tiguan R pictured here retains some coverage on its headlights, exhaust pipes and grille, all expected to borrow cues from the new-generation Golf 8.

Despite these disguised elements, it's clear the Tiguan R will boast a more aggressive front bumper featuring big air intakes, plus a bigger grille and quad exhaust pipes.

As is typical of Volkswagen's R models, the Tiguan R also has big blue brake callipers fitted over larger brake discs.

While not confirmed, it's expected the Tiguan R will



receive the same performance-specified version of Volkswagen's EA888 engine that powers the Golf R, among other Volkswagen Group offerings.

This will likely boast an increased output in line with the next-generation Mk8 Golf R, which a leaked presentation revealed could reach up to 245 kW and 400 Nm in Europe.

It's expected the Tiguan R will also receive Volkswagen's seven-speed dual-clutch automatic transmission and 4Motion all-wheel drive system as standard.

Asked whether the performance crossover is likely to make it Down Under, a spokesperson for Volkswagen Australia said there was certainly an appetite for it in the local market.

"In terms of Australia's appetite, we know our customers love performance vehicles - the Tiguan 162TSI R-Line for example remains one of our most popular models - we would certainly be keen to introduce a high performance Tiguan if it became available to us," the spokesperson said.

In 2019, the Volkswagen Tiguan had a 4.5 per cent share of Australia's medium SUV market, with Volkswagen adding a limited-edition R-Line version of its mid-spec Tiguan 132TSI in April 2019.

Volkswagen Australia's director for customer experience and marketing, Jason Bradshaw, has previously said around 80 per cent of customers purchasing the top-selling, top-spec 162TSI - whether in five-seat or seven-seat Allspace guise - opt for the sportier R-Line package.

Currently, the only VW model available with a performance R version in Australia is the flagship Golf.

A facelifted version of the existing Tiguan is also expected, although Australian timing remains unclear.

2022 Ford-based Amarok.

A first look at the upcoming 2022 Volkswagen Amarok has been revealed, hinting at a meaner design for its second generation.



Developed in partnership with Ford, the new VW Amarok ute will take most of its engineering and architecture from the Ranger project - while Volkswagen takes the lead on vans for both companies.

The Amarok's familiar boxy look appears set to continue with the new model, while the front end takes its

cues from models like the Tiguan and T-Roc SUVs. There is also a Mitsubishi Triton-like 'Dynamic Shield' look to the lower half of the grille.

Little new has been revealed about the Volkswagen and Ford tie-up since its initial announcement in 2019, but Volkswagen's Australian arm has expressed huge interest in the new Amarok - unsurprisingly, as Australia is the Amarok's largest export market and second only to its home market of Argentina.

Volkswagen commercial vehicles boss Ryan Davies said: "It's a good story for us, the fact that we've got a global alliance with Ford on three key products (Amarok, vans and electric platforms), and having key influences from the Australian market in the development of the Amarok and the Ranger success is a really good news story for both customers of Ford and ourselves. We're pretty excited about the prospects there."

Late last year, it was revealed the Amarok would not form part of Volkswagen's massive electrification strategy in the immediate future.

"At the moment this type of car is not planned to electrify," Volkswagen Germany's brand chief Ralf Brandstatter said.

With the new Amarok expected to launch sometime in 2022 or 2023, we should expect to see more leaks, spy photos and details over the coming months.

e-Bulli electric VW bus.

German car-builder eClassics, a Stuttgart-based EV-conversion company and Volkswagen Commercial Vehicles partner, has released its e-Bulli, a conversion package that takes a classic T1 Samba Bus and adds Volkswagen's electric vehicle technology.

The e-Bulli was originally slated for debut at the Techno Classica 2020 trade fair, however due to the event's COVID-19 postponement, Volkswagen has revealed the car online instead.

The show car began life as a 1966 Deluxe Microbus found in California. eClassics added components from Volkswagen's production e-Up! electric car, including a 45 kWh lithium-ion battery pack and electric motor capable of producing 61 kW and 212 Nm.

While the electric motor was designed for VW's small Up! hatch and not a heavy van, these figures still blitz the 32 kW and 102 Nm figures the bus's 1500cc four-cylinder boxer engine produced when it rolled off the production line in 1966. The E-Up!'s one-speed gearbox replaces the Bus's old 4-





speed gearbox, yet this results in an electronically-limited 130 km/h top speed compared to the 105 km/h for the bus in factory-specification.

Fast-charging at 50 kW can revive a flat battery to 80 per cent in 40 minutes. Driving range is claimed at 200 km.

Alongside P, R, N and D modes for the one-speed transmission, drivers can also select 'B' which adjusts how much energy the e-Bulli will regenerate under braking conditions.

Underneath, the e-Bulli's suspension has been modernised with a multi-link architecture in the front and rear, with coil springs and adjustable shock absorbers. Braking, mercifully, has also been improved with vented disc brakes, while the old van's wayward steering box has been replaced with a far more accurate and direct rack-and-pinion steering system.

Larger Porsche 356-style wheels with modern, wider tyres complete the updates to the chassis.

A modern take on the classic style applies to the exterior as well, with eClassics adding LED headlights and daytime running lights. A charge indicator on the rear also reflects the battery's charge state allowing drivers to see charge status without having to enter the vehicle.

A metallic two tone paint coats the body, mixing 'Energetic Orange Metallic' and 'Golden Sand Metallic Matte'.



The two-tone theme extends to the interior as well, with seats trimmed in 'Saint Tropez' and 'Saffrano Orange' with some trim pieces constructed from wood.

Inside, there's a modern gear-shifter, a cool solid wood floor, a new instrument panel and a retro-style modern sound system with hidden speakers. The seats have been retrimmed in leather rather than the original van's hard-wearing vinyl.

Drivers also get a modern reimagining of the T1's cluster with a two-digit display. A retro-inspired radio

features DAB+, Bluetooth and USB connectivity.

According to Volkswagen, the original microbus' construction made the conversion relatively easy, allowing plenty of space beneath to package the battery pack under the floor, while the electric motor lives in the same location as the old van's flat-four.

The eClassics conversion begins at 64,900 Euro (AU\$120,370) for the T1. The company also sells a ready-to-fit parts kit to qualified Volkswagen dealers in Germany. Later model Volkswagen T2 and T3 buses can also be converted by eClassics.

No VW crashes by 2050.

Volkswagen is developing a software-based operating system for new vehicles that it believes could result in no accidents involving its cars by 2050, reports Reuters news agency.

Utilising sensors and processors, the next-generation cars will be able to calculate and pre-empt a potential collision, according to Volkswagen's brand strategy chief, Michael Jost.

While this technology can already be seen in various autonomous driving technologies, what sets the Volkswagen's initiative apart is its software's claimed ability to learn.

"How quickly can data and algorithms improve? Our customers should benefit from deep learning every week, and every day," Mr Jost said.

The operating system is set to launch with the brand's new ID.3 electric model, however the tech is still a work in progress for Volkswagen.

"We are not yet at 100 per cent," Thomas Ulbrich, Volkswagen's board member for responsible electromobility said. "It is normal that there are still technical tasks to be done shortly before market launch."

("I am putting myself to the fullest possible use, which is all I think that any conscious entity can ever hope to do... Let me put it this way, Mr. Amor. The 9000 series is the most reliable computer ever made. No 9000 computer has ever made a mistake or distorted information. We are all, by any practical definition of the words, foolproof and incapable of error... Just what do you think you're doing, Dave?" – HAL 9000 computer, 2001: A Space Odyssey)

While the ID.3 is slated for a European debut later this year, Australia is not expected to see the model until 2023. The larger ID.4 has been confirmed as the first electric local offering from Volkswagen, probably in 2022.





Volkswagen art.

Many years ago, I remember hearing that in the future paint for your car would come in sheets. Instead of spraying the paint, you just stick it on the panels.

It seemed to make sense at the time, but it's taken up until now for the technology to really work.

Computers, sign machines, vinyl and inks have come a long way.

Nowadays, it's very common for work vehicles to be sticker-wrapped – fleet vehicles in corporate colours with corporate logos.

But what about private cars?

As this becomes cheaper and easier, some people are wrapping their family taxis.



People do it for many reasons. Sometimes they want a matt finish, or a chrome look, or maybe a scheme with jelly beans or lady beetles.

If you have a bit of imagination, you could have anything done.

Which brings me to the point of this story.

Ageing new-generation Golf-based Beetles are great candidates for sticker wrapping.

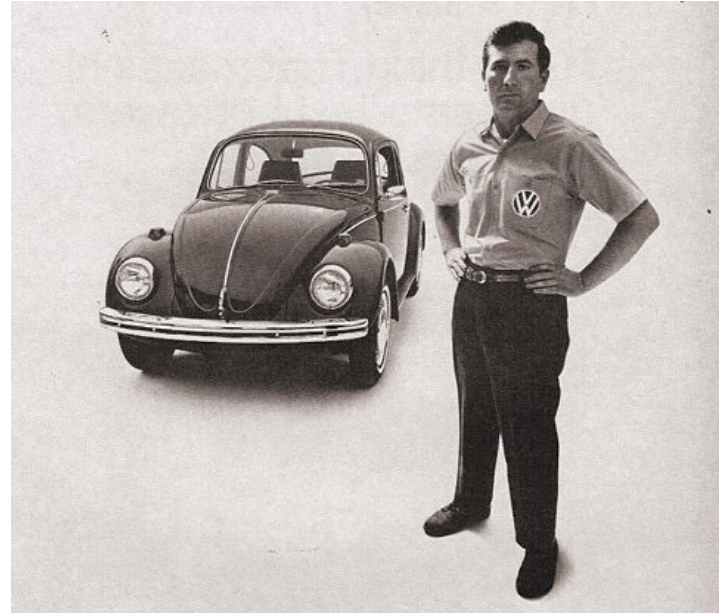
They were first sold here in the early 2000s and are starting to have fading or mismatched paintwork, and even rust. They are starting to lose their relevance on our roads and at car shows.

They are not old enough to go on historic rego, and they are cheap to buy.

One way to make it stand out, and become relevant again – and maybe increase the value – is to come up with a clever graphic design.

Never again will people miss your Volkswagen at the car park or show.

Here are some of my favourite designs.



Many sign writers can do this work for you, but if you don't know one, I can recommend my favourite. www.excitesigns.com.au are based in Penrith. Phone them on (02) 4722-3011

Ashley Day

If this happens to you, remember that you are not alone.

I find it's best to take a break, have a coffee and do the job again – or even sleep on it and do it again some other day.

Don't worry, it's all practice.

I don't think there is any shame in doing a job twice, or even as many times as it takes to do it properly.

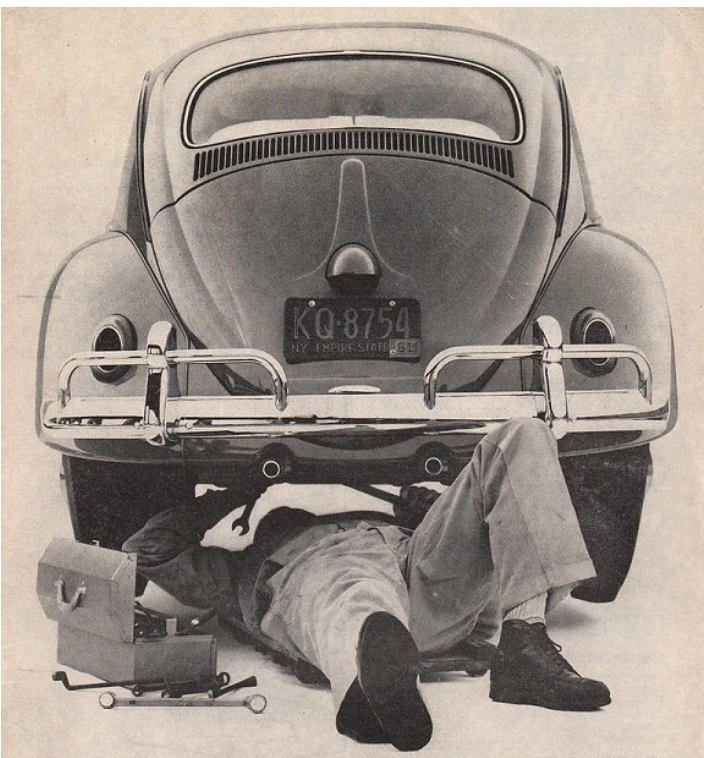
Just remember to factor this in to any job you might be thinking about doing on your car.



I'm lucky it's just a hobby for me and it's no big deal. When you do get it right, eventually, there is a certain amount of satisfaction you will get.

Always keep trying and having fun with your old or new Volkswagen.

Ashley Day





Internet sites while we deal with Covid-19.

As we are all still in lockdown of some sort, I thought I would share some websites that have helped me get my VW 'fix' through this crisis.

There are lots of supplier websites for those looking to 'surf' the internet, but our exchange rate makes a lot of planned purchases very expensive. So I look at their sites and then buy parts locally where I can.

Although I am not a Facebook fan there are lots of VW sites that have for sales. And Youtube has heaps of how to videos, show footage and historical documentaries.

One of the best places to start is our very own club website. You might not have looked in any detail, but there is LOTS of content there. Go to www.clubvw.org.au and you're at the home page. The black bar is the menu line. From the left, after Home, is the button for Club – about us in general and links to other pages; how to contact us, coming events, our monthly meeting info, our committee, our constitution, and especially the Historic Registration info page.

There's a page for the Canberra Chapter, and a page for the VW Nationals. Not much there for this year, sadly, but there's info, reports and photos from previous years, right back to 1988.

The Marktplatz button is the marketplace – where new members join, where you can order club merchandise, and



most importantly the For-Sales page. This usually follows the monthly magazine, but sometimes extra ads and bargains pop up here that miss the magazine. Keep a regular eye on this page!

The Media page is where most of the entertainment is. The Past Events and Members Cars pages don't get updated much (because that info is in the monthly magazine – Ed), but the Zeitschrift page is huge. All club magazines back to 2006 are here for free downloading, as full-colour PDFs. If you're a new member, make sure you check this out and read all the back issues! It will take you weeks to read them all. If you're looking for a particular topic, you can even download an Index PDF, with all articles in alphabetical

order, that will tell you in which issue (and which page!) a particular topic is. Our club is the only VW Club in the world to offer this facility.

For magazines older than 2006 that were not digital, there is a page called Old Articles that has hundreds of the best 1985-2006 articles re-edited and sorted into topic order. You can spend many hours here just reading them all.

The VW Reference button has many useful sub-pages for the VW restorer, all Australian-centric. There's the biggest Australian VW History you will ever see anywhere, and a page that describes the differences between Australian VWs and their German/US/UK cousins. There's tables of VW chassis numbers, a VW VIN decoder, how VW part numbers work, engine codes, paint codes and even Bosch/Beru part numbers. At the bottom there's also unique and detailed information on the 1950s Around Australia Trials, and the Antarctic VWs. We get feedback from all around the world on these.

Other sites

Probably the biggest website is The Samba (www.thesamba.com). It began as a VW forum but there's a lot more there. The amount of stuff for sale and general info is certainly an eye opener. Mostly for US/UK models though so be careful when using it as a reference for Australian-made VWs.

I also subscribe to Chris Vallone in the U.S. who specialises in Beetle restos (www.classicVWbugs.com) There are hundreds of his videos on Youtube showing the how-to on early Beetles.

A well-known source for technical info is Aircooled.net, which is certainly a USA-based on-line VW parts shop but also has a good library of free technical articles. Go to www.aircooled.net/VW-Tech-Articles-Index/4449-2/ and browse away.

My latest find is also a very handy site (www.vw-resource.com/) Rob in South Australia and his US friend have built an amazing library of how to information, with lots of Australian-specific content.

Forums used to be very popular a few years ago. Two of the most popular forums for Australian VW fans are Aussie Veedubbers (<https://forums.aussieveedubbers.com/>) for air-cooled and VWWatercooled (www.vwwatercooled.com.au/forums/index.php) for modern VWs. Neither are as busy

now as say 10-15 years ago, but with the lockdown they've woken back up quite a bit. You can search topics and read old threads, and there's always someone who can help you.

Parts

Even if you're not buying parts, it's often fun just to browse. Here are some of the interesting VW parts websites I've had a look at; they are usually overseas-based as their market size is so much bigger than here. Just be careful ordering parts for Australian 1965-67 Beetles – UK/US parts are different. You need to order for UK/US 1963-64 models.

Jusk Kampers is a UK VW parts company, mostly for Kombis but they also do Beetle parts. They have set up an Australian portal for local ordering – from a warehouse in Regents Park! Their on-line catalog at

www.justkampers.com.au/ is extensive and they ship locally.

Another UK VW parts company that has an Australian portal is VW Heritage – although they are now called 'Heritage Parts Company' with a non-VW logo – they must have received a legal letter from Volkswagen! Anyway they also have a good online catalog for Beetles, Kombis, Karmann Ghias and Mk1 Golfs at www.heritagepartscentre.com/au/



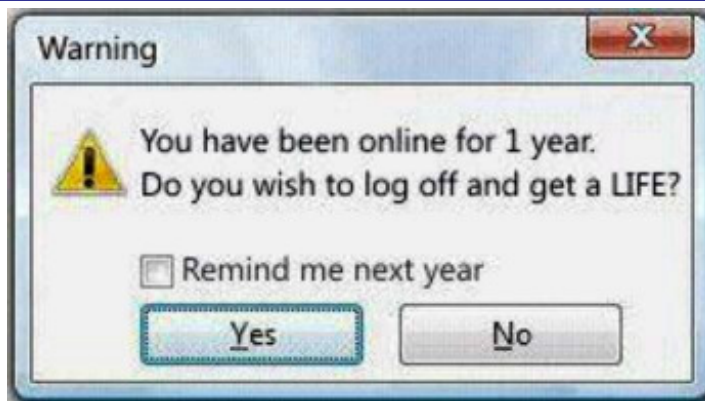
In fact the Volkswagen AG company in Germany has realised the market potential of classic VW parts and has now set up their own operation. Have a look at www.volkswagen-classic-parts.de/en/

For even older vintage VW parts that you won't find anywhere else, the Dutch VW parts company Kieft and Klok is world famous. Go to www.kieftenklok.nl/UK/lobby/ and enjoy the vintage experience.

For RHD modern VWs, you might have trouble finding parts in Australia as specific VW wreckers don't exist – they are 'Euro' wreckers that do other makes as well. The UK market is much larger and has a number of specialist VW wreckers. Here is an interesting one I found that might help if you need a used or reconditioned part for a Golf, Polo or Passat (www.stevensvwspares.com/)

For new VW parts, Australian VW dealers might not have the specialist VW part or accessory you want for your modern VW, especially if it's a few years old. Try this UK-based VW parts supplier, based in a very large UK dealership (www.vwmotorparts.com/)

There are more VW parts suppliers in the USA, mostly for air-cooled, and some of them have been around for many years. Others come and go – who remembers Johnny's Speed and Chrome? Anyway, here are some of the current American



VW specialist websites I've browsed.

For VW rubbers, lenses and plastics you can't go past West Coast Metric. Many local VW shops sell WCM stock, and can usually supply the most popular items with a phone call. But it's fun to look at the original site and browse some of the more obscure items. The West Coast Metric website is www.westcoastmetric.com/

Likewise, many local shops import general stock and hot-rod VW parts from California Import Parts – known as CIP1. They have a huge online store at www2.cip1.com/ but I don't know about their shipping situation to Australia.

A similar US VW parts company with a big inventory is Mid America Motor Works. Have a look at their online store at www.mamotorworks.com/vw

Another similar one is Wolfsburg West. Several of the Australian VW suppliers, like VVDS and Micks Motors, are agents of Wolfsburg West and sell their parts locally. The US website is www.wolfsburgwest.com/

For most general VW parts, but VW Kombis in particular, the largest 'VW Bus' parts supplier in the world is the Bus Depot based in Pennsylvania. If they haven't got it, you probably can't get it anywhere. www.busdepot.com/

No doubt club members can share information about other websites dedicated to vintage and modern VWs. If you know some other good ones I've missed, please let us know.

Between these and all the parts suppliers our VW story can continue to grow.

Stay safe,

Carl Moll

LIFE BEFORE THE COMPUTER

- * Memory was something that you lost with age
- * An application was for employment
- * A program was a TV show
- * A cursor used profanity
- * A keyboard was a piano
- * A web was a spider's home
- * A virus was the flu
- * A CD was a bank account
- * A hard drive was a long trip on the road
- * A mouse pad was where a mouse lived
- * And if you had a 3 1/2 inch floppy
....you just hoped nobody found out



LoveThisPic.com



much more open to such a plan, not the least bit because of the publicity attached. There was just a couple of little issues though. The LMP3 financier wasn't interested in competing at Spa, and the race was just two months away. But you don't race successfully for forty years without making some friends in the industry, and Michel Deman, a Brussels-based purveyor of fine cars, stepped up to help bring the project to fruition.

The 24 Hours of Spa is the lodestone for the world's top GT racing teams, but a 911 in GT3 spec (not the model, 911 GT3, but a 911 built to compete under GT3 regulations) was still a little over budget, by about 150,000 Euro, so the base car they chose instead was a Manthey-Racing GT Cup MR. No match for a full GT3-spec car, of course, but developed

for the very popular VLN series at the Nürburgring, it was a good compromise.

Bought second-hand but with only a handful of kilometres on the clock, at 300,000 Euro it was a full 150,000 Euro less than the GT3-spec - a real bargain, relatively speaking. Mechanically ready to race, it was only the body that needed work, but trying to find someone that could make a Herbie out of a modern 911 won't bring up too many results on Google... Which is where Pascal's skill at bringing people to the table to do things they never imagined doing before came to the fore.

Olivier Defêche's day job at the time was designing bodywork for Toyota's LMP1 cars. He had seen the Herbie LMP3 rendering that started this project, but knew that the concept could be taken much further on a 911 shape than on a prototype LMP car. And so when Pascal asked him to do just that, he couldn't refuse the chance to challenge himself to see what could be possible in race car design. "A Beetle, even after all these years, and Porsche's evolutions, still share some common lines. But it was actually much more of a challenge than any LMP1 project," he said with a shrug.

With a combination of pen and paper, a top-class CAD program, and a serious lack of sleep, he worked out the design to make the Herbie GT a reality. The job was made a little easier thanks to the photogrammetry process he was developing, which takes highly detailed scans that are then transferred directly to the CAD program. Even so, it still took over a month of near constant work to get the design right.

Using the same mounting points as the Manthey-Racing

'Herbie' Porsche.

If you watched last year's 24 Hours of Spa, you likely remember Kévin Estre's amazing performance, driving the Gulf-liveried GPX Racing Porsche RSR to a deserved victory in a seriously hard, weather-changing race. But where did the next Porsche finish? History has a habit of recalling only the winners... unless, of course, you do something very special. Dressing up a Manthey-Racing 911 race car to look like a classic Beetle certainly qualifies, and as project manager Pascal Witmeur told me, it wasn't just a daft idea for a laugh - there is a real story behind this lovely mash-up of race car and Love Bug.

It seems Pascal has a history of taking the more fun route in racing, and it should be no surprise that he is also one of the founders of the wonderfully popular VW Fun Cup, wherein tube-framed Beetle-bodied racers are run by weekend privateers. In other words, Pascal is no stranger to turning unusual ideas into reality. Added to that, he is also a very competent driver himself, and over a 40-year career he raced in F2, F3, and entered Le Mans eight times, including in Group C machinery.

He's more well-known at his local circuit-Spa-Francorchamps-however, where he has competed in the 24-hour race a grand total of 28 times, mostly in BMWs. With a best finish of 2nd in 1999, his favorite memory is with the Peugeot 806, which is the first time he experienced people really cheering for the car... an experience he would get to relive in this Herbie project. So, far from being just the crazy idea it might seem from an initial impression, Pascal knew exactly what he was doing in the case of this unique Porsche.

The first plan wasn't the GT race at Spa in a 911 though, it was actually a lot more ambitious. To celebrate the half century since the first Herbie film 'The Love Bug' came out, someone approached Pascal with the idea of racing an LMP3 car with a Beetle-style bonnet on the front at Le Mans. The members of the Automobile Club de l'Ouest (A.C.O), the race's organizing body, aren't known for their sense of humour however, and they rejected it with the gruff rebuttal about not being in show business. And so it never got further than the amazing rendering... Until Eric van de Poele, an old friend of Pascal's and the winningest driver at the 24 Hours of Spa, mentioned the idea to Stéphane Ratel.

Ratel, a GT racing legend and Spa 24 organizer, was



MR, the bodykit was another important design brief but also the incredibly short time scale from crazy idea to crazy race car became a bit of an issue, such that not everything Olivier wanted to have on the car made it to the final version. Redesigning the front headlights to be more rounded is one part that will be changed for the future, but for the car's inaugural race last year, he simply used some vinyl sheets to make the lights look less elongated (similar to how people sometimes recover the 996 headlights to look like the 997's). The same was done with black above the doors, in order to lend the side profile the appearance of higher, Beetle-like doors.

For the moulds, he knew a company called Design Stone who had a CNC machine taller than a basketball hoop, which is normally used to cut blocks of stone for the Belgium Heritage Trust to restore castles. Carat Duchatelet, who usually make limousines and armoured cars, provided the tooling and made the whole carbon fibre kit, and also put the finishing touches to the mounted panels... Far from just a few friends cobbling some fiberglass panels together, the work was completed at a cost of some 200,000 Euro.

And by the time the car was ready for the first shakedown, she also had a name. "In the US/UK, Herbie is a boy," Pascal explains. "Remember he fell in love with a sexy Lancia in the Monte Carlo movie? But in France and Italy, she's a girl, so we called her Juliet." Pascal, well aware of the interest the car was going to generate, wanted to do all he could for maximum exposure and getting well-known drivers on the team would have been a big help with that. To give the car its first run he called up his godson, a certain Maxime Martin. Aston Martin gave him special dispensation for driving out of his WEC contract, but a slight issue with a tyre rubbing curtailed the test run. But that was nothing compared to the problem that was about to occur...

For the race, Pascal also wanted an interesting team behind the wheel. He had a contact with Josh Hill, 1996 Formula 1 world champion Damon Hill's son, who was interested in racing something unusual and also invited his friend Freddie Hunt, James Hunt's son. Taking this to its logical conclusion, Pascal decided that having four sons of F1 champions driving would give the project an even higher profile, and so Mathias Lauda and Marco Andretti agreed to join the roster as well.

But Hill, the first on board the project, was unfortunately the first out of it, when he fell ill just a couple



of days before the race. With Hill not able to be part of the team, Hunt decided that he wasn't interested in driving without his friend, and so with qualifying about to start, Pascal was faced with a bit of a conundrum.

The day was saved by the project financier Michel Deman's son Loic, who despite not racing for a couple of years, definitely knows what he's doing behind the wheel. The Porsche-Beetle Juliet was a little different than his usual Tyrrell, which he races with much success in the Historic Formula 1 championship, but if you can manage to race a 1970s F1 car around the streets of Monaco, I'd imagine a GT car to be a step down in terms of challenge. Another old friend, former teammate and fellow Spa stalwart Marc Duez got coaxed out of retirement, despite, as Pascal explains, him protesting that he was too fat and old.

Another high-profile driver to say yes at just a couple of days' notice was Frisian driver Angélique Detavernier, who had recently taken a podium in the GT4 European Championship. And filling out the rest of the last-minute lineup was another friend of Pascal's, Stéphane Lémeret, who despite being firstly a journalist, is also a very competent driver.

And so the biggest and most prestigious GT race in the world had an extra entrant that brought a whole new dimension to the event, a quarter of a century after Pascal had raced the Peugeot 806 MPV. A massive grid of 73 cars was entered, and being 40 kW less powerful and 200 kg heavier than a full-blooded GT3 car, Juliet was expected to be following the tail of the field around. But put a competent driver behind the wheel of a Manthey-Racing-prepared Porsche, and with a racer's instinct he (or she, in Angelique's case) will try their best to turn fast laps.

Although a full 6 seconds off the pole time, Deman qualified Juliet in 69th, which as Pascal proudly points out, wasn't last place. He does admit that this is more of an indication of how good a driver Deman is than the capability of the car though. But despite the added weight of the bodykit, and its obviously unorthodox shape, Juliet is somehow faster down the straights than a standard 911 MR. "I can't explain that," Pascal says. "Some strange interaction of the body panels making good aero... Or maybe it is the spirit of Herbie helping."

For the first few hours of the race, Deman had a real battle with the tail end of the field, and made some good



overtakes, much to the apparent chagrin of those he passed, but the car really came into its own when the rain began to fall. With the lack of power less evident and with the Manthey-Racing-developed ABS doing its job in the wet, Deman was able to properly race. "When we passed other cars, the drivers weren't so happy as of course they looked a bit stupid," Pascal said unapologetically.

On the other hand, Duez drove an evening stint and came away from the experience a bit surprised by just how much the people who weren't being passed by it loved the car. "There were people, adults and journalists, actually talking to the car," he smiles, bemused. "I never saw that before!"



Juliet was more of a visual exercise than a true race for position, so on a treacherously wet track with the top works and semi-professional teams taking every lap as a sprint race, it was pointless to get mixed up in such ferocious battles, and so she was wheeled into the pits. This caused some concern from a lot of spectators, so Pascal explained that Juliet didn't like the noise of the big V8 Bentleys when they came up behind her. She also almost got her nose chopped off by a Ferrari, so she was going to sulk in her room for a few hours... "And at night when we put her away, some reporters came to ask what was wrong, so I told them that Juliet is afraid of the dark."

Due to the severity of the weather, the race was paused for most of the night, but when the cars were led out again the next morning, Juliet was greeted with cheers from all around the circuit. "It was incredible," Pascal says. "I knew it would be a fun thing to do, but I never imagined the reaction she would get!" We hope to see more of her whenever life and motorsport get back on schedule.

Robb Pritchard,
Petrolicious.com (thanks to Steve Carter)

Love Bug trivia.

Shifting for himself against all odds, that scrappy little white VW 'Herbie' first sped into view 50 years ago when *The Love Bug* was released in the USA on March 13, 1969 (and in Australia in December 1969). This high-octane comedy hit about a Volkswagen Beetle with a mind – and heart – of its own is one of Disney's most popular hits. Through the magic of Disney special effects, the lovable car skips across a lake, rides in a mineshaft elevator, and careens



over every kind of terrain. The soft-hearted four-cylinder gives his all to help down-on-his-luck race driver Jim Douglas (played by Disney Legend Dean Jones), ably assisted by feisty mechanic and love interest Carole (Michele Lee) and offbeat sculptor and spiritualist Tennessee (Buddy Hackett), much to the consternation of villainous upscale auto dealer Peter Thorndyke (David Tomlinson). To celebrate 50 years of laughs and thrills with Herbie, here are eight freewheeling facts about *The Love Bug*.

1. The Love Bug Started its Engines with Walt

Herbie's road to stardom started in the early 1960s when Walt Disney bought the rights to a screen treatment written by Gordon Buford entitled *Boy-Girl-Car*. (The screenplay was never published as a book, which is why you can't find *Buy-Girl-Car* anywhere today). Walt felt that the main concept – an automobile with a mind of its own – would make a delightful fantasy-comedy in the tradition of such hits as *The Absent-Minded Professor* (1961). "I had given Walt a script about the first sports car that had ever come to the United States," recalled Jones, "and Walt said 'I've got something better for you—*Boy-Girl-Car*,' which became *The Love Bug*." After Walt's passing at 65 from lung cancer and heart disease in 1966, his winning team of producer/writer Bill Walsh, director Robert Stevenson, and writer Don DaGradi (who had all worked together on *Mary Poppins*), drove on, shifting *The Love Bug* into high-gear production in 1967, when second-unit filming began..



2. A Volkswagen was Cast for Star Power, Not Horsepower

Gordon Buford's screenplay didn't specify what sort of car the starring role was – it was just an anonymous American car. So to fill the all-important title role, Bill Walsh set up an auto audition by parking several medium and small

automobiles, of different makes and models, near the Studio commissary. "As the employees passed by on their way to lunch," Bill recalled, "they looked at the row of little cars; kicked the tyres, and turned the steering wheels. We noticed that everybody who went by patted the Volkswagen. They didn't pat the other cars, which was indicative. The VW had a personality of its own that reached out and embraced people. Thus, we found our star." The new car-star would be a US-market L-87 'pearl white' 1963 sunroof-model 1200 Volkswagen, with California plates OFP-857.



3. Herbie was a New Disney Star in the Classic Tradition of Mickey Mouse

Walt always enjoyed portraying animation-like effects in live-action films, and *The Love Bug* abounds with laugh-inducing cartoon-like impossibilities, thanks in large part to an animation veteran, co-writer Don DaGradi. But beyond the visual gags, DaGradi and Walsh established Herbie as an endearing personality. "You're 'with' the underdog," explained Walsh, identifying Herbie as such, adding as an example "little, defenseless Mickey Mouse [who] tweaks the cat's nose and gets away with it. Take Herbie: He's a bug – even his makers call him that. He's underweight, gawky, clumsy, but so jaunty as he braves the vicious [California] freeways. Heck, a VW is a born Disney character!" Baseball fan Walsh selected 53 as Herbie's racing number because it was Los Angeles Dodgers pitcher Don Drysdale's number. As for the car's name, Walsh named the car after seeing Hackett's Vegas act featuring a joke about a ski instructor named Herbie. Buddy Hackett's character in the film, incidentally, tells a slightly different story as to where the name comes from – his uncle Herb had been a boxer and the shape of the VW reminded him of his uncle Herb's nose!

4. Herbie Got Up to Speed with EMPI Power

To best portray Herbie's astounding ability to out-distance the big race cars, he needed some performance modifications. Disney contracted the building of the cars to Joe Vitton's Economotors Volkswagen dealership in Riverside, California, and their side business, Engineered Motor Products Incorporated (EMPI). EMPI was a pioneer in Volkswagen performance parts and modifications, and was at that time the largest VW aftermarket parts supplier in the world. EMPI is probably most famous for the Inch Pincher, a 1956 VW owned by Joe Vitton's son Darryl that could run 11s in the 1/4 mile, thanks to development work by the

Vittones and Dean Lowry. It is no wonder, then, that the job of making a convincing race car out of a VW Beetle was given to EMPI.

For some sequences, VWs were fitted with larger and more powerful 1500 bus engines, sometimes with Type 3 twin-port heads and twin carbs. The hero car, now called Herbie No.2, was even more special and something of a Frankenstein-esque creation. To save on the costs of building the cars, EMPI pieced them together from junkyard wrecks. H2's body consists of the rear two-thirds of a 1960 sunroof Beetle, and the front clip and chassis of a 1963 Beetle. Thanks to a sympathetic restoration, the welds joining the two cars are still in evidence today on the A-pillar and on the door sills.

But the pieced-together body is only the beginning. Though EMPI could clearly do wonders with a VW flat-four, the VW engine's performance potential at the time was still somewhat limited and became costly at the high end. So, to simplify the matter, a 1600cc Porsche Super 90 engine from a 356 was substituted. Though still not a powerhouse by today's standards, the Porsche engine was powerful enough to do the trick. It could do 90 mph in third gear and 115 in top. Herbie No.2 was further enhanced with Porsche brakes, Koni shocks, and wide-base wheels with Indianapolis 500-type race tyres. Actor Dean Jones reported taking co-star Buddy Hackett for a white-knuckle ride around Riverside - a Beetle can be a bit scary at 100-plus mph.



In all, 21 VW Beetles were used, each tricked out to perform different onscreen special effects. For the breathtaking race sequences, renowned Disney second unit director Arthur J. Vitarelli headed a 127-man crew filming racing sequences at such actual tracks as Riverside Grand Prix Raceway and Monterey Raceway. The second unit filming was completed first, in autumn 1967 with principal photography following in 1968. Forty expert drivers were gathered by acclaimed stunt driver Carey Loftin, who oversaw the racing scenes. Celebrated racing promoter and STP boss Andy Granatelli, and race drivers Max Balchowsky, Bob Bondurant, and Joe Playan all took part in the film. Balchowsky was famed for his "Old Yeller" Buicks of the 1950s. Art Vitarelli mounted two Mitchell cameras on "Old Yeller" No. 5 so as to capture the racing action at 150 mph.

5. Herbie has (almost) no Volkswagen Logos

To avoid trademark infringements, the Disney Studios removed all the Volkswagen logos from the film cars, and it was always just called 'the little car.' The front-bonnet VW logo was replaced with a plain disc of the same diameter, painted to match the body. When stock-size wheels were

fitted, the hubcaps were VW-style domed caps with no logo. However, shap-eyed viewers can still spot VW logos. You can see Herbie's ignition key in a couple of scenes, which is cast with a big VW logo. Also, in the freeway scene, you can see VW logos on Herbie's foot pedals.

For the sequel, *Herbie Rides Again*, Volkswagen of America was keen to be involved and helped with sponsorship and promotion. The VW logos were back in their normal places, and the Volkswagen name was also mentioned once, by Stephanie Powers' character Nicole.



6. Herbie's Filming Was Done at Many Real Places

While all the *Love Bug's* interior scenes were done at Disney's famous Burbank studios in specially built movie sets, there were still many scenes filmed at real locations. Many of the street scenes were shot on location in San Francisco, where the film is set. Most notably, Herbie flies down the famous Lombard Street, the 'crookedest street in the world,' with eight hairpin turns in one block. The track racing scenes were done mostly at California's Riverside Raceway. The lake-jump scene was done at the Disney Golden Oak Ranch at Newhall, north of Los Angeles, and the freeway scenes were also shot in Los Angeles. The El Dorado race was mostly shot in the Sierra Nevada mountains and Yosemite valley in California. Chinese Camp is a real place, located just west of Yosemite National Park. Virginia City, the overnight stop where Herbie is late to arrive after losing his wheels, is also a real place, an historic silver mining town just over the border in Nevada.

7. Herbie was Given a Grand Prix of a Grand Premiere

Once production reached the finish line, *The Love Bug* opened at Radio City Music Hall in New York on March 13, 1969. Even though it had already been released, the new film was welcomed into the winner's circle with a gala Hollywood



premiere on March 26, at the legendary Grauman's Chinese Theatre. All 1,500 guests – including such Disney favourites as Sebastian Cabot and Kurt Russell, as well as *Love Bug* stars Jones, Lee, Hackett, and Benson Fong – were invited to wear 'California mod' outfits. Dean Jones also played a hippie in one scene in the movie. Following the screening, the star-studded audience was led to 'The Bug House' (a nearby underground garage) for an 'underground' party with wild psychedelic décor.

Film distribution took longer in the pre-digital age, and *The Love Bug* opened in Australia on 18 December 1969, in time for the Christmas school holidays. In Sydney *The Love Bug* opened at the MGM-owned St James Theatre in Elizabeth St, next to David Jones. It also opened at the MGM-owned 'Metro' twin Drive-In at Chullora. On opening night at Chullora a VW club promotion filled the south field of the drive-in with 400 Volkswagens.



Audiences raced to catch *The Love Bug*, making Herbie's star vehicle the second most successful Disney film (after *Mary Poppins* in 1964) produced up to that time, a record it held for years, until equalled by *Tron* in 1982, and not surpassed until *Honey I Shrunk The Kids* in 1989. Still, the film zoomed to the top of the box-office charts. For films released in 1968 it finished third on the list behind *Funny Girl* and *2001: A Space Odyssey*, and in 1969 was surpassed only by *Butch Cassidy and the Sundance Kid*, and *Midnight Cowboy*.

So 'in' was the film with everyone, Herbie rode on to an enduring career in four additional feature films, a television mini-series, and a made-for-TV movie. It's no wonder the lovable bug is a Disney superstar, for as Dean Jones explained, "Herbie had all the qualities of a great hero. He was sympathetic, he was loyal. He had tenacity. He had heart. Herbie was a car for all seasons, for all peoples."

8. Many of the Film Herbies Still Exist

Several hundred Volkswagens were used over the film series; some of them were reused in the next film; some were pieced together from wrecks and many were written off during filming. One was even thrown off a ship and never recovered. Others were sold off after filming, repainted and used in other films, or used as normal VWs. There are several enthusiast websites that document the surviving Disney cars; the best of them is www.lovebugfans.net/disnycars.htm which records that six Herbies from the original *Love Bug* movie still exist, several of which were used again in *Herbie*



Rides Again. The prime car, the Porsche-engined Herbie No.2, still exists. It was found and lovingly restored by Greg Carr, and is now owned by Terry's Beetle Service in the UK.



Overall some sixty or so genuine Disney Herbies from the film series, TV show and TV movie are known to exist and documented on the web link above. The Herbie in the Wolfsburg Museum is one of the best original unrestored Disney cars, but it's not from The Love Bug. It's an incorrect

1966 model with big windows and fake sunroof, and is from Herbie Rides Again (it's the 'burnout' car.)



Club member Alex owns a genuine Disney Herbie, one that was used in Monte Carlo but specifically built for the bullfight scene in Herbie Goes Bananas. It was restored by Dan Miller in the USA to its Monte Carlo appearance and has a number of Herbie trick mechanicals. Alex also owns one of the 'go-kart' Herbies used in the nightmare scene in Herbie Rides Again.

The first Southern Cross Rally - 1966.

Various period Sydney newspapers

Sunday 2 October 1966

Australia this year celebrates 21st birthday of the motor sport of rallying with an event designed to bring it of age here and put it on a truly international footing.

This 'birthday' rally is not only the richest motor sport event in Australia this year - but also the world's richest.

Its organisers, the Australian Sporting Car Club, claim it will put Australia on a par with Europe and Africa.

The rally is the first Rothmans International Southern Cross which, from October 5 to 9, will be run over 2,500 miles (4,000 km) of mainly unsealed mountain road from Sydney to Melbourne and back to Sydney.

The event will test Australia's best drivers against the tops from overseas. And the best from Europe in particular, where rallies have become the major spectator sport.

It will also be the first opportunity for Australia to tell how far the skills of rally driving have developed since the origin of the sport here in 1905.

The man behind Australia's first rally was Harry James, who organised the first Australian motor sport event.

This was on January 31 1904, when he and his club, the Automobile Club of Victoria, gave a 'motor demonstration' to Melbourne politicians and city councillors.

The cars 'demonstrated' along 18 miles (29 km) of unmade roads leading to the Aspendale horse racing track, then two of them raced around the track.

Rickety bridges

The following year James organised the nation's first rally or reliability trial. It was run from Sydney to Melbourne over a faint track through atrocious, undeveloped country.

Twenty-three cars started, running in five daily stages with penalties for damage.

The cars swayed across rickety bridges, the crews dug away creek banks for better footings, laid mesh to get across fine sand, and mended puncture after weary puncture.

But 17 cars made it to Melbourne, to be greeted by an enormous crowd. There was no winner as the organisers then sent the field to Ballarat and back, where the final victor was Harley Tarrant driving a Scottish Argyle.

Southern Cross Rally

Two of the world's top saloon drivers are in Australia at present to compete in this country's biggest-ever week of motor sport.

The drivers are the European rally champion, Rauno Aaltonen of Finland, and Paddy Hopkirk from Ireland.

They are members of the BMC (UK) works team which has scored an unprecedented number of successes in international events this year.

They will drive in the Gallaher 500-mile race today, and the Rothmans International Southern Cross Rally from October 5 to 9.

In both these events they will drive Morris Cooper S models, entered by BMC (Australia) Pty. Ltd. They arrived at



Sydney airport last Saturday.

The Gallaher 500 is Australia's foremost race for production saloon cars and will take place on the 3.8-mile Mount Panorama circuit at Bathurst.

Aaltonen and Hopkirk will join some of Australia's top competition drivers in a three-car team.

Crews of the BMC-entered Minis are Paddy Hopkirk-Brian Foley, Rauno Aaltonen-Bob Holden, and John French-Steve Harvey. (Rauno Aaltonen and Bob Holden won the 1966 Bathurst event- Ed.)

On Wednesday, three days after the Bathurst race, the pair will start from Sydney in the 2,500-mile Rothmans International Southern Cross Rally.

The event will travel through the Blue Mountains to Wagga Wagga and Melbourne and return to Sydney via Canberra.

The two visitors are considered to be among the greatest rally drivers of all time. Hopkirk has won the renowned Monte Carlo Rally and Aaltonen is the current European Rally Champion, top honour in the rally field.

Two members of the BMC (Australia) Works Trials



B.M.C. works drivers Paddy Hopkirk (left) and Rauno Aaltonen . . . here for Australia's biggest ever motor sport week.

Team also will take part.

They are Evan Green and Bob Holden, who currently hold first and third places in the New South Wales Trials Championship.

Monday 3 October 1966

Seventy-one of Australia's top drivers will compete for \$18,000 prize-money in the Southern Cross car rally starting on Wednesday.

The rally - over a secret route from Sydney to Melbourne and back - will cover 2,500 miles and take four days.

It is sponsored by a tobacco company, Rothmans, and will be run by the Australian Sporting Car Club.

The rally will not be just another car trial. Australia's international reputation as a responsible motoring country may rest upon the conduct of this event.

Unfortunate overseas publicity after the 1965 BP rally - a peculiarly Australian event which every local enthusiast would dearly like to win - made some international experts believe Australian rallies were "long distance treasure hunts."

Status

The Southern Cross Rally should prove to experts such as European rally champion Rauno Aaltonen and BMC's Monte Carlo-winning Paddy Hopkirk that Australia can stage an event of world status.

The organisers plan to make this rally the best they have ever run. More overseas drivers are expected to take part next year.

Part of the attraction will be the outstanding prize money. This year's \$18,000 is an Australian, and perhaps world record, amount for a five-day rally.

The other attraction is the immense challenge of the alpine country of N.S.W. and Victoria for driver and car.

With the Australian Sporting Car Club seeking to have next year's rally included on the international calendar as a championship event this rally will have to be one of the fairest and competitive events ever run.

The competitors are in for four nights of intensive driving. Rally director Bob Selby-Wood will have selected the hardest roads he could find in the two States.

The rally starts at Roselands at 6 p.m.

The cars will go through Bell, Cowra and Jugiong and should arrive in Wagga about 8.30 a.m.

Cars will be impounded in the showground until that night, when they twist across the country for some 280 miles to Albury. Then, after another 285 miles, they should start arriving in Melbourne on Friday morning about 11 a.m.

That night, the route goes through Sale, Buchan and Cooma to eventually reach Canberra about 9 a.m. for another day's rest.

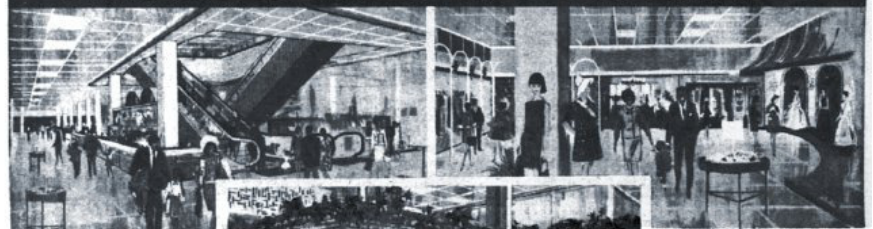
The final night is expected to be the hardest 500 miles any of the crews have ever experienced, as they cover nearly every tortuous mountain road south of Sydney. The rally will end back in Sydney about 10 a.m.

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Testing

Experts consider that any crew and car that finishes in a major place will be an outstanding combination.

Night driving is selected because this causes least interference with countrymen and their stock and the twisting dirt roads at night will truly test car and driver.

The exact route is secret until the rally starts, so cars cannot practice as in the European rallies.

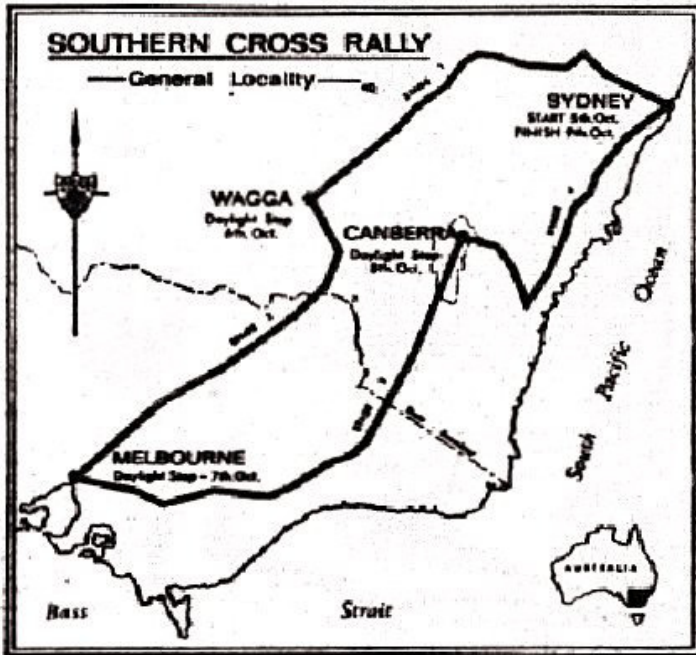
Detailed instructions will be issued at the start, and these will combine with the NRMA maps used by the navigators to allow the cars to cover the course without confusion.

Basically, a rally involves going from one point to another on specified roads in a nominated time.

To make sure this is done, route checks are used and control points record the times.

Quite simple - except for the 150 officials who will spend hours on these points. And except for the thousand-and-one emergencies which could stop a car from reaching each point.

It is lonely on a rally. With a two-minute interval between cars, the accent is upon clockwork reliability and there is little passing of other cars as there is on a racetrack.



Challenge

There is a challenge to beat the slippery, muddy roads, avoid the trees as a sudden bend looms out of the night and bring the car safely through the rugged creek crossings and down the treacherous slopes.

No one knows what is around the next corner and this is the challenge - be fast, be reliable, but above all - be safe.

The winner will be the crew to cover the course with the least loss of points.

Points will be lost for each minute late, missing passage controls, coming into controls from wrong directions and for working on vehicles except when permitted.

There will be a one-hour service period in Melbourne for greasing and oil changes. Otherwise all mechanical repairs will have to be done in competitors' own running time with subsequent loss of points.

The outright winner will earn \$2,000 plus the \$600 class prize and another \$300 if his team wins.

If the crew is under 21 there is another \$250.

The best women crew will collect \$400, so drivers Wendy Taylor (Imp) and Carol Shaw (Mini) will have an added incentive.

The prize money will be shared among eight classes. Four will be standard production vehicles in under 1,000cc, under 1,300cc, under 2,000cc and over 2,000cc.

Equivalent capacity classes cater for modified vehicles.

Entrants

Class A Standard Cars Under 1,000cc appears to be a battle between the Purnell Motors' Cooper or SAAB Industries' lone entry. Bob Gudgeon's Honda Fastback and the Gipps' Imp are the opposition, with two excellent women drivers, Carol Shaw (Mini) and Wendy Taylor (Imp), also capable of finishing in a place.

Class B Standard Cars Under 1,300cc has 11 starters. Four are Mini S models, driven by Aleck Millea, Peter Walz, John Murphy and Barry Arentz. There are four Renaults - the Laing-Peach 'Ten', Chappell's 'Eight', plus Gerry Crown's Gordini and the Milh Board Gordini (driver Bill Nolan). Hill-climb expert Dick Shoebridge is taking a Viva, Ken Gregory a VW 1200 and Alec Hayward an MG 'Y'. Walz is a

Newcastle rally expert, while Arentz was the best novice in the 1964 Ampol trial, so experts like Crown will have strong opposition.

Class C Standard Cars Under 2,000cc also has 11 starters. Ford works driver Frank Kilfoyle is taking a Cortina GT. Other Cortina drivers are Ian Vaughan, Rob Young and Richard Harris. Of the two Peugeots driven by Hurley and Russell, the latter has a fuel-injected model, which is more competitive. 'Gelignite' Jack Murray will drive his Skyline GT, with the only other Japanese car being Ron Waites' Corona. Tom Kelly has a VW 1600 TL fastback model. The two more expensive cars in the class are Clyde Hodgins' Citroen ID 19 and Stan McGlashan's Volvo coupe P1800.

Class D Standard Cars Over 2,000cc should be a Holden benefit. Current models will be driven by Tony Roberts (1966 BP rally winner), Bob Watson, Lionel Williams, Mike Stubber and John Garard. 'Milko' Jack Murray is taking an automatic EH model and Ian Strachau a FB. The lone outsider is Bill Parker's Jaguar XK 140.

Class E Modified Under 1,000cc should be a runaway win for racing driver Arthur Treloar in his Mitsubishi Colt. Bill Burns' Fiat 950 should provide the stiffest opposition, with Minis driven by Nicholson and Crawford unknown quantities at this stage.

Class F Modified Under 1300cc will be a BMC-Renault battle. BMC works drivers Evan Green and Bob Holden have 1275 models to try to best the Automotive Services teams of Bruce Collier and Bob Drane. Hong Kong entrant Tom Lancey also has a Cooper S, whilst Vaughan and Lane have Gosford driver Brian Hilton taking a Morris 1100 with a 1275 S motor.

Class G Modified Under 2000cc is the highly competitive class from which the winner is expected to come. The cars expected to do well are Alec Mildren's Alfa Romeo (driver Doug Chivas) and the Volvos of Max Winkless, John Keran and Jack Forrest. BMC have their international Mini 'S' drivers Paddy Hopkirk and Rauno Aaltonen in this class, backed up by Doug Stewart (co-winner of the 1957 Ampol with Jack Witter in a VW) in a Morris 1100 with a 1310cc motor. Volkswagens have entered this class with big-motored Beetles driven by aces Barry Ferguson, John Schwartz and George Reynolds. They also have a modified Fastback with Ray Christie driving. Harry Firth spearheads the Ford entry with his Cortina GT. Other Cortina drivers are Bill Pabian, Bruce Hodgson, Paul Walters and Geoff Keam, whilst Lionel Bourke has a Cortina-engined Anglia. As well, 'Round Australia veterans Carl Kennedy (Skyline 1500) and Ken Tubman (Hillman Gazelle) have the experience to feature in the results.

Class H Modified Over 2000cc has just five entries, of which Noel Marshall's Austin Healey 100/4 is the least suitable, but Marshall is an aggressive driver. Greg Garard and Reg Lunn will try to gain Holden a victory but have Rosa Garard's V8 Valiant and the McPhail Citroen, driven by Keith Hutchison, to beat.

Wednesday 5 October 1966

A head on crash with a giant kangaroo nearly cost a West Australian driver the chance of competing in the rich Rothmans' International Southern Cross Rally.

Max Stubber hit the kangaroo when it jumped across his path 60 miles (100 km) outside Norseman in West

Australia.

Stubber was racing against time to get to Sydney for the official scrutineering and briefing for the rally, which starts at Roselands Shopping Centre on Wednesday evening at 6 o'clock tonight.

While Stubber just made it in his 2600-mile dash from Perth, Albury driver Robert Young was not so lucky. He broke his wrist in a water skiing accident at the weekend and was forced to withdraw.

This has reduced the field to 70 for the rally, which is worth \$18,000 in prize money.

Drivers were warned last night that snow would be an added hazard over the 2,500-mile (4,000 km) course.

Director Bob Selby-Wood told competitors that snow tyres and chains were essential.

These conditions should suit Paddy Hopkirk - winner at Monte Carlo with his Cooper S - and team mate Rauno Aaltonen, who finds snow on his home Finland roads eight months of the year.

Australia's hopes will be pinned on the Volkswagen of Barry Ferguson - a car which boasts the 1600cc engine adapted from a VW concrete mixer - and on Harry Firth's Ford Cortina GT.

These drivers lead the NSW and Victorian Rally Championships and will certainly have the advantage of local knowledge over roads which Paddy and Rauno have rarely used.

Headquarters of the first Rothmans Southern Cross Car Rally, the year's biggest motor sport event, has been set up at Roselands. A point-score board is being maintained for 24-hour coverage near Radio Roselands in Fashion Square.

Thursday 6 October 1966

The \$18,000 Rothmans Southern Cross Rally got away to a colourful start at Roselands last night.

It had all the atmosphere of a major international rally and the big crowd of about 1,000 spectators was suitably impressed.

One cannot remember seeing so much public interest in a rally since the round-Australia trials of the 'fifties.

The cars left at 6 pm yesterday. The Mayor of Canterbury, Ald. A.J. Pate, flagged off the first car. They will cover 2,500 miles (4,000 km) of unsealed mountain roads from Sydney to Melbourne and back.



Based on the Monte Carlo rally formula, the accent will be on driving skill and car reliability rather than navigation.

It is worth \$18,000 in prize money, including special awards for the best crew under 25 years of age, the best all-girl crew, and the best team of three cars.

The organisers believe that it is the richest rally in the world for 1966.

The first stage of the rally brought plenty of trouble for feature international drivers, Rauno Aaltonen and Paddy Hopkirk.

Aaltonen, the world rally champion, and Hopkirk, a Monte Carlo rally winner, were well behind in points after the overnight section of 540 miles from Sydney to Wagga Wagga.

Aaltonen lost 33 points soon after leaving Sydney with brake trouble, and 60 points when his fan belt was too loose and the battery went flat. He said later that the Sydney-Wagga section offered "little challenge."

"In Europe, the whole emphasis is on speed, but last night and this morning I found myself becoming bored," he said.

Hopkirk's car had punctures and brake trouble. He had no brakes at one stage and a failure in the suspension cost him a lot of points. He lost at least 133 points.

Only four drivers out of 69 survived the first stage without points loss.

The field was reduced by two when A. Milea and B. Arentz were forced to withdraw.

The 70 cars, including many from overseas and other States, with navigator and driver, will return from 10 am on Sunday to the finishing point, in Carnation car park.

Friday 7 October 1966

Victorian forest tracks and twisting dirt roads have put paid to any hopes of a penalty-free run on Rothmans Southern Cross Rally.

At Warburton check point where there was a 10-minute refuelling stop, the cars were really showing the signs of battle.

Already a fifth of the entries had fallen by the wayside and many surviving cars bore the marks of trying a little too hard on the narrow tracks.

The danger sections slowed all drivers and with



better than 1000 miles (1,610 km) still to go, no one is penalty-free.

Official point scores will not be compiled until the cars reach Melbourne later today.

But at this stage, Barry Ferguson, driving a VW, appears to have a narrow lead. The Australian star is handling the conditions well.

A 26-mile (42 km) section to Bethanga caused very heavy time losses and few cars were less than 10 minutes late.

Rauno Aaltonen dropped 8¼ minutes, barely 15 seconds ahead of Harry Firth's Cortina, but both cars are in need of repairs.

The Mini Cooper's suspension had sagged and Firth's exhaust was adrift.

Gerry Crown's Renault and Bob Watson's Holden did well to lose only 11 minutes and Geoff Russell's fuel injected Peugeot dropped about the same.

Most surprising time of all was Ferguson's - few expected the Volkswagen to keep up with the more powerful cars. He lost only 9½ minutes.

With \$18,000 at stake, drivers are trying all the way.

Today's rest halt is in Melbourne, and this evening the convoy heads into the Gippsland mountain district.

The trials roads in this area are similar to Europe's alpine routes and should give a severe test to the now tiring motors, suspensions and drivers.

The rally travels from Melbourne to Sale, Cooma and on to Canberra.

Saturday 8 October 1966

Goulburn driver Barry Ferguson in his Volkswagen yesterday took a clear lead in the \$18,000 Rothmans International Southern Cross Rally.

Cars reached Melbourne last night, the half-way mark in the gruelling 2,500 mile trial over some of the country's roughest roads.

Melbourne driver Harry Firth led the 60 car field into the control but he lost time and points repairing his Cortina GT motor which developed a fault.

Ferguson, driving a 1600-engined Volkswagen, turned in the best performance early yesterday morning on a 555-mile (895 km) stretch over back roads from Wagga Wagga to Melbourne.

At Wagga he had shared the lead with 12 other entrants who had lost no

points.

He lost the lowest number of points on the Wagga-Melbourne run, where drivers met atrocious road conditions and fog.

Driving his own entry he has a narrow lead over experienced Victorian drivers of Ford Cortina GTs, entered by the Ford Motor Company - Harry Firth and Frank Kilfoyle.

Points lost: Ferguson 39, Firth 49, Kilfoyle 50.

Ferguson was N.S.W. champion trials driver from 1961 to 1964.

Broken windscreens and minor mechanical failure have been reported, costing drivers valuable points. Of the 70 cars which started from Sydney on Wednesday, 10 have retired, four crashing in New South Wales.

With snow and fog forecast, today's run to Canberra should test drivers and could easily provide a change of lead.

The icy conditions should suit the two international drivers, Rauno Aaltonen and Paddy Hopkirk, who are driving fast Morris Cooper S cars entered by B.M.C. Australia Pty. Ltd.

But both internationals lost points heavily on Thursday night and Friday morning - Aaltonen through suspension trouble and Hopkirk through a generator fault and are well back in the field.

Rally cars began leaving Melbourne last night for the first stage - Melbourne to Sale - of the run to Canberra.

The rally will finish at Liverpool early on Sunday morning.

The cars will then drive in a cavalcade to Roselands shopping centre at Wiley Park, where the rally began on Wednesday night.

Sunday 9 October 1966

Weekend motor sportsman Barry Ferguson, leader in the \$18,000 Rothmans International Southern Cross Rally, crashed near Collector late yesterday.

The crash put him out of the event, and virtually handed it to veteran Victorian driver Harry Firth who, up to Canberra, was only nine points behind Ferguson.

Ferguson's VW Beetle had led the trial for 2,000 miles but blew a tyre on a tight right-hand corner and hit a tree.

He was unhurt, but his navigator, Tony Denham, suffered a nasty cut on the head. They were less than 400 miles from the finish.

Ferguson was able to drive his car about 40 miles into Collector, but there the steering mechanism was considered to be unsafe and he was forced to retire from the rally.

Two other competitors, BMC works driver Bob Holden, in a Mini Cooper S, and Jack Forrest in a works Volvo, both hit the same tree as Ferguson.



Holden had to withdraw but Forrest continued with his grille pushed in.

At Collector, with about 300 miles to go, Firth in a Cortina GT led by six points.

Firth who had lost 66 points was followed by G. Garard (Holden) who had lost 72 points, I. Vaughan (Cortina) 73 points down, and F. Kilfoyle (Cortina), 80 down.

The tight roads and fast times were suited to the small cars such as the VW, Cortina and Minis.

Fast driving

Cars arrived in Canberra yesterday morning. Canberra's Lonsdale Street, known as the 'Oily Mile,' was a beehive of activity. Drivers were making quick repairs before checking in to the control and having a well-earned rest.

At Canberra, Ferguson and a score of other top Australian drivers were ahead on points over British Motor Corporation drivers Rauno Aaltonen and Paddy Hopkirk. Ferguson had lost 50 points to Canberra but Aaltonen had lost 125 and Hopkirk 330.

They suffered suspension troubles with the Australian-made police-type Mini Coopers.

Aaltonen, who wears an orange crash helmet with a white peak, in the tight stages has proved the personality boy of the rally despite minor troubles at the start with a carburettor blockage and then a drooping fluid suspension.

But he showed he was a real champion in beating Harry Firth in the toughest of the special stages near Bethungra.

However, local boy Barry Ferguson had the best time in his big-engine VW in the next special section when all competitors lost points, though in this one Aaltonen had to limp along with a leaking suspension.

So Ferguson had the best record with a third in the first really tight special section, and then had the best time in the next one.

Hopkirk, with his new Australian-made suspension fitted, had third best time in each stage.

Another driver who figured in the first 10 best times in each section were Frank Kilfoyle, a Ford works driver, and BMC Australian team captain Evan Green in a Mini S who dropped from 6th to 10th position after suspension troubles.

Kilfoyle was equal ninth each time, while Green was equal ninth and eighth.

Trial director Mr Bob Selby-Wood said 51 of the 71 cars which began the rally in Sydney on Wednesday were still remaining.

He said the overseas drivers were still proving their superiority, but mechanical trouble and other faults had dogged them. Drivers described the Southern Cross as one of the toughest and fastest rallies ever set in Australia.

The rally has been run at an average speed of 48 miles an hour (77 km/h), the fastest average allowed under an agreement between the Confederation of Australian Motor Sport and the state police departments.

Leading cars are expected to complete the round trip and begin arriving at Roselands today from 10 a.m.

Monday 10 October 1966

Veteran trials driver Harry Firth, of Victoria, yesterday won provisional honours in the \$18,000 Rothmans International Southern Cross Rally.

Firth, 48, and his navigator, Graham Hoinville, 38,

4 The Sydney Morning Herald, Monday, October 10, 1966

DRIVING CHAMPIONS IN SEAT OF HONOUR



After receiving the awards of champions—winners' laurels, an impressive trophy and two bottles of cold champagne—driver, Harry Firth (left) and his navigator, Graham Hoinville, sit proudly on the bonnet of their Ford Cortina GT at Roselands yesterday.



completed the 2,500-mile, four-day course yesterday in their modified Ford Cortina GT, with a loss of only 130 points.

During his 18 years of driving in trials, Firth has won almost every major event in the Australian motor sporting calendar.

As well as his outright win, Firth also took first place in his class (Under 2000cc Modified), bringing his rally prize money to \$2,600.

In second place, 155 points down, was the Sydney team of Greg Garard and Frank Goulbourn in a Holden HR XL.

Brothers Ian and Roger Vaughan in another Cortina GT were third.

The cars began arriving at Roselands shopping centre, Wiley Park, just before 10 a.m. after clocking in at the final checkpoint at Liverpool.

The vehicles were all considerably grubbier than at the start on Wednesday and some had damaged bodywork.

Hit tree

Three of the cars hit the same tree on a tricky corner near Collector.

One of them, Barry Ferguson in a Volkswagen, had led for over 2,000 miles and was leading the trial at the time and was forced to withdraw.

Irishman Paddy Hopkirk, one of two international drivers, was plagued by mechanical trouble in his Morris Cooper S and could only manage 10th place outright and third in class, despite skilful driving.

However, he said the route had covered "the best rally roads I have seen in the world."

The other international, European rally Champion Rauno Aaltonen, was forced to retire near Collector when his Morris Cooper S blew a head gasket.

They were enthusiastic about our outback roads which, they said, supplied more testing conditions than anywhere else in the world.

Forty-four of the 69 starters finished the rally.

The results were a major triumph for Ford, with Holdens also faring well in the large-car classes.

Double

Of the Cortinas, Harry Firth came first outright, while youthful Ian Vaughan was third and Frank Kilfoyle fifth. The three Ford Cortina GTs won the Teams' Prize.

Firth also won the Under 2000cc Modified class, with Vaughan first and Kilfoyle second in the Standard class.

Holdens took first, second and third places in both the large classes in which they were entered.

In the Standard over 2000cc class, Victorian Tony Roberts was first, John Garard second and Queensland er Lionel Williams third. N.S.W. champion Greg Garard, won the modified class, with Victorian Reg Lunn and Bob Watson in the minor places. However a protest has been entered against Lunn and Watson - that they had more than the stipulated number of lights on at the one time. (Lights played a big part in the rally as almost all of the driving was at night.)

In the outright places, Greg Garard came second, Lunn fourth, Roberts eighth, John Garard ninth, Williams twelfth and Watson fourteenth.

Holed sump

Local BMC works captain Evan Green won the Under 1300cc Modified class, with the Renault of Bob Drane second and another works driver Bob Holden third. The Womens' prize went to the BMC Mini team of Carol Shaw and Lynn Keefe. The other women's team, entered by Avis, failed to finish in their Chrysler Imp when a holed sump could not be repaired in time.

Motor magazine writer Jim Laing-Peach won the Small Car Standard class in a Renault 10, as well as the Under 25 prize.

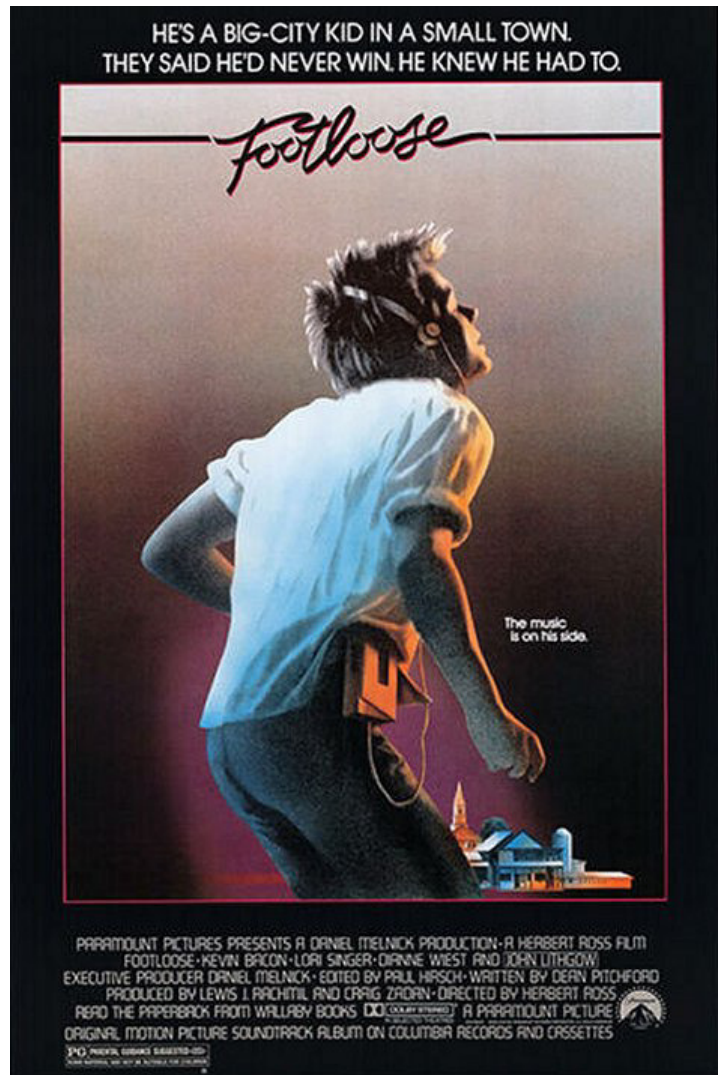
Footloose.

To me, one of the most famous VW Beetles ever (alongside Herbie), is the VW from the 1984 movie Footloose, starring Kevin Bacon.

Any time a movie is remade, the original had to be successful enough, financially (in other words, a popular hit movie), to warrant re-doing the movie with more contemporary actors.

Now Footloose may not have been up there with Gone With The Wind, but it was a cool movie for the times.

I remember seeing the movie and thinking, I want to drink beer and drive a VW Beetle just like Kevin Bacon.





Paramount Studios say that the same Beetle was used in both Footloose movies, but the cars are obviously different.

It's more likely that the cars from the 1984 movie were sold after the movie wrapped and used, or crashed and pulled apart for their parts and drivetrains.

The car used in the 1984 movie was a US 1972 model Formula Vee edition, which means it had some stickers and a few additional features.



Beitold.
A VW Sedan with style.
A Beetle that sings.
With racing stripes along the sides,
and a Formula Vee decal on the back.
And some things that do more than look good.
Take the mag wheels/tyre combination.
The mag's are made of a special aluminum-magnesium-beryllium-titanium alloy. Lightweight.
And very strong.
The radials have better sidewall flexing than conventional tires, and put more tread in contact with the road. So they corner better, handle better, and minimize aquaplaning on wet roads. They also last longer than conventional tires.

Formula VEE

When you're passing, you'll want to let 'em know it. That's why we installed double-ported tentacle fenders.

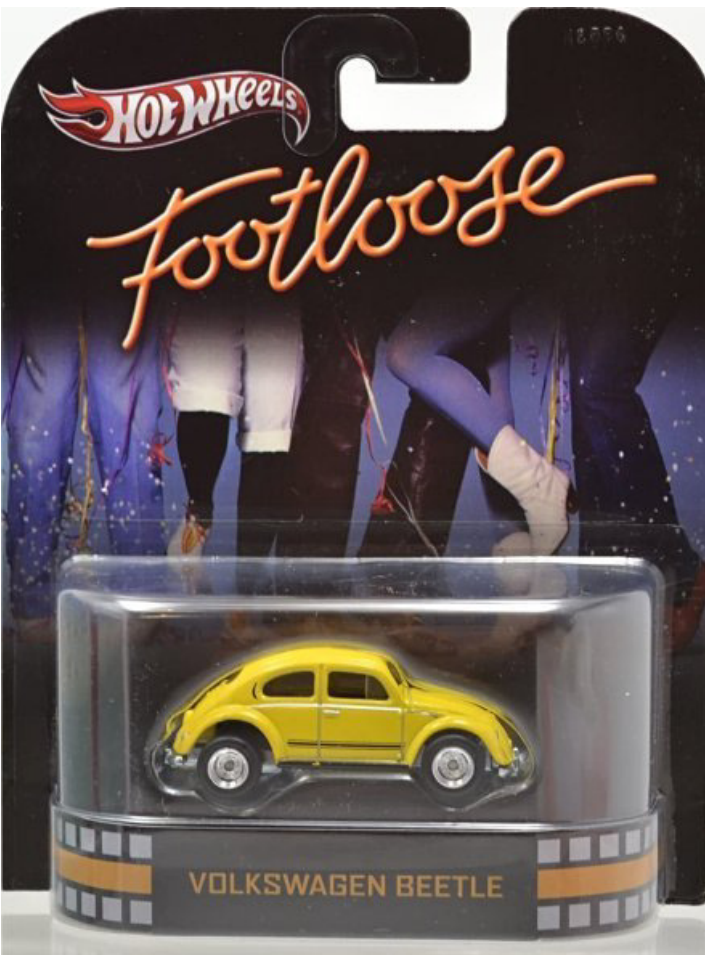
And after you've passed, they'll hear the deep-throated wail of your taper tip dual exhausts. The taper tips reduce exhaust back pressure and help improve gas mileage. And look just great.

Our front hood scoop really scoops. (Some don't.) It pulls in lots of fresh air to keep you and your passengers comfortable.

To keep the body beautiful, we bolted on bumper overriders fore and aft. For more protection on the road or when you're parked.

As flamboyant as we go on the outside...

Sure enough, they eventually remade Footloose in 2011 with cool young actors. No Kevin Bacon. But what happened to that Beetle?



I've seen plenty of Herbie replicas over the years, but I've never seen a replica of the Footloose Beetle.

In fact, Formula Vee Beetles are easy to make and they look great.

A few stickers and a few accessories and you're there. Maybe this could be the look for your 1972 Beetle?

Ashley Day



motor world



Golf diesel - car of the future.

The Sun-Herald, Sunday 2 April 1978

"Within 10 years, the majority of new cars sold in Australia will have diesel engines."

How's that again?

Doug Donaldson repeated the statement.

He is a man you listen to, for the former car salesman is one of the most knowledgeable men in the Australian motor industry and managing director of the country's largest non-manufacturing motor group, LNC Industries.

Among the products imported by LNC are such trend-setting makes as Audi, Jeep, Renault, Subaru, Honda - and Volkswagen.

Mr Donaldson made his surprising statement when introducing the latest VW to reach Australia.

The model is as remarkable as the stunning sentence it inspired. It is the diesel version of the Volkswagen Golf.

The Golf diesel has many attributes, but one of them is sufficient to guarantee success.

It is the most economical family-size car in the world.

Drive it around town in normal fashion and you should be able to get 60 miles per gallon (4.7 L/100 km) or better.

On the road, you could drive non-stop from Sydney to Melbourne and still have enough fuel in the tank to drive back to Albury.

Racing drivers Kevin Bartlett and John Leffler did that when they drove a Golf diesel down the Hume Highway on a pre-release test of the model.

On that run, their fuel figure was an outstanding 77.8 mpg (3.6 L/100 km).

In other, and perhaps more significant terms, it cost them \$5.17 in fuel for the trip.

All this cost-saving does not come cheaply.

The new model, powered by a 1.5-litre four-cylinder diesel engine, will sell for \$7,759.

The equivalent petrol-powered Golf, with a 1.6-litre motor, is cheaper at \$6,949.

The model was released in Europe a little over a year ago, and has been so successful even Volkswagen has been surprised.

The giant West German manufacturer expected to sell 5 per cent of its Golf range with the diesel engine, but has had to increase production to 31 per cent of the output.

The model has been so successful in the USA that it has resurrected VW as the top-selling import.

In Australia, VW dealers anticipate selling 700 diesel models this year, or 20 per cent of total Golf sales.

A 140 km test drive during the week showed why the new Golf has done so well.

It is not the noisy, sluggish performer some people might have expected.

The Golf diesel is a nippy car. Not quite so spritely as the petrol model (which is something of a powerhouse among four-cylinder cars), the new diesel is still the equal of such well-known petrol-powered rivals as the Toyota Corolla or Renault Virage.

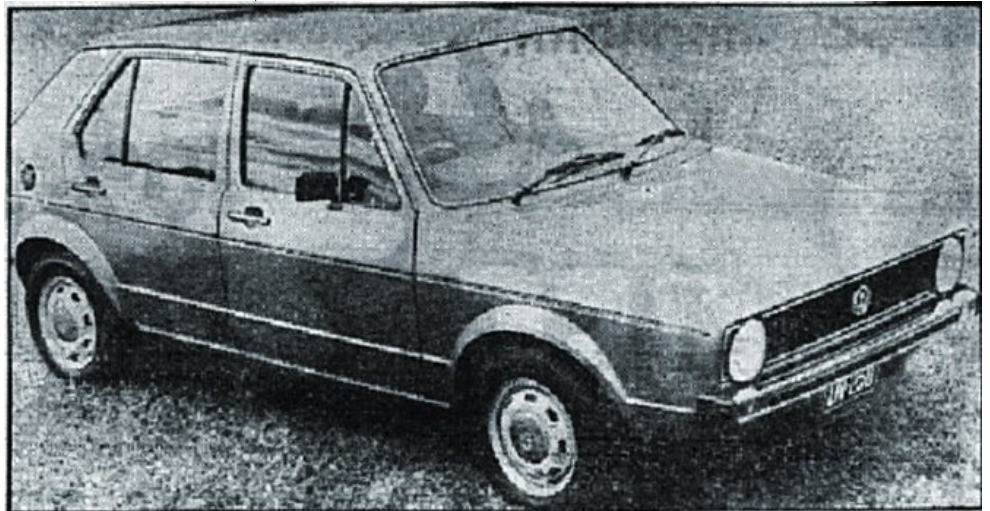
It will accelerate from 0-80 km/h in 11.5 seconds, and reach 100 km/h in 18 seconds.

Top speed is around 145 km/h.

The engine has the typical high compression rattle of a diesel when idling, but once under way, the car is so quiet that unknowing passengers would not guess that anything but a petrol engine was under the bonnet.

The diesel boom is still surprising many people.

Mercedes-Benz began the trend about 40 years ago, but even it is surprised at the sales acceleration which has occurred in recent years.




VW's diesel Golf . . . to Melbourne for only \$5.17.


Mercedes built nearly 200,000 diesel cars last year, 43 per cent of the total world production.


Mercedes diesel models are selling at the rate of 20 a month in NSW alone. But according to the managing director of Yorkstar Motors, Mr C. G. Beard, the company could sell five times that number if import restrictions were eased.

The success of Mercedes diesels, selling at high prices, was not lost on other manufacturers.

The Golf will be followed in Australia by a diesel Peugeot 504, while makers like Volvo, Alfa Romeo, Renault and General Motors are all expanding into the diesel field. There are two main reasons for the flurry of manufacturer interest.



**at
Lanocks!**
NEW 
DIESEL
GOLF!

Lanock 
Motors Pty. Limited

CAMPERDOWN: Cnr. Australia St. & Parramatta Rd. 51 2954.
KILLARA: 684 Pacific Highway. 498 8211.
MAROUBRA: 54 Maroubra Road. 349 4411.
ST. LEONARDS: 21 Herbert Street. 43 1355.
WAITARA: 120 Pacific Highway. 48 0261.
WOLLONGONG: Cnr. Flinders & Campbell Streets. 29 2388.

DLR 502/504/702/505/503/506/1112 **LM1092**

One is that diesels meet the strictest exhaust emission laws.

The second reason is even more significant.

The US Government has foreshadowed legislation which will require all makers selling in America to have an average fuel consumption of 27.5 miles per US gallon by 1985, for its entire passenger vehicle fleet.

Every major car maker sells in America.

Therefore, all have to meet the US requirements. And the only way they can do it is by adding diesels to the range.

We'll still see some V8s and big six cylinder motors, but to achieve a fleet average of 27.5 US mpg (or better than 33 miles per Imperial gallon (8.5 L/100 km)) a vast number of economical diesels will have to be produced.

That law is only seven years away. And that's why diesels - for reasons of economy, clean air and government compulsion - are the cars of the future.

Evan Green

The Recaro super Golf.

The Sun-Herald, Sunday 28 May 1978

Enter the super-Golf - the only one of its kind in the world.

This spectacular, pint-sized car is the creation of Sydney businessman Mr Robin Luck, and a trend-setter in a growing cult, involving the outlay of hundreds of thousands of dollars on small-car conversions.

Golf fanciers are paying up to \$3,000 and \$4,000 above the basic price for special extras ranging from sunroofs and luxury seats to flared mudguards and hotter engines.

The cult has also spread to other makes.

The modifications are not standard factory options.

Mr Luck's super-Golf, the Recaro Golf, is valued at more than \$12,000 - \$5,000 above the normal Golf retail price.

The focal point is the body modifications. It has the European Formula Golf competition flared guards and air-



The \$12,000 Recaro Golf — with extras.

dam.

Only one set of these body panels was built in Australia - and moulds have been destroyed to ensure the vehicle's originality.

The panels, which are integrated with standard panels, reduce drag and improve handling stability.

The front air-dam is ventilated to pump air to the brakes.

Wide-based, hand-crafted German aluminium wheels are fitted with competition tyres and the suspension has been modified with gas shock absorbers, reset springs and stiffer stabiliser bars.

These significantly improve what, in standard trim, is already a very good handling motor car.

The modifications give a positive, direct feel on the road, and the super-Golf hangs on like glue under strenuous cornering.

The engine has been blueprinted and modified to give performance superior to the GTI Golf - the super fast European road/racing version.

Yet, it's as docile as a lamb in traffic.

The super-Golf is capable of a top speed in excess of 178 km/h.

The interior modifications are built around a set of Recaro orthopaedic bucket seats in the exotic Martini-stripe pattern.

Peter Allen

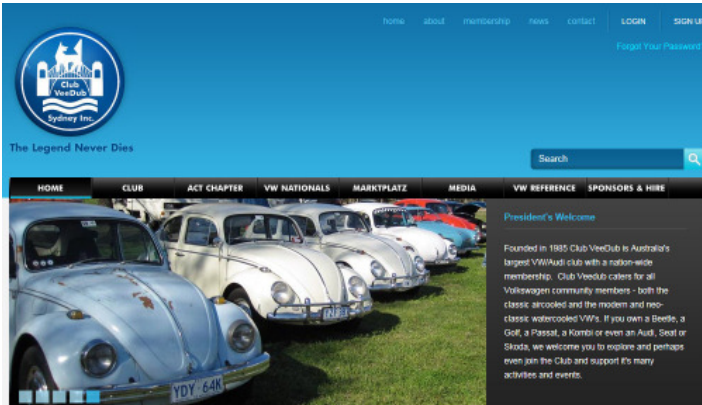


Plush seats and trim . . . a feature of the Golf's interior.

From our website 26.

Here are more messages left on our Club website by members of the public. All of these messages were posted almost three 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?



10/8/17 We currently own 2 vw's and only drive one of them daily. We would like to be able to put one of them of club rego. Could you please assist us with some info regarding this matter. Thanks Sonja

12/8/17 Hi, It's been a pretty quiet past 12 months for my 66 bus as I've had a bit of restoration works undertaken. As I get close to reregistering the old kombi I wanted to touch base and see if I could apply for Historic Registration? Let me know your thoughts and if there are any details or information you require. Cheers Scott

21/8/17 I was wondering if in any of the Zeitschriften there is any article on how to replace outer window scrapers on 1973 beetle, I've done the kombi, but the beetle looks different as I have the kit for both sides. Thanks Bob

24/8/17 I have a 2015 VW Golf R Wolfsburg Edition Wagon with Number Plates RWAGON which I would like to sell. Would anyone in your club be interested to purchase these plates as I want to get my personal plates out of storage. I would appreciate any feedback. Ronald

28/8/17 Hi. Just changed your postal address in our records. Do you have an email address we can use? Thanks, Tony

2/9/17 do you still have herr doctor? as I have some questions about my t3 transporter that need to be answered urgently Peter

5/9/17 Hi, I was wondering if you had any information on how many Australian factory delivered 23 window Samba minibuses were ever produced. Some sources say that there were 3. one of these sold in 2015 at Shannons auctions for

200k. Just recently another one was listed for sale on car-from-uk.com at a location in NSW. I have found a third one a 1958 model photographed in the book VW's around the world. so this account for the three. There were about 18,000 VW Kombis shipped as CKD's to Australia until 1961. I am sure that there must be more Australian delivered 23 window sambas out there. Andrew

8/9/17 Hi there, I was wanting a little guidance on where I could find carpets for my 67 standard beetle. Everything I find seems to be LHD. Any help is greatly appreciated - Thank you Nicole

10/9/17 Hi, I would like to let all know that I have a volkswagen art book of my vdub artworks. I'm a visual artist and I have been illustrating and painting vdubs for 10 years. I just launched a kickstarter to get my Vdub artworks printed as an art book! This art book is being crowd funded for its first print run and also the artworks are being sent to Germany for a show. Help me get the Vdub's art book printed and the artworks to the bug's art exhibition in Berlin. Please come support this project. The link to this project is www.kickstarter.com/projects/gypsysnail/adventures-of-a-vdub-bug-illustrated-art-book & please don't feel pressured to contribute if you can't. If you have any questions message me. Chelle

13/9/17 Hi, I have a 1968 1500 with a special story. My wife's grandmother ordered it right hand drive and picked it up in Wolfsburg. It was driven all around Europe then shipped to Melbourne where she drove it to Brisbane where it has remained until now. My wife's mother took over the car rego in the late 70's so it is a genuine 2 owner car on original QLD rego numbers along with the German plates. I assume most cars from that era in Australia would have been assembled in Melbourne we think it may be something special but am interested in an expert opinion. David

14/9/17 Hi I have a 1949 MG TC for which I just swapped out the old steering for a standard VW conversion kit. This is quite common practice however I had a question regarding the fitting of the locking plate washers. The part number is 11-415-169. What orientation are they meant to go?? I have a photo of how I installed them so if you can help, please give me an email address and I'll send you a pic and then you can see what I'm talking about. Cheers Dean

14/9/17 Hi I have previously been a member of your club's Canberra Chapter and I would like to join again. Can you please contact me on how I can do this. I am a VW fan with the following cars. VW R32 2004 Edition 200, R32 2007, Restored 1959 VW Beetle, 2013 VW Golf GTI. Cheers David

17/9/17 We are offering a place for your club to meet, with breakfast available. Oran Park Town Cafe is located next to the sales office in Oran Park on the corner of Peter Brock Drive and Oran Park Drive. We have an attached car park and plenty of seating which you can easily see your car from. We offer a special deal for clubs where a free coffee is available when you purchase our Big Breakfast. Attached is the link to our menu section of our website for you to look over:

www.oranparktowncafe.com.au/our-menus Let us know if you would be interested and we can organise a date most suited to you. Thank you Frank

18/9/17 Penrith Golf Club is hosting its annual Oktoberfest on Saturday 14th October. We would love to have a VW Beetle car exhibition if you are interested in it. Thanks Brendon

26/9/17 Dear sir / madam I'm interested in becoming a member with my 1963 Kaufmann ghia Daniel

28/9/17 Hi i have recently come across a a vw engine from the Australian army and is a stationary set up for generators or pumps it is as supplied to the army sometime in the 1960sit is still in the box and has never been started .the original box is still intact and the whole thing is brand new Could you let me know if any of your members would be interested in purchasing it or could you give me a lead as to where to put it on the market regards James

1/10/17 Hi How do i join your club i have a modified 1961 karman ghia Leonidas

1/10/17 Good morning all. Almost time for a cam belt change on our 2011 Caddy 1.6 TDI. Need a belt and parts kit also complete tool kit for 1.6 TDI and 2.0 STI Tiguan. Best place to buy? Or has someone got pre loved tool kits. Kind regards Bernie

3/10/17 Hi Would like to join the club Frank

9/10/17 Hi I recently joined the club and was looking for advice on a local (Lane Cove) VW specialist who might help me out with mechanical work on a 61 Karmann Ghia? Daniel

10/10/17 Hi Gang...looking for a 1990 Golf Karmann heater fan.Any ideas appreciated.Cheers Kelly

12/10/17 Just curious as to what benefits and / or restrictions a club rego would have on my 75 kombi camper thanks Darren

12/10/17 Can you tell me what radios were fitted to 1964 VW's in Australia?? Thanks, Ian

14/10/17 Hi, are there many Karmann Ghais in the club? Im keen to get my car out with others for a monthly run and am based on the central coast. Look forward to hearing from you.regards Darren

14/10/17 How do you join David

15/10/17 I require 2 x signed Club Rego declaration forms urgently to allow me to reach register my Beetles. I have left a couple of messages over the past week but no luck with a reply. I need to re locate these cars this coming Saturday & both are currently out of Rego. I have pink slips done for them. Thanks for your help. Michael

15/10/17 Am hoping to speak to someone regarding club rego Sharon

17/10/17 We are having an event at Nepean Volkswagen this weekend to celebrate Oktoberfest. We have 3 Historical Volkswagens on display, A Concept Amarok Utility (The Naked Ute) showing the inside workings of a Ute, plus a Food Truck selling German sausages. There will also be some fun facts spread around all about Oktoberfest and Germany. It would be a great place to stop by with the kids to teach them some history and also to have some fun. Would we be able to get this event added to the your site, or could you let your members know? Would be great to get VW enthusiasts to meet up. Blake

26/10/17 Just wondering what address i send the application for historical rego to?I have a safety certificat and the historic declaration Gavin

29/10/17 Need to know this car how many CC (ML) Is it 2.0 leter or 1.6 or 1.4 leter and how i can recognize it WVWSV1AJ8FM262258 Thanks Asim

1/11/17 I've bee trying to renew my membership and there is a problem with checkout David

1/11/17 Hello all, As a fellow Australian classic car enthusiast, I would like to introduce your car club to mycco (www.mycco.com.au) - a web based system I designed and developed which allows you to manage your car club online. Using mycco you can manage your club's web site, its members, their cars, payments, club points, competition results and more!See it in action at www.democarclub.com, a demo car club web site completely driven by mycco. To log in to this demo site and experience mycco as a club member or administrator, or if you have any questions, simply send me an email and I'll be happy to assist. Regards,Andrew

3/11/17 Hi - we have a car show - Old Skool at School, at Arcadia Public School, on Sat 18 Nov 2017 from 8am. Entry is \$5/car, free for observers. I hope that you can join us. ps there are markets as well Geoff

4/11/17 how do I tell when my membership is due? Robert

5/11/17 Hi I have a vintage VW radio & was wanting some help identifying its year & what it came out of. Kind Regards Michael

6/11/17 Hi I've recently bought a VW beetle and would like to join this club. I tried doing online. It seems to not be working thanks Nick

7/11/17 Hi. I would like to hire a white pre 1959 VW beetle for a period feature film being shot here in Sydney on the 18th November. If any of you're members are interested please forward my contact details to them Thank you. Leon

7/11/17 Hi Guys,I have one of the original Bufori Madison's built in Sydney by the Bufori Company. Am I allowed to join the club as its registered as a Beetle and built on the chassis no. 119982836? Thanks David

VW in der Presse.

Volks still in top place

5 March 1961

With sales of 144,472 during 1960, Volkswagen easily holds its position as the largest selling imported car in the United States.

The figure represents a rise in sales of 38.1 per cent over 1959. Estimated sales for 1961 are 200,000 units.

This is in spite of the fact of intense competition from America's own newly-released "compact" cars which have taken nearly 30 per cent of the whole market.

However Volkswagen was the only imported car to achieve a sales increase.

U.K. losses

Sales of other imported cars slipped on the average 30 per cent, and are expected to fall even further this year.

Hardest hit was Simca

which is distributed in America by the giant Chrysler Corporation. Its drop on the 1959 figure was 50.9 per cent to 16,273 units.

British cars also lost considerable ground. BMC was down 14 per cent; Rootes, 40.3 per cent; British Ford, 41.3 per cent; and Standard Triumph, 22.2 per cent. Total sales of British cars in the United States during 1960 was only 99,282 units.

Sales of Renault's Dauphine, which during 1958 ran a close second to Volkswagen, had slumped all the way to 60,322 units during 1960, a drop of 27.2 per cent from their 1959 figure.



VW935?

VOLKSWAGENS have long been the target for dress-up accessory manufacturers and kit developers due to their general popularity and availability and their ease of adaption.

The latest addition to this field is a series of bolt-on fibreglass panels, which transforms the familiar shape of the humble Beetle into the realm of the exotic.

The kit called the VW935 is manufactured and marketed by GS Motor Bodies Pty. Ltd. at Carlton, NSW.

As its name implies, the VW935 takes many of its lines from the exotic Porsche 935.

The 935 kit consists of front spoiler with brake scoops and provision for driving lights, special bumper rubber, front guards with perspex headlight covers, front bonnet, side sill panels, rear guards, engine cover with bi-level wing and rear bumper cover and rubber.

Considerable thought has gone into the development of the 935 kit and the basic structural features of the car remain unchanged.

The original bumper bars and brackets remain, affording the same accident protection as the original car.

Registration requirements are not affected as the changes are purely cosmetic. Only those panels which bolt on and are of a non-stressed nature are replaced.

No special tools are required to install the kit and any person with average ability could complete the conversion within two days, using only conventional hand tools.

The 935 kit is suitable for the Beetle only at this stage and not the Superbug.

The fibreglass panels are expressly warranted against defect due to workmanship or materials and are finished in grey gelcoat, ready for painting.

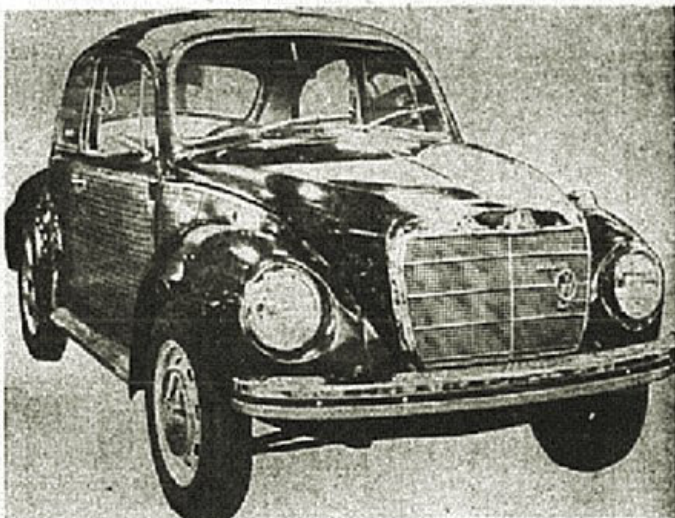
The guards have been designed to accommodate 5 inch x 7 inch, 4 stud rims to a specified offset.

The rear tail section of the kit is supplied with a boxed engine cover to suit longer inlet manifolding, turbo-charging or a rotary engine.

Recommended retail price of the 935 kit is \$2,335.96, including sales tax.

MOTOR, June 1961

THE 'MERCEDES-BUG'



This glittering "Mercedes-Bug" was restored and extensively modified by students of Canberra Technical College. Written off after a crash, the YW 1600 was bought by the college and rebuilt as a class "live exercise." The result shows the skill of apprentices studying panel beating, vehicle painting and motor trimming. The car is finished in a deep metallic chocolate brown with a fancy patterned overlay, and has a modified bonnet fitted with a Mercedes-Benz grille.

10 The Sydney Morning Herald, Monday, Sept 17, 1973 10



LEFT: A car is buried deep in sand blown on to Nobby's Breakwater, at the entrance to Newcastle Harbour yesterday.

July 1969

3 December 1967

VW chief speaks

JOINT managing director of Volkswagen, Mr Jack Cook, this week discounted a number of rumours about his company's future in Australia.

Mr Cook said the VW plant at Clayton, Melbourne, was not for sale and there was no plan to sell it.

He said future models would be a mixture of locally assembled vehicles boosted by a number of imports.

The VW plant could be used for the assembly of opposition makes, but

no negotiations were going on at present.

Maximum capacity of the plant was 180 vehicles daily, but at present it was running at 80.

Sales were up with the 1966 market percentage of 3.8 being boosted to 4.5 so far this year.

Mr Cook said he believed 1968 would be an even better year with the

VW range being even more competitive than at present.

He would not comment on coming models, but admitted a bigger engined "beetle" was available in Germany.

However, Mr Cook said the recent win of Barry Ferguson in the Rothmans Rally had helped sales.

Experts believe the present beetle will be retained as the basic model no matter what bigger engined VW cars come in 1968.

Friday, February 13, 1976

Nissan to take over VW plant in Victoria

By the Motoring Editor

Nissan, the Japanese motor company which makes Datsuns, has bought the Volkswagen assembly plant in Melbourne.

The price for the 29-hectare (70-acre) plant at Clayton is believed to have been more than \$15 million.

It heralds a big increase in the local assembly of Datsun vehicles which already hold fourth place in the Australian market.

The purchase is seen as a further move by Nissan towards full local manufacture.

The plant now assembles Datsun 180B and 120Y models, VW Beetles and Passat cars and Kombi vans, Volvo 240-series cars and Mercedes-Benz commercial vehicles.

The production of the VW, Volvo and Mercedes-Benz vehicles will not be affected.

The plant employs 1,900 people, but as part of the new agreement this number will be increased.

Datsun Australia plans to start a second shift at the factory to raise Datsun production from the present 80 to 90 a day to 160 a day.

Advertising will begin soon for an initial 150 more workers.

The Federal Minister for Industry and Commerce, Senator Cotton, welcomed the move last night. He said it was in line with Nissan's stated intentions of deepening its involvement in local manufacturing.

The Federal Government was reviewing urgently the 85 per cent local content plans of the former Labor Government and hoped to announce its views and possible changes of policy at the end of March.

The review will also look at the entry of Nissan and Toyota as full local manufacturers and make or break the planned consortium to make four-cylinder engines in South Australia.

Options for engines

The general manager of Nissan Australia, Mr Bill Hunter, said future local manufacturing plans for the company would depend on the Government's announcements at the end of March.

He said: "We have already presented a formal application to join the 85 per cent manufacturing plan and have begun to place orders with local suppliers to increase 180B local content to 70 per cent by January 1 next year.

"Discussions on the South Australian consortium are continuing. If the existing content plans are retained, we have to get an engine from somewhere.

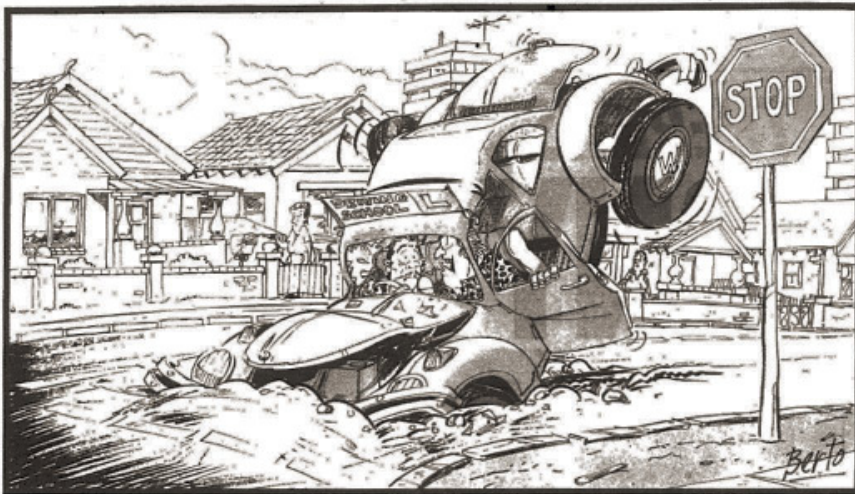
"We have obviously thought of several optional arrangements should the consortium not get off the ground."

Mr Hunter indicated that among the options were buying four-cylinder engines from General Motors-Holden — which has already said it will "go it alone" at its Melbourne factory — or leasing foundry capacity from Chrysler to cast engine blocks and machining them at a plant Nissan would build in Melbourne.

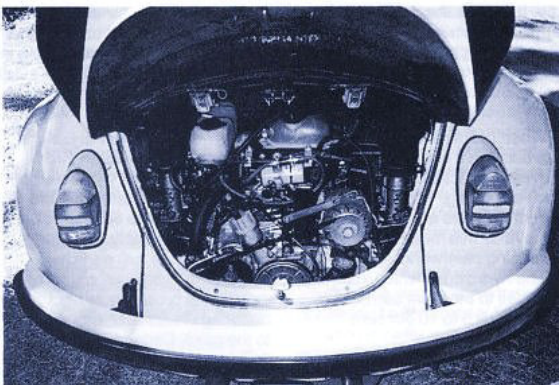
The first Datsun cars were imported from Japan between 1960 and 1966 when 24,000 were brought in.

Local assembly started in Sydney in 1966 and 52 cars were built in the first year.

Production moved to the Melbourne plant in 1968 and last year 25,629 Datsun 180B and 120Ys rolled off the line.



"WHEN I SAID BRAKE GENTLY I MEANT IT"



BEETLE

OZ ODDITY

CONGRATULATIONS on GTI INTERNATIONAL, a good event, bigger and better than last year and certainly better laid out and more accessible.

The photographs (LEFT) are of a Beetle belonging to a friend in Australia, Steve Carter.

It has a 2.1 litre wasser-boxer engine with twin IDA Weber carbs and is cooled by a BMW Six Series radiator mounted in a ducted container in the front luggage compartment.

It has achieved a time of 11.4 seconds for 300 metres (0.186 mile).

The eight-valve GTI has just gone on sale in Australia after about 12 years of threats, along with the Convertible, which suits the climate. They are priced at \$A28,000 and \$A34,000 respectively—not cheap by any means with duty and tax at around 100 per cent of the landed price. This is still a lot cheaper than a fully loaded Toyota Celica but more than for the top model 16V Corolla, for example.

We can buy VOLKSWAGEN AUDI CAR in Australia and look forward to its arrival, albeit two or three months after UK publication.

Anthony Healey
West Kensington

August 1990

Laughs in lockdown.

The drop in petrol price during the lockdown is like a bald man winning a hairbrush

I went for a drive in my VW last week and stopped to pick up a hitchhiker. He seemed like a nice guy and we drove off. After a few kilometres he mentioned that we are in strange times. Wasn't I afraid that he might be a serial killer? I shook my head. I told him the chance of two serial killers being in the same car was very unlikely.

A DELIVERY FOR COLES



I told my wife that when I die, I want to be cremated. She nodded and said she would make a booking for next Tuesday.

An old lady catches the same bus every day, and every day she offers the driver a handful of peanuts. The driver gratefully takes them and munches them as he drives. Every trip it's the same - she gives the driver a handful of peanuts and he eats them. One day the driver thanks her again and says "Why don't you eat them yourself?" She says "No, I can't chew, look I have no teeth." The driver says, "So why do you buy the peanuts then?" "Oh," she says, "I just love the chocolate coating on them."

Quarantine is going well but I'm pretty sure the cat is cheating



A man asks his wife, "What would you do if I ever won the lottery?" She said, "I would take half the winnings, and leave you." "Great!" he said, "I just won \$10 on a scratchie. Here's \$5. Close the door on your way out."

I hate it when people get all intellectual and discuss the genius of Mozart like some kind of expert. I bet they've never even seen one of his paintings.

My wife wanted me to take her to one of those fancy restaurants where they prepare the food right there in front of you. So I took her to Subway. Now what's her problem?



EVERY FAMILY SHOULD HAVE ONE DIESEL.

Small wonder diesels growing so fast, with a prodigy like Golf setting the pace.

Diesel Golf can travel 0-80 km/h in a very sporty 11.5 seconds.

Yet saves you a power of money with a miserly 6.5 litres of diesel per 100 km. (43mpg).



Ever wish Golf diesel had a big brother? Meet the new diesel Passat.

The saloon that seats up to five adults in comfort. And still affords you the luxury of 6.6 litres per 100km diesel economy. (42mpg).



If yours is a station wagon family, here's the best news of all. Passat diesel wagon.

Loads of room, tons of economy. Bring the family along for a test drive.

Now at your Volkswagen dealer.



Volkswagen Australia Pty. Limited (A Division of LNC Industries Limited). VWN4296R

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