

Zeitschrift



Dreaming of holidays during a pandemic...

September 2020

IN THIS ISSUE:

**VW 411 coming
Melbourne Love Bug
Steelfast beach buggy
More Ash articles**

**1967 Southern Cross Rally
Herbie in other films
Klub Korrespondenz
Plus lots more...**



The Legend Never Dies

Club VeeDub Sydney.
www.clubvw.org.au

A member of the NSW Council of Motor Clubs.
Affiliated with Motorsport Australia (CAMS).



Club VeeDub Sydney Committee 2019-20.

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Craig Adams	Martha Adams	
Eddie Fleita	Joe Buttigieg	
General Committee:		
Barry Parks	Charlie Attard	
Sam Nadile	Joe Buttigieg	
Sandy Benic	Zelko Jurkovic	

Canberra Committee.

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

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

Club VeeDub membership.

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

Monthly meetings.

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

Correspondence.

Club VeeDub Sydney
PO Box 324
Mortdale NSW 2223

Facebook:

www.facebook.com/ClubVeedubSydney/
www.facebook.com/clubveedubcanberra/



Our magazine.

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

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

Back issues (2006-on) are available at www.clubvw.org.au under the Media - Zeitschrift tag.

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

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See the back page for all 2019 VW Nationals sponsors.

COVID-19

Keep yourself and your loved ones safe



Stay 1.5 metres or two big steps away from other people



Follow NSW rules for gatherings and activities (individuals and businesses). Follow advice to avoid COVID-19 hotspots



Don't attend big family gatherings. Catch up with a small group instead



Stay safe when out and about. Take hand sanitiser with you. Clean your hands often



No shaking hands, hugging or kissing other people who don't live with you



Stay in if you feel unwell. Get tested if you have any symptoms. Avoid contact with others until you are well

COVID-19 symptoms



Fever



Cough



Sore throat



Shortness of breath



Loss of smell



Loss of taste

Stay Safe



Clean your hands thoroughly for at least 20 seconds with soap and water, or an alcohol-based hand sanitiser



Cover your nose and mouth when coughing and sneezing with a tissue or your elbow. Put the tissue in the bin and wash your hands



For more information call the National Coronavirus helpline on **1800 020 080** (available 24/7). For free help in your language call **13 14 50**.

www.nsw.gov.au/covid-19

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Marco Reserve Panania

EAST HILLS CHARITY

CAR SHOW

New date: Sunday 15th
November 2020



The East Hills Charity Car Show is a community based event which attracts car lovers from all over NSW. Prizes are offered in a wide range of categories. A great family day out with the goal of the event to support a different charity each year.



This year the East hills Charity Car Show is extremely proud to be supporting the Crohn's & Colitis Australia

www.crohnsandcolitis.com.au



Von dem Herrn Präsident.

Hi all, well again not much to say in the presidents report. Covid restrictions continue, and our monthly meetings are cancelled for the next few months at least.

Likewise, most of the coming events that were tentatively planned have also had to be cancelled. These include the Kombi Cruise to Mt Wilson, the Rylstone Classic, the Shoalhaven Motor Classic, the Melbourne Day of the VW and the Sydney German Autofest.

We still have the East Hills Car Show in the calendar, as the organisers have not yet issued a cancellation notice as we go to press. But don't be at all surprised if it's cancelled by the time next month's magazine comes out.

Plans for Boris' Picnic Day in November are on hold. We have submitted the paperwork but it will be up to the Bayside Council whether or not it can go ahead. At the moment it isn't looking good. We'll confirm either way next month and let you know, probably by an email-out and in next month's magazine.

Even though we are all under Covid restrictions with no meetings or runs, I hope that all our members will still renew their memberships when they fall due. You still get a fantastic magazine every month! To get through the pandemic, we need all the support we can get from our members. We are in good shape, but income is much reduced and expenses remain a constant.

If you are renewing on-line from the website, please remember to first log on with your Club ID number and password. That way the system will know it's you and will renew you without problems. Otherwise, if you purchase membership without logging on, the system treats you as a new member and will assign you a duplicate number.

And another reminder for members renewing their Historic Registration – please don't post your paperwork to Norm at the Club's PO Box. This only means extra work for Norm to re-post the papers to our Historic registrar, as well as extra delay and cost. Instead, please phone John Ladomatos first, and he will tell you where the papers should be sent (it's to his home address, which is why we don't publicise it).



**"When you said you were doing the cleaning,
I thought you meant the house NOT just the Beetle!"**

John's mobile number is listed on Page 2, under the Committee listing.

I hope you can still drive and enjoy your VW, or at least give it some love and attention in the meantime with a good service, clean and polish.

Stay safe and well.
We'll see each other when we get through this.

See you all soon I hope.

Steve Carter



Kanberra Kapitel report.

Once again, things have been quiet in ye ole Capital. Nothing new to report club wise. We're still in a holding pattern with club meetings and events. Thankfully, it's been over a month without any new outbreaks, which is promising.

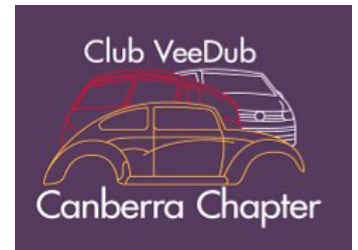
With the weather finally starting to warm up, a few of the members have been out and about cruising with their cars. I even managed to pop the sun roof of the Scirocco late last week while running errands.

We've had a small flurry of email through the inbox requesting information about membership and other enquires which has been fantastic.

Fingers crossed we'll be able to get out and about a bit more over the coming weeks.

Keep safe.
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.

September.

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

Thursday 10th:- Committee Meeting and magazine pack at the Arena Greyhound Sports Club, 140 Rookwood Rd. Yagoona (next to Potts Park), 7:30pm.

Thursday 17th:- CLUB VW MONTHLY MEETING - CANCELLED

Monday 28th:- Canberra General Meeting - CANCELLED



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Das Auto.

October.

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

Thursday 8th:- Committee Meeting and magazine pack at the Arena Greyhound Sports Club, 140 Rookwood Rd. Yagoona (next to Potts Park), 7:30pm.

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

Sunday 25th:- Sydney German Autofest at Gough Whitlam Park, Earlwood - CANCELLED

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

November.

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

Thursday 12th:- Committee Meeting and magazine pack at the Arena Greyhound Sports Club, 140 Rookwood Rd. Yagoona (next to Potts Park), 7:30pm.

Sunday 15th:- East Hills Charity Car Show at Marco Reserve, Panania. This family charity event attracts car lovers from all over NSW, this year supporting the fight against bowel cancer. All classic makes and models welcome. Trophies to be won in numerous categories. Kelso park is unavailable due to council works, but Marco Reserve is right next door. Show cars enter through the gates on Marco Ave, off Childs St. A great family day out, food and drink stands, music and entertainment, motor accessory traders. Phone Glen on 0434 360791 for more info. **Join the Club VW**

convoy at McDonalds Moorebank (Newbridge Rd) at 8:00am for an 8:30 departure. www.easthillscarshow.com.au

Thursday 19th:- CLUB VW MONTHLY MEETING - to be advised

Monday 30th:- Canberra General Meeting - to be advised

December.

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

Thursday 10th:- Committee Meeting and magazine pack at the Arena Greyhound Sports Club, 140 Rookwood Rd. Yagoona (next to Potts Park), 7:30pm.

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

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

January 2021.

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

Thursday 14th:- Committee Meeting and magazine pack at the Arena Greyhound Sports Club, 140 Rookwood Rd. Yagoona (next to Potts Park), 7:30pm.

Thursday 21st:- CLUB VW MONTHLY MEETING - to be advised

Monday 25th:- 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.

Wanted:- VW Intake Manifold 1300-1600cc Single Port. VW part #113-129-701 J. Would prefer one with clear heat risers, but let me know what you have? Also need stock exhaust. Cheers info@russelltate.com

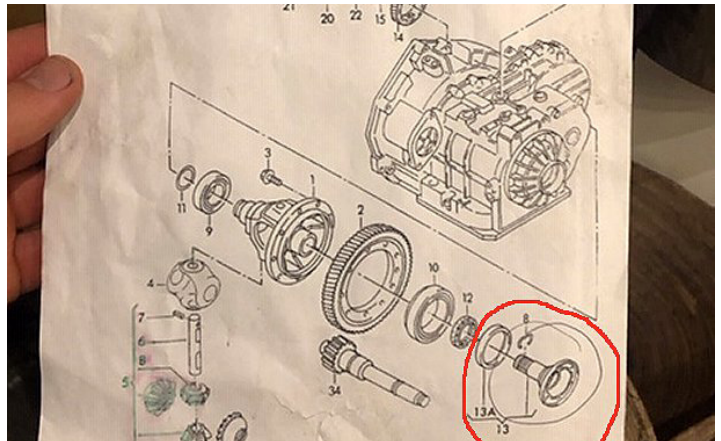


For Sale:- I don't know whether your members are Beetle enthusiasts only (I had one once, as well as a Karmann Ghia!), but I'm about to put my **2000 Passat Variant V6** on the market. It's done 277,000 km and always fully serviced. Car is located in Canberra and has ACT registration. Please direct enquiries to Adrian Herring at aherring@ozemail.com.au



For Sale:- Porsche 914 mag wheels/tyres, for VW 130 x 4 x 15 hubs. These haven't been used much since new. Two of the plastic caps are damaged, but mags and tyres (185x15x60

Bridgestone Ecopia) are in excellent condition. Sale includes a full set of lugnuts. New ,this setup presently costs over \$2000...Asking \$800. Located at Padstow, my phone is 0422 643036 (Phil) or email phlwarn@gmail.com



Wanted:- I am looking for some genuine VW parts to suit 2001 VW T4 Transporter. The parts I want are 13, 13A 8 on this ETKA chart. **Flanged shaft and circlip** from transmission. The Part Number is **02G409355** VW Either new or second hand is fine. To send to Queensland. If you can help please phone Tony Hayes on 0400 101862 or email tony17hayes@tpg.com.au

2nd Month ads.

For Sale:- Looking to sell a **1972 VW Beetle**, part of a deceased estate. It has a 15 millionth badge on glove box lid. Car is in very good condition. Please contact me for further details. Mr John Carter, 0417 626390 johncarter8@bigpond.com PHOTO NEXT PAGE





Wanted:- I am after a set of rims to go on my 1972 Type 3 fast back. If anyone has a set of 4 wide rims with 4 stud pattern that look nice and are at a good price you can email me. Thanks Shayne nepalitrade@hotmail.com



For Sale:- EMPI Extractor exhaust kit VW Beetle and T2 1300-1600 2 months old. Kit complete. Cost \$270.60 new, will sell for \$130. Contact Robert (Bob) White on 0419 437132 or (02) 4730 4863 or email rwjawwhite@bigpond.com

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 dbirchall54@gmail.com

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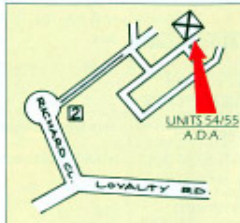
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AUSTRALIAN VW PERFORMANCE Centre

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.

vwperformance.com.au

Address: 29 Research Drive, Croydon South, Victoria, 3136

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(AH)

(Mob)

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- Cruises and observation runs
- Show n Shines, Concours
- Swap meets (VW parts)
- Social days and/or nights out
- Drag or track racing
- Meetings and tech talks
- Other (you tell us!):

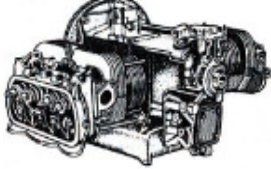
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Club Veedub Sydney Membership / Subscription Form.

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,
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You will receive 12 issues.



The 210TDI R-Line gets all-wheel steering, active roll stabilisation, rear and side window tint (Volkswagen claims absorbs 82 per cent of light), R-Line leather interior, memory for front seats, mirrors and steering adjustment, brushed stainless steel pedals, R-Line multi-function steering wheel with heating and paddle shifters, and black headlining.

The range-topping Touareg V8 TDI R-Line gets 'night vision' thermal imaging, 21-inch alloy wheels with a tyre pressure monitoring system and the \$8000 sound and comfort package - which includes an improved sound system, four-zone climate control, heated second-row seats, park assist and

manoeuvre braking - as standard. The package is also offered on entry-level Touareg for the first time.

An \$8000 Innovision package is now fitted as standard on all trims above 170TDI, adding a 38.1-cm touchscreen, 31.2-cm digital instrument cluster, heads-up display, ambient interior lighting, a volume scroll wheel and gloss black centre console.

A panoramic sunroof can be added to trims above 170TDI for \$3000, with metallic and pearl effect paints costing an additional \$2100.

The 2021 Volkswagen Touareg line-up is offered with three- or five-year capped-price servicing, at \$1350 and \$2500 respectively.

2021 Touareg range.

Volkswagen Australia has announced pricing and specification for its 2021 Touareg SUV line-up, ahead of a local showroom debut in October.

The 190TDI V6 has been dropped from the Touareg line-up, with a new Euro 6 compliant 3.0-litre V6 diesel powering 170TDI, 210TDI Elegance and 210TDI R-Line variants. A Bentley-sourced 4.0-litre diesel V8 motivates the range-topping Touareg V8 TDI R-Line.

Pricing starts at \$81,490 plus on-road costs for the 170 kW/500 Nm Touareg 170TDI, with the 210 kW/600 Nm 210TDI Elegance and 210TDI R-Line asking \$99,490 and \$108,490 respectively, plus on-road costs. The 310 kW/900 Nm Touareg V8 TDI R-Line closes the line-up at \$136,490 plus on-road costs.

Volkswagen claims the 170TDI and 210TDI engines will get 6.8 litres/100 km compared to the outgoing 190TDI's 7.4 L/100 km. The Touareg V8 R-Line returns a claimed 7.5 L/100 km.

All variants send power through an eight-speed automatic transmission and all-wheel drive system. The 2021 Touareg line-up also gets a larger 90 litre fuel tank (from the previous 75 L), with a 24 L AdBlue tank.

AdBlue is an ammonia-based fluid that is sprayed into the exhaust, turning harmful emissions into steam.

R-Line becomes a separate model grade on the 2021 Touareg rather than an options package.

The Touareg 170TDI gets IQ Drive - with emergency braking and pedestrian monitoring, lane assist with lane guidance, emergency, traffic and park assist, adaptive cruise control, front and rear cross-traffic assist, driver fatigue detection, a 360-degree camera, and front and rear parking sensors with a rear view camera - as standard.

LED head and tail lights, 19-inch alloy wheels, electric tailgate with keyless entry and start, a 23.4-cm touchscreen, heated and electric leather front seats, auto-dimming mirrors and rain-sensing wipers come as standard for 170TDI.

Touareg 210TDI Elegance gains 20-inch alloy wheels, LED matrix headlights with a washing system, air suspension, two-tone leather trim, and heated and ventilated front seats with eight massage programs.

2021 Volkswagen Touareg pricing

Touareg 170TDI - \$81,490

Touareg 210TDI Elegance - \$99,490

Touareg 210TDI R-Line - \$108,490

Touareg V8 TDI R-Line - \$136,490

California Beach sold out.

Previewed in the August issue of Zeitschrift, the Volkswagen California Beach camper has sold out in one day - despite the \$82,990 price, as Australians prepare to holiday at home in the wake of the coronavirus crisis.

And the eager buyers won't take delivery of their new camper van until later this year due to production delays in Europe caused by COVID-19 lockdowns.

In 1976 a basic 2000cc Kombi cost \$4,558, and the factory Sopru conversions ordered through VW dealers at the time were \$1,360 (Adventurer basic), \$1,962 (Traveller) and \$2,341 (Deluxe). So for a Deluxe Sopru camper in 1976, that's \$6,899 (\$43,942 today). A Ford Fairmont was \$6061 and a Holden GTS Monaro was \$6269 by way of comparison.

The modern version is twice as dear as the original in real terms, and while its engineering is far superior to the old Kombi, the new version is not a full campmobile - there's no



sink, stove or fridge in the Beach. But that hasn't dented its appeal.

Only 30 examples of the 2020 Volkswagen California Beach camper van are coming to Australia, with deliveries expected at the end of the year just in time for summer.

Based on the Volkswagen Multivan people mover, the California Beach is decked out with a table and chairs and a pop-top roof tent to sleep in.

Volkswagen Australia sold the California Beach only through an exclusive online ordering system. The bidding went live at 10am on 24 June 2020 and the allocation of 30 cars was sold out nine hours later, or one every 18 minutes.

In a media statement, Volkswagen Australia commercial vehicles director Ryan Davies said: "It's fitting that one of our most iconic heritage models ushers in a new way of selling our vehicles".

Volkswagen is one of a number of car makers who have expanded their ability to sell new vehicles online during the coronavirus crisis, as buyers adhere to social distancing requirements and restrictions on non-essential travel.

Volkswagen did not disclose further details about the California Beach customers, or which vehicles they had previously owned.

However, they will be among the first to take delivery of the modern Kombis following interruptions to production during global COVID-19 lockdowns.

Volkswagen Australia advises that the Beach California models and the rest of the updated Transporter 6.1 range have been delayed due to factory restrictions.

A statement from Volkswagen said: "Australian vehicle arrivals have been delayed, with van models arriving ... from November. Customers awaiting ordered vehicles have been notified".

Normal autos for Golf 8.

Regular versions of the 2021 Volkswagen Mk8 Golf will eschew dual-clutch gearboxes in favour of conventional automatic transmissions.

The switch only applies to regular versions of the 2021 Volkswagen Mk8 Golf powered by a 1.4-litre 110 kW petrol

engine with an automatic, the same combination found in the Skoda Karoq.

However, the 2021 Volkswagen Golf R, GTI, and Alltrack models will still use the VW DSG dual-clutch automatic transmission.

The transmission choice is due in part to the specific engine calibration (and automatic transmission combination) developed to meet Australia's outdated Euro 5 emissions regulations introduced in 2009, which are about a decade behind European standards.

Trevor St Baker, ERM Energy founder and Energy Policy Institute board member, warned last week Australia is at risk of being lumped with less efficient cars unless the government clamps down on vehicle emissions standards.

The Euro 5 standards that Australia enforces only lasted until 2015 in Europe. From January 2021, the European Union will introduce even stricter Euro 6d requirements.

The Volkswagen Golf Mk8 models sold in Euro 6d countries will receive a 1.5-litre turbo petrol engine and seven-speed DSG gearbox. Dual-clutch transmissions help to lower emissions and fuel consumption, and have been prioritised in vehicles destined for Euro 6d countries.



Volkswagen Australia was quoted as saying: "DSG continues in all other variants and every Volkswagen passenger vehicle model lines (except Touareg)."

Arteon Shooting Brake revealed.

Pictures of the 2021 VW Arteon Shooting Brake wagon have surfaced ahead of the car's official debut, revealing a practical and stylish family wagon.

Badged in China as the CC, the Arteon has all-wheel drive, black plastic cladding around the wheel arches, and a slightly raised body. The Arteon wagon looks to be designed for owners who require more space and a degree of off-road practicality.

At this early stage it's understood the Arteon Shooting Brake is being offered with a 2.0-litre turbo petrol four-cylinder found across the Volkswagen range. Transmission is an automatic 7-speed DSG unit.

These appear to be the first official photos of what



Volkswagen calls the Arteon Shooting Brake, after the car was teased in sketches earlier this year. Spy photos and renderings were reported in the April 2020 issue of Zeitschrift.

While there is no hard definition, the term 'Shooting Brake' typically refers to a luxury lift-back wagon with a tapered design - more 'coupe' in design rather than the conventional squared 'station wagon'.

Australia is expected to see the 2021 Volkswagen Arteon model return to dealerships later this year, but at this stage there has been no announcement made on the Shooting Brake. Chinese-made VW models are not a realistic option, so the Arteon wagon would have to start production in Europe, alongside the Arteon sedan and the Passat range on which it's based.

A Volkswagen Australia spokesperson has said, "Arteon is scheduled to make its Australian return in familiar form early in 2021.

"We're open to the idea of additional variants."

Earlier this year VW's Australian arm was showing interest in the Arteon Shooting Brake.

At the time, a Volkswagen Australian spokesperson said: "If such a thing were to be made available, it would certainly be of interest to us in Australia".

Though the car has yet to be confirmed locally, no doubt Volkswagen Australia will be keeping an eye on the sales figures from sister company Skoda, and their high-riding Superb Scout wagon.

VW ID.4 models revealed.

Volkswagen's 2021 ID.4 X and ID.4 Crozz electric SUVs have been revealed early, thanks to leaked official photos shared with a regulatory body in China.

The ID.4 will be Volkswagen's first all-electric SUV and is scheduled to launch in China, Europe and the United States sometime in 2020, although Volkswagen is yet to confirm an official date (it was originally scheduled to debut at the cancelled New York Motor Show in April).

As reported by Carscoops, China requires auto brands to share photos of upcoming models with the Ministry of Industry and Information Technology (MIIT) before they launch. This is not unusual, globally, although lower-detail renderings or diagrams will usually suffice as part of a design patent application.

MIIT, which is responsible for the regulation of technology production in the country, then reportedly posts these photos on its official website, where they were spotted and shared on a Volkswagen fan forum.

As a result, we've been offered our first glimpse of VW's incoming electric model range in two variants: the ID.4 X and the ID.4 Crozz.

Pictured in grey, the ID.4 X is the larger of the pair, although both models share the same wheelbase, are the same width and each seat five occupants.

The production version of the SUV doesn't appear to have changed much from teaser images released by VW earlier this year, with the ID.4 sharing its sleek, minimal design with the ID.3 hatchback.



The Crozz - pictured in white - is the slightly smaller crossover offering, shorter in length and height than the X. The leaked images of the Crozz also reveal a number of available wheel options for the SUV.

'Crozz' is a nod to the 'ID Crozz' name the model wore when it debuted in concept form at the 2017 Frankfurt International Motor Show.

Both models are expected to be powered by the same 150 kW/310 Nm electric motor found in the ID.3, which will send power to the rear wheels only.

VW has previously stated the ID.4 will have an electric range of up to 500 km, depending on the drive package, with an electric all-wheel-drive version to be added at a late date.

"The high-voltage battery is positioned near the centre of the underbody to create a low centre of gravity and an optimum in terms of driving dynamics, along with an

extremely well-balanced axle load distribution," Ralf Brandstätter, Chief Operating Officer for Volkswagen, said of the 2021 ID.4 at a press conference in March 2020.

"Just like all other MEB models, the ID.4 offers plenty of interior space thanks to its compact, electric drive technology. The fully digital cockpit of the zero-emission SUV has been clearly structured. It is operated primarily using touch surfaces and intelligent, intuitive voice control."

MEB is the Volkswagen Group's modular architecture platform for electric vehicles. MEB is short for Modularer E-Antriebs-Baukasten, which means Modular Electric Propulsion Platform. The ID.4 will be second vehicle to use the architecture after the compact Golf-sized ID.3 (there is no ID.1 or ID.2 - yet. They may be future Up!- and Polo-sized vehicles).

Volkswagen bills the ID.4 as the "world's first climate-neutral, compact SUV", able to be charged using renewable energy and produced at Volkswagen's Zwickau plant along a "carbon-neutral value chain."

Australia is a good chance to receive the ID.4 eventually - making it the first electric Volkswagen vehicle to be offered in our market - but it's unlikely to arrive until 2022 at the earliest.

"[The ID.4 SUV] makes a lot of sense for our market," a Volkswagen Australian spokesperson has previously said. "From 2022 onwards is when we'll start introducing ID models."

Hot ID.3 R coming.

A hotted-up 'R' version of Volkswagen's upcoming all-electric ID.3 hatch could arrive as soon as 2024, according to a new international report.

British magazine Autocar reports senior management at Volkswagen is close to signing off on the ID.3 R project, which would see extra electric grunt added to the standard ID.3 hatch.

This could mean a power increase to 223 kW, up from the standard ID.3's 150 kW, according to Autocar. By comparison, the 2020 Volkswagen Golf R produces 213 kW thanks to a 2.0-litre turbocharged four-cylinder engine.

The performance ID.3 R would also likely see the addition of an all-wheel drive system - versus rear-wheel drive in standard ID.3.

"The ID.3 can accept four-wheel drive, although it's unlikely to receive it during the first generation," Volkswagen's development chief Frank Welsch told Autocar.

In a previous interview with the publication, Welsch also said an R variant ID.3 would need "a performance e-



motor and four-wheel drive".

Will the Volkswagen ID.3 R electric hot-hatch come to Australia?

While Volkswagen Australia has plans for a local introduction of models from the ID family from 2022 onwards, it says it's too soon to comment on the ID.3 R - however it is interested.

"Our performance vehicles remain popular models with Australian buyers," a Volkswagen Australia spokesperson said. "We would certainly consider offering something like the ID.3 R if it was made available."

VW-Ford vans.

German and American carmakers Volkswagen and Ford have announced they will produce two new small commercial vans as part of their alliance.

The two vehicles, known for now as 'city delivery van' and '1 Ton project', will each have their development led by a different brand.

The city delivery van will be produced by Volkswagen from 2021 at its Polish facility. Based on the Volkswagen Caddy 5 unveiled earlier this year, the model is set to replace the Transit Connect compact van in Ford's line-up. The Transit Connect is not currently offered in Australia.



Development of the 1Ton will be led by Ford, with the vehicle to be sold by both companies. As the name suggests, the van will have a payload of 1000kg.

Timing has not been announced for the 1Ton, with the companies stating only that the model will come "after" the city delivery van. It has also not been confirmed whether this Ford design will replace the VW Transporter, after 70 years.

As of now, there are no further details on specifications of either vehicles, however given Volkswagen and Ford's push

to develop electric vehicles, it's likely that one or both of the models will receive some form of electrification.

The vans will form two of the three models in the Ford and Volkswagen alliance's commercial vehicle assault, joining the recently-announced Ford Ranger-based Volkswagen Amarok.

The brands claim the three models will sell a combined 8 million examples across their lifespan.

Electric Ford to be a VW.

Ford has confirmed it will build an electric car by 2023, based on one of Volkswagen's electric car platforms.

The announcement confirms reports last year speculating that Volkswagen would make its 'MEB' electric car platform available for use by Ford as part of an alliance between the US and German brands.



"This collaboration will efficiently drive down development costs, allowing broader global distribution of electric and commercial vehicles, and enhance the positions of both companies," now-former Volkswagen CEO Herbert Diess said in a prepared media statement.

The as-yet unnamed Ford model is expected to be complete by 2023 and will exist alongside the all-electric Mustang Mach-E SUV in Ford's electric stable.

While details of the model remain scarce, use of the VW electric-car platform does provide some clues.

To date, the Volkswagen group uses its electric-car platform for the Volkswagen ID line-up - which mostly consists of hatchbacks and small SUVs, while Audi and Skoda will use it as the basis for the Q4 e-tron and Enyaq medium SUVs.

The larger Audi e-tron electric SUV uses an 'MLB evo' platform, while the Audi e-tron GT and Porsche Taycan sports cars use the J1 Performance Platform.

Europa League update.

We reported in the July issue that our German football team, VfL Wolfsburg, had finished 6th in the 2018-19 Bundesliga and had qualified for the 48-team

2019-20 UEFA Europa League, the second-tier European club tournament. This competition was run from August last year, with the Wolves defeating Oleksandriya (Ukraine) and Saint-Etienne (France) in the pool matches and progressing to the knockout round-of-32 last December. Here the Wolves defeated Malmo FF (Finland) and moved into the knockout round of 16, which was played in March. The Wolves were matched against Shakhtar Donetsk (Ukraine), and played only one match (losing 1-2 at home) before the competition was suspended due to the coronavirus lockdown.



With the recent easing of lockdown in Europe, the competition was recently resumed and completed last month. Unfortunately the Wolves did not progress any further, losing their rematch with Shakhtar Donetsk 0-3, eliminated from the competition with a 1-5 losing aggregate.

Shakhtar went on to defeat Basel (Switzerland) in the quarter-finals, but lost to Inter Milan 0-5 in the semi-finals. The other semi saw Sevilla (Spain) defeat Manchester United (UK) 2-1. The final therefore saw Inter Milan play Sevilla. The Spaniards won 3-2, giving Sevilla its sixth Europa League championship over the last ten seasons.

The top-tier UEFA Champions League was won by power-house German champions Bayern Munich, defeating Paris Saint-Germain 1-0. It was the sixth European Championship for Bayern, after also winning the Bundesliga for the last eight years straight.

Meanwhile, as also reported here in July, VfL Wolfsburg finished 7th in the 2019-20 Bundesliga (which was delayed due to the coronavirus lockdown), and so again qualified for the UEFA Europa League for 2020-21, this time in the earlier second qualifying round. The Wolves are seeded 4th of 96 teams in this round, behind only Tottenham Hotspur (UK), Basel (Switzerland) and FC Copenhagen (Denmark).

The qualifying rounds of the 2020-21 Europa League have already begun, and the pool matches are scheduled to begin in September. In addition, the 2020-21 Bundesliga is scheduled to kick off in late September, around 6 weeks late thanks to the covid situation. We'll let you know how the Wolves go.





I'm on fire.

Chatting with people over the years about old Volkswagens, a lot of people have said to me, don't they catch on fire a lot?

It's true that Volkswagens can catch on fire, but people make out like it's some kind of inherent fault or bad design.

My standard answer to them is:

People mess around with them and don't always do a proper job.

Plenty of times people will spend money on shiny paint jobs, useless chrome parts on the engine, fancy mag wheels or roof racks, and not on new fuel lines, grommets or fuel line clamps.

Some people don't even use fuel clamps.

Fifty year-old fuel line has had its day, so replace it all with brand new VW cloth-covered rubber line and use clamps on every joint. Get the good quality German anti-crimping stainless type, rather than the cheaper spiral screw type.



People like to cut the fuel line and put a fuel filter between the pump and carburettor, right above the distributor, but this is just asking for trouble. Filters should be fitted underneath the car before it reaches anywhere near the engine.

Keep fuel lines original and don't design something else. Aftermarket fuel hose is usually in imperial and won't quite fit the metric VW fittings properly. It also has a larger exterior diameter and won't fit through the firewall and grommet.

You MUST make sure the firewall grommet is there and is in good condition. It stops the fuel hose moving and rubbing. Without it, the fuel hose will be cut through in record time, causing a fuel leak and major fire hazard.

Make sure your fuel pump is in good condition. The diaphragm can tear after many years of use, which causes petrol to seep into the sump. You can check this by regularly checking your dipstick - a fuel leak will cause the oil level to be unusually high, and it will smell of petrol. Get it fixed straight away by replacing the pump - then change the oil.



Use the standard VW fuel pump - a German one if possible. Don't try to be smart and fit an electric pump, which the car is not designed for. Electric pumps can over-ride the float bowl shut-off valve, flooding the engine. But worst of all, if you're in a crash and the engine stops, the ignition is still on and the electric pump continues to pump fuel everywhere. A stock pump will be stopped, of course.

One other thing to check is the metal VW fuel hose fittings in the fuel pump and carburettor. These are normally just pressed or soldered in, but can easily work loose after 50 years, causing a leak - or worse - coming out completely, spraying petrol everywhere. Loctite them in place if loose, and peen the edge where the steel meets the alloy body. Some people also like to safety tie them in with fine stainless wire, aircraft style, to prevent them popping out.

Does your electric choke work properly? Is the throttle plate shaft firm, or does it slop around? Chances are your 50 year-old carburettor may need reconditioning in any case.

Does your VW's heater smell of petrol? A smell of hot engine is normal, but a petrol smell suggests you have a

dangerous leak somewhere. Inspect your engine carefully from top to bottom, and the fuel line from the front to back. In the same way, check for fuel smells in the front boot. You probably have a fuel cap with a worn or missing sealing ring. Think of the fusebox and all the electrical wires nearby behind the dash. Replace it.



When some people fool around with battery, checking or adjusting or charging or replacing it, they often seem to forget or lose the battery cover. This is another crucial piece of equipment that your VW must have. Without it, if someone sits on the rear seat, the seat springs can short across the exposed battery terminals and set the seat on fire.

How many times have we heard the story about VWs catching fire when someone sits in the back seat? It's only because some idiot forgot to put the battery cover back on. Make sure you use the battery cover at all times.

None of these problems are Volkswagen's fault, or a bad design. Just lazy or ignorant owners.

Also why don't more people carry fire extinguishers? They are very affordable at major auto parts stores and should be a standard fitment in your classic VW. Mount it where it can be reached immediately from the driver's seat in an



emergency.

Take these precautions, keep your car standard, well serviced and properly maintained and your Volkswagen will be as safe as any other brand of car.

Ashley Day

Green Maxine.

After not having much luck and having been given a bum steer, I once found myself looking through some antique shops in Victor Harbour, south of Adelaide.

At about the fifth shop, I met a very pushy sales lady called Maxine.

I ended up buying something small, so I could leave, and as she was wrapping it she asked me - what are you doing in Victor Harbour?

I told her that I was down from Sydney and I was looking for any old Volkswagens.

"Oh, I've got a really old Volkswagen, I think," she says, "but I haven't seen it for twenty five years, but it should still be there."

How old?, I asked.

"Very very old, the back window is round, and if it's still there, you can have it for \$300."

Maxine rang her father and the car was still there.

So I found myself driving 150 kilometres north to Karoonda.

There in the pig shed was indeed a dark green 1956 model Beetle.

Only having a Holden Rodeo ute and no way, or money to transport it home, I wondered?

I knew that oval window Beetles came to this country in a kit form, so I figured, if it was in kit form again, maybe, it could fit onto the back of the ute.

After six days in Karoonda, I finally had it on the back of the Rodeo and was heading for home.

I did have to wait on the back of my ute for two and a half days for the only forklift in town to load it.

I didn't even know if the front wheels of the old ute would come off the ground, but it handled the extra weight well and it only took 18 hours to get home.

Once home the car was reassembled.

Remember, wherever there's a will, there's a way.

Ashley Day



Klub Korrespondenz.

Sent: Thursday, 23 July 2020 4:58 PM
To: Club Veedub Sydney <clubvw.org.au>
Subject: VW Type 3

I am rebuilding a 1970 Type 3 Fastback in Qld. I have the chassis and engine numbers in the usual places, and an Australian ADR plate on the RH side of the spare wheel space. But on the LH side of this space, behind the windscreen washer bottle, are stamped the numbers 312 0764. What do these numbers signify? Is it an Australia only number? Any help appreciated in understanding my car. Thanks & regards,
Giles Cooper

Hi Giles,
Thanks for your message (above), left on the Club VW Sydney webpage.

Yes the numbers that matter are the chassis number and the engine number, both of which you've already noticed. The addition number on the scuttle panel is a body number, and doesn't mean anything.

From 1960 to 1968, Volkswagens were fully manufactured in the Melbourne factory, stamped from Australian steel and, from 1966, even having the engines cast locally. This includes the Type 3 range from 1963. However VW Australasia lost money on this level of Australian content, as their local sales were never enough to cover the set-up and production costs. Especially after Japanese competition increased from the early '60s and VW sales halved from 1964 to 1967.

So in 1968 local manufacturing ended and the factory was converted back to CKD assembly only - putting cars together from German kits, and adding only locally-made tyres, batteries, paint etc.

Your Type 3 was welded together in Melbourne from German-made panels, and the number you've spotted would have been part of the assembly kit. The way it worked was not one crate of parts for one car - but rather around 12 crates of parts to make 10 cars. One container might have contained 10 roof panels, 10 left doors, 10 bonnets etc. So the parts had numbers on them to allow tracking during the assembly process.

Only 2,938 VW 1600s were sold in Australia in 1970, and 16,545 VWs of all types in total. All these annual sales figures are on our website, on the history pages, if you're interested.

Kombis of that time have a similar body number - they are on a bit of steel ribbon tack-welded onto the engine support panel, right next to the actual chassis number. This causes endless confusion for new enthusiasts - and sometimes the authorities too.

Kind regards

Thank you for the information - I appreciate it as I am trying to find out whatever I can about my car.

I bought my 1970 Fastback from Steven Muller in Sydney last year. He had acquired it from South Australia where, looking at service stickers on the car, I think it spent most of its life. However I have been unable to contact the previous SA owner to find out more of its history.

It only has 39,147 miles on the clock, but whether there should be a 1 or a 2 in front of the 3 is a matter for conjecture, but there was a distinct lack of wear and tear on many parts. Since purchasing it in October last year I have

completely rebuilt it. All cosmetic as there was minimal rust, but the engine, gearbox, and all carpets, trim, and seats were destroyed due to water ingress through rotten window seals, and mice. Why there was not more rust, I don't know, but I am very happy with the metal work

But in the rebuild, I found a LOT of seemingly original VW parts (rather than later aftermarket parts) - axle seals, rear suspension bushings, etc etc, which leads me to believe it is reasonably original.

I am just waiting on my carbs to come back from rebuild and I am finished. Hopefully in a week or two I can start driving it. I know of the Antarctic VWs from your website, but my plan is to take it to the Arctic, up the Dalton





Highway (aka Ice Trucker's Highway) to Deadhorse in Alaska, and also up the Dempster Highway from Dawson City to Inuvik, through the Yukon to the NW Territories. I have done both these trips twice before - once in a Lotus Elise (only idiot to try that one !!) and also in a Toyota Landcruiser, so I know what I am up for. I think it would be great to take a Type 3 up those Arctic roads.



I plan is to ship the car to Vancouver in about June 2022 - with luck the coronavirus will be under control by then! In the meantime, I may have to do a lap of Australia just to make sure my car (aka 'Clementine' as that's her colour) is ready for a real journey.

Last year I prepared and then drove a 1954 Austin Healey 100 from Peking to Paris in 36 days, crossing Mongolia, Kazakhstan and Russia before dropping down through the Baltic States and Europe, which was great fun, and left me wanting more adventures.

Anyway, thanks again for sending me that information. I have read the Club VeeDub webpage extensively, but missed a few salient points. I started my motoring life in Beetles - a '56 and a '58 in the UK, then a '64 in Melbourne, followed later by another '64 in California and then a '70 one in Dubai - one of the very few in that part of the world in the early 1970s. I also had a 1972 Commemoration Model in Qld in the 1980s.

When I decided on another VW after the Peking to Paris Rally last year, I therefore went with a Type 3 because I felt it was time for a change, and I am learning that there is much less information (and parts) available for Type 3s than there is for Beetles or Kombis.

Enough prattle from me - I attach a few 'before,' 'during' and 'after' photos of my current car FYI.

Thanks again

Giles Cooper

Sent: Wednesday 15 July 2020 12:32 PM
To: Club Veedub Sydney <clubvw.org.au>
Subject: VW Beetles

At last I got hold of some Beetles here in Malaysia. They look relatively good on the outside. The blue one has been through a flood and both have been trampolines.

Regards,
Rod Young



Sent: Friday 14 August 2020 11:26 AM
To: Club Veedub Sydney <clubvw.org.au>
Subject: Wrecking Yards

Thought you would be interested in the attached pic. A mate of mine is travelling to far west NSW and spotted these cars in a wreckers yard.

Great projects for someone with deep pockets.

Cheers,
Carl Moll





Surrey top adds to the already eye catching appearance. Engine hides under cover behind rear wheels.

Steelfast beach buggy.

Australian Motor Manual, July 1966

First of a batch of 12 locally-built runabouts has been seen round Melbourne lately. It is the 'Volksy with the fringe on top,' more correctly called the Steelfast Beach Buggy. This local version was inspired by an American kit version. The buggy utilizes the original VW chassis platform for economy and convenience; steering and seating remains unaltered.

The design is further simplified by using the standard body mountings and the transformation of beetle to buggy simply calls for an exchange of bodies. Strength is an important feature of the buggy and its body is said to be flex-proof. The demonstration model is fitted with a 36 h.p. motor but experiments with both 1500 and Porsche Super 90 motors have been conducted - the results can be imagined.



Parts are all VW. Conventional body can be just lifted off, steelfast type replaced. Go anywhere ability is almost as good as Land Rover.

The builder, Mr Peter Duffin of Steelfast Engineering, 972 Dandenong Rd., East Caulfield VIC, has this to say about his machine:

"Don't think a 1200 motor is not good enough, as this - our demo model - had the pleasure of towing a recently marketed product of a similar type of vehicle out of soft sand. An impromptu test which followed, showed anything the other vehicle could do, we could do better.

"Our idea is to produce a vehicle which can be put on the road under \$800 (£400) if required - \$200 (£100) spent on second-hand parts at a motor wreckers will gain a motor \$140 (£70), transmission \$40 (£20) and front end \$20 (£10). This leaves steering column, wheels, seats, speedo and wiring the only remaining expenses.

"Bodies are supplied complete, mounted on chassis tray, and we believe anybody with a minimum of mechanical

knowledge can complete this vehicle in one week.

"This buggy has been put to some testing tasks during the past four months - driven over wild country to remote beaches, towing water skiers on beaches and canals. It finally made a big hit with a farmer who used it to bring in the cows and as a general farm vehicle. He suggested only two changes - no rear seat, just an extended tray - and if possible, more ground clearance at rear.

"By fitting a transporter rear end, plenty of clearance for the roughest going can be obtained - this is our next modification to the test car."

This Australian attempt at reproducing a type of vehicle which has proved widely popular in America certainly deserves success, for performance and finish are both to a very high standard.

Also available is a two seat farm vehicle, called the Boundary Rider.

At last - the four-door Veedub.

Wheels magazine, August 1968

A four-door Volkswagen was inevitable. The only burning question was when. Now the serpent has struck - much to the official consternation of Wolfsburg - and the 411 stands revealed from beneath its veils. Not that it matters to possible buyers. But this so-called 'leak' to Germany's leading news weekly rings about as true as a 50-cent alarm clock. Once Finance Minister Strauss (no mean hand on strategic publicity leaks) accused VW of lagging with new developments it was virtually pre-destined that 'Der Spiegel' would have first word of the VW 411.

Politics plays a big part in building automobiles. Designing a new car is the easy bit. Launching it properly comes under the aegis of a Helen of Troy. We must admit that VW's new boss did the job up in shocking pink ribbons.

Unlike the 1600 debut, this 1700 is being thoroughly anticipated. Despite the ballyhoo over four doors and a rousing 80 bhp it is, after all, just another Volkswagen - hopefully, with some refinements. Early comparisons with the R16 are flattering, but then the Germans don't see many Austin 1800s. If Pininfarina did this one - under his German-exclusives contract with VW - he shouldn't make a point of it.



Sleek and slinky, but still with that Volkswagen look about it. The 411 shows its graceful lines. Note extended heavy-duty bumpers with rubber edges.

Incidentally, I would expect a Karmann version either simultaneously or shortly after announcement and we may have to forget the familiar hyphen between K and Ghia. Karmann-Pininfarina sounds clumsy - but it must be the path to truth.

In case you wondered where the name 411 came from; it is the fourth model range out of Wolfsburg (the Beetle was one, that box-like Kombi or transporter two, and the square/fastback 1600 number three. I would guess that "11" is a hopeful mental tie to the six-cylinder Porsches.

The original VW was designed by one F. Porsche before Wolfsburg existed, while the currently awaited crown prince owes an equally large debt to outside engineering (read Porsche Bureau in Zuffenhausen).

You only have to look at the suspension: in back they are using angled, trailing A-arms already proven to Wolfsburg standards in their Automatics and previously certified by Porsche and a few others. Up front the new 411 will use spring legs, but early announcements were coy about their origins. They could be pure Porsche struts rather than McPhersons. One feature taken directly from Porsche practice is a petrol heater which may absorb some fuel but at least puts out a little warmth. Braced tread tyres, hanging pedals and even front discs and dual brake circuits are causing no end of awe around Germany these days, though none is what you might call earth-shaking. But then maybe in a VW they are.

A major 'breakthrough' to me is the longer wheelbase, though even here the gain is a scant 2.5 inches (65 mm) while the overall length has grown by 7.5 (190 mm). The picture shows more than enough front overhang to account for most of that. In modern terms, the Renault R16 comes out shorter with more wheelbase and you know how well it rides. Of course, the VW 1700 will have nearly as much luggage capacity up front as an R16 in its boot.

The rear boot will actually carry less than a current 1600 TL fastback. But they plan a Variant, or wagon version of the new big four, for those with really bulky loads. That hasn't been seen with four side doors yet, but I shouldn't be surprised if such did occur. Releasing a photo of the normal sedan with four doors was enough shock for one season. More to the point, VW seems to have realised that modern Germans, and by their perimeters of extension, the world, want a choice or two. A deluxe version is planned alongside the 'standard' kind from the word go. Next there will be the automatic option (predicted in our VW 1600 test since it

made no sense to have two kinds of two-pedal cars only 100cc apart). Not to mention two and/or four doors and eventually both Variant (wagon) and sporty off-shoots.

With this range of novelty up top I wouldn't expect the 1600 line to die for some few years yet, if only to plug the hole. VW can't get much bigger than 1850cc or so without running into quasi-partner Daimler-Benz. But a jump from the 1.5-litre Beetle to a new 1700 is too much to swallow. Look for a base price on the two-door 1700 VW of maybe \$50 under \$2000 at home, compared with a 1600 L which is \$250 cheaper than that. The cheapest four-door VW will probably cost some dollars over \$2000.

I would anticipate \$2500 for a 4/5 door VW Variant with fancy trim and another \$100 for metal sliding roofs.

The next step after deluxe interiors will certainly be injection engines using the electronic control system developed originally for a smog-bound American market. In fact, they may even introduce this one alongside the European model and it takes no great polish to our crystal ball to expect 10 per cent more power from the injected kind: say 75 DIN against 68 for the twin-carb engine at 4500 rpm. Already hailed around home as Volkswagen's lucky roll in the upper middle class sweepstakes, the 411 is going to have to face the hard fact that native rivals like Opel and Ford have already leap-frogged past medium-brisk 1700s to the same kind of chassis with big-bore sixes and the like.

Quality will sell a new VW - if it has more initially than its 1600 forebear - and a certain marque loyalty. But Wolfsburg is still an awfully long way from the living, swinging, motor mart of Europe.

Perhaps I'm yearning for transparent fig leaves, but the only 'new' VW which might truly deserve that name would be a car 20 years ahead of its-time. Porsche did it once with the Beetle; but then he was some kind of a genius.

And when might we see it in Australia? Well, it could be here now, trudging up miles on some dusty outback road beneath a phony fibre-glass nosecone.

Volkswagen Australasia is known to be importing some for testing before it releases the model locally. The 411, which will be available in two and four-door versions, will also have automatic transmission as an option. There is no plan to discontinue current VW models to make way for the newcomer, says the company.

Jerry Sloniger

1967 Southern Cross Rally.

Various period Sydney and Melbourne newspapers

Wednesday 4 October 1967

Life is a constant race against time for these three world famous rally drivers (from left) Tony Fall, Paddy Hopkirk and Timo Makinen.



They drove in the Gallaher 500 at Bathurst on Sunday and have been in training since for the 2500-mile Rothmans International Rally starting in Sydney tonight.

Mrs Fall (left) and Mrs Hopkirk, visiting Australia for the first time, are occupying their time with site-seeing while their husbands are racing and rallying.

The three overseas stars are among early favourites for the rally, being held over roads described as the toughest in the world.

They are members of the five-car BMC-Castrol works team and will be paired by local navigators.

Hopkirk from Ireland, and Makinen from Finland, are regular visitors to Australia but this is Fall's first visit.

Fall, a Yorkshireman, earned his trip through some outstanding performances earlier this year.

Hopkirk and Makinen are both past winners of the Monte Carlo Rally, considered the top event in the world of rallying.

Hopkirk has been in great form this year and recently won the Alpine Rally staged through the mountains of Italy and Switzerland.

All three will drive S-type Mini-Coopers, the little tear-away cars which have earned them literally hundreds of rallying successes throughout England and Europe.

The cars to be driven by Hopkirk and Makinen have been shipped from England especially for the rally, while Fall is in a locally-prepared car.

Other drivers in the team are Bob Holden, who co-drove a Mini-Cooper S with Fall to fifth outright and first in his class in the 500 on Sunday, and Evan Green, public relations director of BMC. The rally, biggest and richest in Australia, has attracted a field of 84 cars, many being sponsored by major car companies.

It comprises four night stages, through little-used roads in NSW and Southern Victoria.

Entrants

Two Japanese Colts which reached Sydney this week have instrument panels like a Boeing 727 aircraft.

They will be driven by top Australian crews - Doug Stewart/John Bryson and Colin Bond/Brian Hope - in the 2,500 miles Rothmans International Rally, which starts from Bankstown Square on Wednesday night.

Layout of the Colt cabins is the idea of navigator Bryson and all fittings were done in Japan before the cars were shipped here.

They have every conceivable rally aid, from headlight washers to miniature computers.

The new Colts will have stable-mates in the rally which already have successfully competed in this year's championship rallies.

The three star B.M.C. drivers are competing for outright honours and against the Colts in Class F for modified cars under 1300 cc. They have a capacity of 1295 cc, against the 1088 cc of the Colts.

Australian-built entries include 14 other Minis, including local works drivers Bob Holden and Evan Green, and two of the newly released Morris 1100s.

Doug Chivas, at present leading in the NSW Championship, will drive a modified one, while Sun-Herald motoring editor Clyde Hodgins will drive an 1100S which has been kept to standard specification.

In Queensland's main rally last weekend, the Warana, Green came second behind the Hillman Arrow of Ken Tubman, with Colin Bond's Colt in third position.

Five of the 11 Volkswagens in the Rothmans have factory-prepared worked 1600 cc engines and star drivers such as Barry Ferguson (N.S.W.), Ray Christie and Tony Theiler (VIC) and Stewart McLeod (S.A.).

Ford have a Lotus Cortina for titleholder Harry Firth, winner of the first Rothmans Southern Cross Rally last year, who will share favouritism this time with N.S.W. driver John Keran (Volvo).

G.M.H. have three modified Holdens from Melbourne and Pat Cullen has entered Greg and John Garard in standard models.

European cars entered include three Fiat 124s, a Fiat 850 coupe, four Renault Gordinis, four Peugeots and four Volvos. One Volvo will be driven by Lynn Keeffe, who won last year's women's prize with Carol Holden.

Victorian Mal McPherson (Gordini) will be out to win his second international event for the year after success in the



B.P. Rally. He will be supported by N.S.W. stars Bruce Collier and Gerry Crown.

Another women's crew will be headed by Avis hostess Wendy Taylor in a Hillman G.T.

Other Japanese vehicles are two Datsun 1000s, and single entries of Toyota Corolla and Corona, Daihatsu, Prince G.T., Honda and Mazda coupe.

Ahead of the 84 competitors are four nights of hard driving in Australia's south-eastern corner with the goal some \$15,000 in prize money.

Three daylight rest stops will be taken - at Canberra on Thursday and Saturday and at Bairnsdale on Friday.

The first car leaves Bankstown Square at 6.30 p.m. Wednesday, and will be due back at 10 a.m. next Sunday.

Thursday 5 October 1967

With several hundred spectators cheering them on, 79 cars and their crews set off last night on a 2,500-mile quest for \$14,000 in prize money.

The competitors in the 1967 Rothmans International Rally, the richest motor-sport event held in Australia, began leaving the starting point, Bankstown Square, at 6:30 p.m.

All the major Australian motor companies and some foreign manufacturers have teams in the rally.

They are G.M.H., Ford, Chrysler, Volkswagen, Renault, B.M.C., Mitsubishi and Volvo.

Other makes represented are Fiat, Peugeot, Honda, Prince, Toyota, Datsun, Mazda and Daihatsu.

B.M.C. has imported three international drivers and two specially-prepared Mini Cooper S cars for the event.

The drivers are Irishman Paddy Hopkirk, Finnish driver Timo Makinen and England's Tony Fall, who won his class in last week-end's Gallaher 500.

The provisional outright winner of the Gallaher, Victorian Harry Firth, has teamed with Graham Hoinville in a factory-entered Lotus Ford Cortina Mark II brought out from England for the rally.

This team was the outright winner in last year's event.

Three Renault Gordinis have been imported for the Renault team.

The organisers of the rally, the Australian Sporting Car Club, have arranged the route so that most of the driving is done at night, with rest periods during the day.

Competitors will follow a route mostly over dirt roads through Mittagong, Collector, Canberra, Corryong and Bruthen to Bairnsdale in Victoria, then return to Sydney through Bendock, Merimbula, Canberra, Reidsdale and Moruya.

The survivors of the gruelling course are expected to reach Bankstown Square at about 11 a.m. on Sunday.



ROTHMANS CAR RALLY STARTS FROM Bankstown Square



6.30 P.M. WEDNESDAY

GO!!! Rally Headquarters — Bankstown Square!

6.30 p.m. Wednesday, October 4—zero hour! The first car is flagged off. At one-minute intervals the other 83 rally cars start in the Clock Court.

7.54 p.m.—they're away in the Rothmans "Southern Cross Rally"—the greatest on-road test in Australia, it's an event of international status with drivers like Paddy Hopkirk (Ireland—winner of the 1964 Monte Carlo Rally), Tony Fall (U.K.), Timo Makinen (Finland) . . . For 3 days crews and cars face gruelling tests of skill and performance. Follow their progress at The Square on the giant point score board, and at the Information Centre, 8 p.m. to midnight each night, in the Banksia Room.

9-10.30 a.m. Sunday, October 8—the Finish!

11 a.m. All the cars drive in a Grand Parade round Bankstown Square!

GO!!! Bankstown Square's own Motor Show!

A line-up of cars like you won't believe! Rally cars—racing cars—vintage cars—plus the newest models from Holden, Volvo, Fiat and B.M.C. Motor Premiere! The first public display of the new B.M.C. automatic Mini at The Square during the huge Car Show—till Sunday.

GO!!! Racy fashions on parade!

11.30 a.m., 1 p.m. Wednesday, October 4. Mini Rally car delivers the models. Get set for a great gear happening as compere Charles McLaughlan takes you through the tops in "his" and "her" sporting fashions from all round The Square, Clock Court.

2.15 p.m., 3 p.m.—more parades backed by the swinging sound of "The Classic."

Friday 6 October 1967

Brilliant high-speed driving performances over rugged mountain roads have put international stars Timo Makinen, Tony Fall and Paddy Hopkirk into the lead in the four-day Rothmans Southern Cross rally.

At the end of the first 250-mile section to Collector, Makinen, the Flying Finn, had lost only 14 points.

Fall was 15 points down, with Hopkirk on 20. All three are driving factory-built Rally Cooper-S's.

Several Australian stars were following closely - Evan Green (Cooper S) had lost 21; Colin Bond (Colt Fastback) 22, and John Garard (Holden) and Stewart McLeod (VW 1600)

were equal on 23.

Last year's winner Harry Firth, driving a new-model Lotus Cortina, had lost 31 points up to Collector, but was confident his car would outlast his smaller rivals over the remaining 2,250 miles.

High average speeds, fog and dust took a heavy toll of the 83-car field. 11 withdrew yesterday.

The cars started last night at Bankstown Square and drove overnight through Mittagong, Collector, then on to Canberra for an all-day rest for crews.

Tonight the field leaves Canberra for the second all-night drive in the four-day, 2500-mile event, Australia's biggest and richest rally.

However, the internationals are far from being certainties for the running.

Already the three cars have been forced to fit new tyres and brake-pads, testimony to their hard-driving.

The Wombeyan Caves Road, the first section after Mittagong, claimed most victims.

Drivers were asked to average 41 mph (66 km/h) down this narrow twisting road, which is bordered on one side by a cliff-face and on the other by a sheer drop to the valley below.

But Timo Makinen made it on time and many others were less than one-minute late.

Asked his opinion of Australian roads, Makinen replied: "The roads are too good - I like them much rougher." Rally Director Bob Setby-Wood replied: "He will be accommodated later - if he lasts that long!"

1954 Redex Trial winner, Jack 'Gelignite' Murray in a Prince Skyline GT, is having a trouble-free run despite a loss of 53 points to Collector.

Murray plans to finish his driving late Saturday night when he will make a dash to Newcastle to drive in a speedboat race.

But this could be the year for Barry Ferguson, unlucky loser of the 1966 Southern Cross when he hit a tree leading with only 400 miles to go.

Ferguson, down 24 at Collector, was in the box seat as the field headed out of Collector to Canberra, and into his favourite country towards Tumut, Wee Jasper and back to Canberra.

His works 1600-cc engine VW beetle is running smoothly and he is a renowned long-distance driver.

Cooper-S driver Bob Holden overcame serious electrical trouble to lose only 33 points to Collector. The car's fan belt had stretched and was generating only enough power to run one driving light.

Holden is in strong company on 33 points, equal with veteran driver Ken Tubman (Hillman) and the current NSW rally champion, Greg Garard in a Holden 186-S.

Overcoming hardship is part of the rally driver's life. Gerry Crown's Renault-Gordini had an electrical fire but pressed on to lose only 55 points.

Peter Brown's Cooper-S threw its fan-belt seven times but he is still pressing on.

Car 1, a Fiat-124 driven by M. Stahl, crashed into a submerged tree at a creek crossing near Towrang in the Collector area, but after repairs Stahl was able to continue to Canberra.

Car 5, a VW driven by Stewart McLeod of South Australia, overturned on the run from Sydney to Canberra, but McLeod and his navigator, J. Lock, were able to right it and continue. They lost two minutes.

Survivors of the rally are expected to reach Bankstown Square at about 11 a.m. on Sunday.

Saturday 7 October 1967

N.S.W. drivers went to the lead in the 2,500-mile Rothmans International Rally yesterday when two of the overseas drivers were forced to withdraw, and the third lost heavily in points.

At the completion of the Canberra-Bairnsdale (Vic) run yesterday morning Barry Ferguson, driving a Volkswagen, led the rally with the loss of only 98 points.

He was followed by J. Keran (Volvo) on 102 points, and Evan Green (Cooper S) on 138 points.

Leaders at the end of the first stage from Sydney to Canberra on Thursday were Timo Makinen of Finland (Cooper S), Paddy Hopkirk of Ireland (Cooper S) and Tony Fall of England (Cooper S).

But on the overnight run from Canberra to Bairnsdale both Makinen and Hopkirk had breakdowns high in the Australian Alps and had to retire.

Fall was delayed for an hour with mechanical trouble, and lost heavily in points.

Harry Firth of Victoria, winner of last year's rally, was another withdrawal. A wheel of his Lotus Cortina Mark II went over the edge of a rain swept, greasy, unsealed road in the Alps at 3 a.m. yesterday.

Firth tried for 100 yards to get the wheel back on the road but failed, and the car rolled down an embankment. The car was reported to be a wreck, but Firth and his navigator, Graham Hoinville, were uninjured.

After resting during the day the cars left Bairnsdale last night, to tackle the mountain roads on the third stage of the rally to Canberra, where they are due this morning.

They will start the final stage early tonight, and are expected to begin arriving at the finishing point, Bankstown Square, about 11 a.m. tomorrow.



Sunday 8 October 1967

Competitors in the Rothmans International Car Rally last night were pushing through mountainous stretches on the South Coast of New South Wales.

At the Canberra check-point yesterday, Barry Ferguson of Newcastle was still driving his Volkswagen in first place, following the withdrawal of overseas stars on Thursday night.

Ferguson, with 192 points lost was 35 points ahead of Frank Kilfoyle of Melbourne (Ford Cortina), with Ron Phillips, also of Melbourne (Holden), 20 points further back in third place.

The 50 cars still remaining in the 2,500-mile trial left Canberra yesterday evening for the run back to Sydney.

They had a full night's drive ahead of them through 'horror stretches' and mountainous passes before reaching the finish at Bankstown Square at 10.30 a.m. today.

The lead drivers for the B.M.C. works team, Timo Makinen of Finland, and Paddy Hopkirk of Ireland, have withdrawn from the trial.

B.M.C.'s third overseas star, Tony Fall, of Britain, is well back in the field.

Monday 9 October 1967

Barry Ferguson and Dave Johnson, driving a works Volkswagen 1600, have emerged as provisional winners of the Rothmans International Southern Cross car rally.

Preliminary results of the rally are expected to be announced tonight.

The four-day rally over a gruelling 2,500-mile course ended yesterday.

The route was from Bankstown, through southern N.S.W. to Canberra and parts of Victoria, mostly over dirt roads, and back to Sydney. Seventy-nine cars started to compete for the \$14,000 prize money.

Last night more than 20 cars had been reported as unable to finish the course.

Ferguson's Volkswagen is the same car he drove in the rally last year, leading the field until he was stopped by hitting a tree. This year, along with several other VW 'works' Beetles, his Volkswagen has a performance-modified 1600 cc engine, disc brakes and limited slip differential (an upgraded Beetle model is expected to be released in Australia early next year). He has provisionally lost a total of 281 points.

Provisional second placing has gone to Frank Kilfoyle, driving a Ford Cortina GT, with the loss of 316 points.

Provisional third placing has gone to Bob Holden, driving a Cooper S, with the loss of 366 points, and provisional fourth to Ian Vaughan, driving a Cortina GT, with the loss of 373 points.

Barry Ferguson said last night this had been the best rally bar none that he had entered.

"It was very well organised and the terrain of the route gave every competitor a tremendous chance," he said.

All the major Australian motor manufacturers and



some foreign manufacturers entered cars in the rally, the richest held in Australia.

Motoring experts said it was one of the toughest rallies in the world.

B.M.C. imported three international drivers to compete, but only Britain's Tony Fall, driving a Cooper S, finished the course.

The other two, Irishman Paddy Hopkirk and Finnish driver Timo Makinen, had to withdraw after their gearboxes broke. Both were driving a Cooper S.

Ferguson rally winner.

The Canberra Times, Tuesday 10 October 1967

SYDNEY, Sunday. - Newcastle driver Barry Ferguson, in a Volkswagen, was declared out-right winner of the gruelling four-day Rothmans International Southern Cross Rally last night.

Despite a snapped fan belt which cost the VW team 17 valuable points in the final leg of the annual classic, Ferguson and his navigator, Dave Johnson of Sydney, crossed the finishing line decisive winners.

Only 35 of the 84 starters completed the tough course.

Second placegetters in a Ford Cortina were Melbourne drivers Frank Kilfoyle and Doug Rutherford.

A Morris Mini-Cooper S teamed by Bob Holden and George Shepherd, both of Sydney, gained third out-right placing.

Last year's rally winner, Harry Firth (Gallaher 500 winner) was forced out of the marathon event when his Lotus Cortina Mk II, believed to be the only one in Australia, plunged over an embankment on the treacherous Omeo Highway in Victoria.

Ferguson's fine win

Victory to Barry Ferguson in the Rothmans International Rally is a high spot in an already highly successful career which, however, previously has never included victory in a major event of this nature.

Barry Ferguson has won all major titles in NSW in his career in this hard form of sport and he has been so outstanding that he was NSW Trials Champion for 1961 to 1964. In 1964, in the last of the around-Australia trials Ferguson finished second to Harry Firth after both had turned in great driving displays. Many thought Ferguson unlucky to be beaten on that occasion for traffic hold-ups on the first day delayed his exit from Sydney.

In last year's Southern Cross Rally he led from the start and was being declared winner as the cars approached the finish only to have the big-event jinx strike again. He crashed near Goulburn, and had to retire only 100 miles from the finish after having led for 2,400 miles.

Disqualified

Further disappointment came only a week ago when he drove a Toyota Corolla into first place in Class A of the Gallaher 500, only to be disqualified because the manifold and head were not as specified and the rear springs were longer than normal.

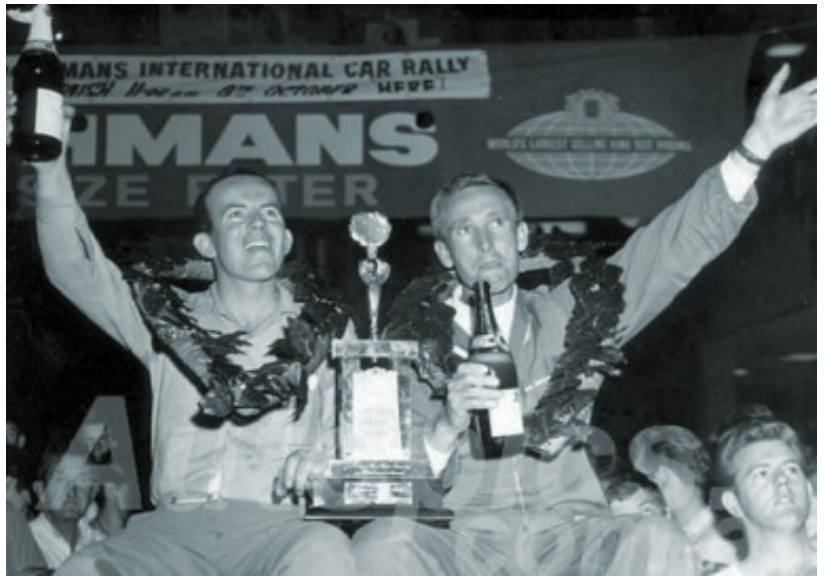
Preparation of the car was carried out in Japan and was an error of the factory.

With this bad-luck record behind him it could be expected that it was a tense Barry Ferguson who departed from Canberra on Saturday evening on the final leg of the Rothmans.

The conditions facing crews were the worst ever encountered by many of them with thick mud making progress almost impossible.

Overseas men

The hard conditions were responsible for the high withdrawal and damage rate suffered by the field.



One thing brought out by the event was the brilliance of the overseas drivers competing, for after the first night's drive they were placed in the first three positions - in front of Australia's best trials drivers on their home ground.

Timo Makinen was particularly brilliant as he clean-sheeted section after section whilst others were unable to maintain the time set.

However, the high speed battering no doubt contributed to Makinen's and Hopkirk's retirement with blown gearboxes on Thursday night.

The Rothman's Rally as a substitute for the around Australia trials is proving a success and appears to be a firm fixture in the motoring calendar.

Sydney driver's tactics pay off.

The Melbourne Age, Monday 9 October 1967

Sydney driver Barry Ferguson, driving a VW Beetle with a 1600cc engine, was declared provisional winner of the 2,500-mile (4,000 km) Southern Cross Rally last night.

Navigated by Dave Johnson, Ferguson took the lead at the rally's half-way point, at Bairnsdale, and was never headed on the run back to Sydney.

"The win makes me very happy. I led the rally last year, but crashed out on the last day," he said last night.

"My strategy this year was to avoid damaging the car at all costs, and to drive at nine-tenths of my maximum effort."

Ferguson's car was one of just five of the 55 finishers which were not damaged.

Four of the finishers had rolled over without injury to their crews and, held together with masking tape, they continued on to the finish.

Toughest

It was Australia's toughest and richest event since the round-Australia trials, and Ferguson described it as "five excellent 400-mile (650 km) trials run one after



Ferguson's winning VW on the Wombeyan Caves road.

another."

There was another mix-up in scoring - the second in a major Australian motor sport event within a week after the confusion at Bathurst - but provisional placings are: 1. Ferguson/Johnson (Volkswagen Beetle 1600); 2. Bond/Hope (Colt 1000F); 3. Kilfoyle/Rutherford (Cortina GT); 4. Holden/Shepherd (Morris Cooper S); 5. Vaughan/Vaughan (Cortina GT).

Placings behind the leading VW changed almost constantly in the final run at high speeds over gravelled back roads from Canberra to Sydney.

1st: Volkswagen (Aust.) P/L - Barry Ferguson/Dave Johnson, Volkswagen 1600

2nd: Ford Motor Co. - Frank Kilfoyle/Doug Rutherford, Cortina Mk 2

3rd: B.M.C. (Aust.) P/L - Bob Holden/George Shepherd, Morris Cooper S

4th: Griffon Motors P/L - Colin Bond/Brian Hope, Colt Fastback

5th: Ford Motor Co. - Ian Vaughan/Roger Vaughan, Cortina Mk 2

Class A: Nissan Motors P/L - Bruce Wilkinson/Ian Inglis, Datsun 1000

Class B: Renault (Aust.) P/L - Bruce Collier/J. Boon, Renault Gordini

Class C: Ford Motor Co. - Ian Vaughan/Roger Vaughan, Cortina Mk 2

Class D: Race & Rally P/L - Clyde Hodgins/Mike Brown, Holden HR

Class E: Griffon Motors P/L - Vince Brown/P. Field, Colt Fastback

Class F: Griffon Motors P/L - Colin Bond/Brian Hope, Colt Fastback

Class G: V.W. (Australia) P/L - Barry Ferguson/Dave Johnson, Volkswagen

Class H: S.H.Cheney P/L - Tony Roberts/Peter Haas, Holden HR X2

Manufacturers Award: Ford Motor Company

Ladies Award: Lynne Keffe/Pam Elam, Volvo

Southern Cross notes.

The Melbourne Age, Tuesday 10 October 1967

The Southern Cross Rally run last week through the alps in New South Wales and Victoria, was as hard on the competing cars as the Redex and Mobilgas Trials of the 1950s.

Only 51 of the 83 starters reached Sydney in time for inclusion in the results.

It was a rally filled with incidents during its four nights' duration.

Roads were generally a little better than those used in the Round Australia trials, but the required speeds for the Southern Cross were correspondingly higher.

At the finish in Sydney, every second car had damaged bodywork and many had severe mechanical troubles. Four of the finishers rolled over during the event.

Volkswagen rally team wins on Castrol



1967 ROTHMANS INTERNATIONAL SOUTHERN CROSS RALLY 4th - 8th October

FIRST OUTRIGHT

VOLKSWAGEN AUSTRALIA PTY. LTD. - B. FERGUSON AND D. JOHNSON

(Subject to official confirmation)

Castrol is the motor oil chosen by car manufacturers and racing teams. Make it your choice too. Ask for Castrol.



An interesting point: three of the first five placed cars had undamaged bodywork.

It was a good win for Barry Ferguson and Dave Johnson in the VW Beetle 1600. Ferguson was the fastest of the competitors over the finishing stages and his driving remained relaxed and smooth.

It was a satisfying win as Ferguson led last year's event until crashing on the last day.

After only 300 miles (480 km) of the 2500-mile route, all competitors had lost points, some had retired after crashing, and others had begun the first of many rebuilds of motors, bodywork or suspensions.

Rebuilding the cars were mechanics travelling in service cars equipped with spare parts from the manufacturers. Factory backing was well planned and extensive for the entrants.

It was a particularly hard rally for the service crews since they had to reach the competitors' destination ahead of them, while often using a more round-about route.

To solve this problem, GMH used three service station

wagons for their 'dealer' entry of five cars.

Ford had three service vehicles - including a V8-engined Falcon van capable of transporting half a ton of spares at high speeds - for their trio of three Mk II Cortinas. The Ford van was treaded with Michelin XAS tyres and wide wheels of the Gallaher 500-winning GT Falcon.

BMC had a number of service cars for their team of four Morris Cooper S cars. Volkswagen (four cars), Volvo (three entries), Renault (three entries) and Mitsubishi (three entries) all had service vehicles along the route.

These service cars also assisted private entrants.

The skill of the international drivers was particularly demonstrated by Timo Makinen in an early stage.

Feeling the back wheel of his Morris Cooper 8 slipping over an embankment, Makinen quickly swung the car over the embankment to avoid rolling over.

Picking his way among the rocks as he powered down the slope, he then found a creek bed at the bottom and ran parallel with it until he regained the road.

Two cars rolled over at this point.

But the internationals' skill and speed driving took a toll on the cars. Timo Makinen's car was eliminated by a broken first and reverse gear, and Paddy Hopkirk's car struck similar trouble 20 miles later.

The rear sub-frame holding the back suspension of Tony Fall's Cooper S was changed once, tightened several times and finally welded on to the body. The car finished.

The radial ply SP44 tyres used were replaced every 200 miles (320 km) on the front wheels and every 500 miles (800 km) on the back wheels. When the rally reached Canberra on the first leg, BMC had fitted more than 50 tyres to their cars.

Harry Firth had arranged to have his car's differential replaced at Bairnsdale at the end of the second stage.

His Lotus Cortina's back wheels were sometimes driving alternately, upsetting the car's balance. Finally, it drove on one wheel instead of both when the car was accelerating along a straight, slimy road before Bairnsdale, and the car slid over the edge of a 230-foot (70 m) drop.

It was held by a tree at 80 feet (25 m), but had rolled 4½ times, putting it out of the event.

Crawling from the car after releasing his seat belt, Firth found his money bag containing \$250 in a tree beside the car. His navigator, Graham Hoinville, tripped over his wallet as he left the car.

No one was seriously hurt despite the number of serious accidents.

Greg Garard's Holden flipped upside down at a Gippsland creek and became suspended by its nose and boot with the roof of the cabin under water.

Garard and his navigator, Frank Goulburn, released their safety belts and swam out. They continued in the event after the service car righted the Holden.

Doug Stewart's Colt 1000F struck a dip at the bottom

What did Volkswagen do in the Rothmans Southern Cross rally?



Won it outright.

(Results subject to official confirmation)

After four days and about 2000 miles, where were the other 83 entrants?

Somewhere behind the winning Volkswagen beetle.

They don't encourage entries for cars that can't take it.

So we naturally entered a car that can. A Volkswagen.

Coming in outright winner didn't surprise many.

It's another win to add to the 1967 list.

Outright 1st and Team Prize in the Snowtown 300 Trial in March.

Outright 1st and Team Prize in the Shell Festival 300 in April.

Outright 1st in the BP Rally of 1000 Hills in April.

Outright 1st and Team Prize in the Walkerville 500 Trial in July.

Outright 1st in the 850 Spring Rally in September.

You may never try to win anything in your VW.

But isn't it nice to know that you could if you wanted to?

Put one through your own kind of trial today.

Any VW Dealer will be glad to help.

Volkswagen Australia Limited, Clayton, Victoria.

of a long hill and rolled over three times, flinging off parts and windows. It finished straddling a fence but the right way up. Stewart and navigator John Bryson, who was wearing a crash helmet, unfastened their seat belts, taped the scattered pieces of their car back into place and continued to the next service point after winching the car off the fence.

At the service point, a mechanic lay on the front seat and pushed the roof back out with his feet while others attacked the mudguards with hammers and bolted the lights back into place. With windows firmly taped in place, the car continued.

The top 20 trials drivers in Australia, though they used cars of varying makes and size, showed their superiority during the event by quickly opening a gap to the rest of the field.

At most rest or refuelling stops, organisers of the event, the Australian Sporting Car Club, had to hold the leaders to close up the field.

Progressive scoring along the route was generally good, and the organisation of control officials ran smoothly.

At the finish there was a brief presentation, one speech and no announced results - official or unofficial - an anticlimax to a good event.

Chris De Fraga

Later Southern Cross Rallies.

The Rothmans Southern Cross Rally was run again in October 1968. It was part of what was said to be the biggest-ever three weeks of motorsport in Australia - just a week after the Hardie-Ferodo 500 at Bathurst, and a week before the start of the 10,000-mile London-to-Sydney marathon.

After the two previous starts at Roselands and Bankstown Square, this time the rally started from Martin Place in the city at noon on Wednesday and finished at Bondi Beach on Sunday.

The pre-event favourite was Victorian Harry Firth, who won the 1966 event and was current leader in the Australian rally championship. Other favourites were Evan Green, John Keran, Clyde Hodgins, Max Winkless, and Irishman Paddy Hopkirk, entering the event for the third time.

Defending champion Barry 'Sao' Ferguson had retired the winning works Beetle that triumphed in '67 (and had led for most of '66), and competed in the 1968 NSW rally championship in a new 1600-engined '68 Beetle. He and Dave Johnson won the '68 Snowy Rally in the '68 Beetle and came fifth in the Canberra 500 Rally.



Barry Ferguson/Dave Johnson in the Volkswagen 1600

Ferguson/Johnson would have been favourites for the '68 Southern Cross, but Ferguson did not enter. Instead, he used up his annual leave on a trip to London and back. Ferguson was one of the few top-line competitors who was not affiliated with the motor trade in some way.

So without Barry Ferguson and the VW, there were 76 entries in the '68 rally. It was 2,500 miles mainly over unsealed forestry and mountain roads. It also again went through Canberra, Melbourne and Albury.

The rally was won by John Keran/Peter Meyer in a Volvo 142S, only five points ahead of his nearest rival Frank Kilfoyle in a Ford Cortina GT. Third place went to Tony Roberts in a Holden HK with the loss of 68 points.

The 1969 Southern Cross moved north to be centred around Surfers Paradise in Queensland, with the first half running down into northern New South Wales towns of Grafton, Kyogle and Tenterfield before moving back into Queensland. Barry Ferguson and Dave Johnson were back, but were no longer partnered. Dave Johnson was now navigating for Andrew Cowan in an Austin 1800, while Barry Ferguson was teamed with Roger Bonhomme in a Holden Dealer Team Monaro GTS.

Andrew Cowan and Dave Johnson won the event, the first of many for Cowan and the second for Dave Johnson. Frank Kilfoyle/Doug Rutherford were second in a Cortina GT, just three points behind, and Colin Bond/Brian Hope were third in a Mitsubishi Colt 1500SS. Barry Ferguson/Roger Bonhomme were fourth in the Monaro GTS.

In 1970 the NSW tourist resort town of Port Macquarie, with thousands of square miles of adjacent forests, was host to the Southern Cross Rally and its 78 crews for 3 nights of the rally (which started and finished in Sydney). This year Barry Ferguson and Dave Johnson were reunited, in a Holden Dealer Team Torana GTR.

There was a great see-saw battle between internationals Andrew Cowan and Brian Culcheth in Cooper S Minis and locals Ferguson, Bond, Green and Taylor. However victory went for the second time to the Barry Ferguson/Dave Johnson combination in their Torana GTR. Mechanical failures forced the retirement of most of the internationals including East Africa Safari winner Edgar Hermann, plus hotshot locals in Watson and Hodgson. A controversial 'horror' section on the last night put Evan Green/Peter Brown (Cooper S) into second place and Stewart McLeod/Adrian Mortimer (Datsun 1600) into third.

The 1971 Southern Cross was again in Port Macquarie, and Barry Ferguson was now teamed with Garry Connelly in a Mitsubishi Galant. They finished third, behind winners Colin Bond/George Shephard in a Holden Dealer Team Torana XU1, and Stewart McLeod/Adrian Mortimer in another Torana XU1.

Andrew Cowan would win the next five Southern Cross Rallies, with a Mitsubishi Galant in 1972 and a Mitsubishi Lancer in 1973-76. Barry Ferguson rolled his works Galant in 1972 and finished second in 1973, '75 and '76. Finnish champion Rauno Aaltonen won in 1977 in a Datsun 710 coupe. George Fury won in 1978-79 in a Datsun Stanza, and Ross Dunkerton in 1980 in a Datsun Stanza.

1980 was the last Southern Cross Rally. The event came to an end because of reduced sponsorship, diminishing public interest, and smaller local 'sprint' events taking precedence with organisers and competitors.

Rally Australia was established in 1988 in Western Australia, and it became a round of the WRC in 1989. It was moved to NSW in 2009, first in the Northern Rivers district and from 2010 near Coffs Harbour. It was won by the Volkswagen Polo R WRC four years straight, from 2013-16. The rally was cancelled in 2019 due to bushfires and in 2020 by the coronavirus lockdown.

Next month - Ash reports on Barry Ferguson's 1966-67 works Beetle 1600 and where it is now...



Melbourne Love Bug.

Hi, I am a new member and have always been a big fan of the Herbie movies. I really enjoyed the articles on the Love Bug trivia and the Herbie Porsche in the June issue. Have you got more stories on the Love Bug in other issues?

I was interested to see about when the Love Bug opened in cinemas as I was always told it started in 1968. But your article said it was 1969? Also I thought that it might have opened in one of the cinema multiplexes like Hoyts or Event Cinemas, but your article said it opened at the St James Theatre. I've never heard of that one.

I am originally from Melbourne but you didn't say where The Love Bug opened there and Google doesn't tell me anything about that. Where did the Love Bug open in Melbourne? Was it 1968, and was it at the Hoyts?

Thanks for answering my questions,
Garry Loutridge

Hello Garry and thanks for your email.

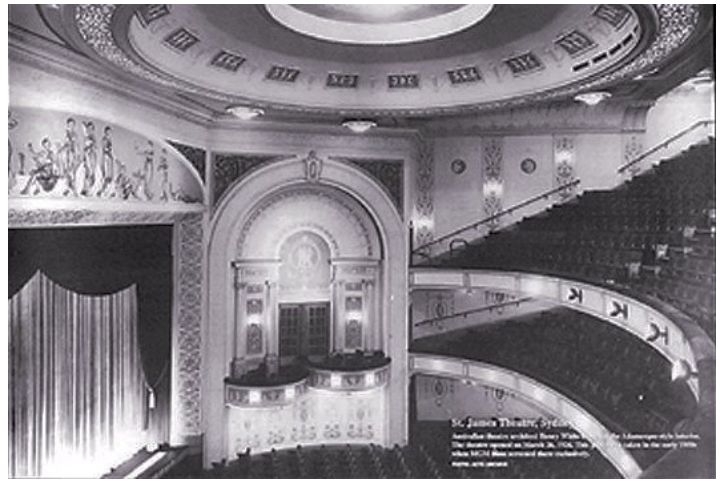
Yes we have mentioned Herbie a number of times in our magazine. Go to our website at www.clubvw.org.au/zeitschrift and have a look at these issues – they all have an article about The Love Bug somewhere in them: August 2008, December 2010, March 2013, March 2015, October 2018 and October 2019.

As we've mentioned in previous issues, especially in the June issue, the Walt Disney Productions film The Love Bug was first released to cinemas in the USA in March 1969. The gala premiere was held at the famous Grauman's Chinese Theatre on 26 March 1969 – there was even a photo in the June issue. Now, there was a limited release in December 1968, but this was only a 'test' release for Disney to gauge audience reaction. It wasn't officially released – and seen in theatres across America – until March 1969.

In those days, overseas distribution took a lot longer than today. With modern digital technology films are now released across the world simultaneously by simply uploading a high-quality media file from the distributors – there is no 'film' at all. In the old days though, movies had to be shipped out as big spools of 35mm film (and sometimes 70mm) in large metal canisters, and later returned to the distributors. At least one print of a movie (often three big spools), plus more for shorts and ads, was required per cinema.

So it took a while for The Love Bug to reach Australia. In Sydney The Love Bug officially commenced on Thursday 18th December 1969, just in time for the Christmas school holidays. It began showing at the MGM-owned St James Theatre at 107-111 Elizabeth St in the city, next to David Jones, with session times of 11am, 2, 5:10 and 8pm. MGM had their own chain of Australian theatres in those days, and they had the rights to Disney releases which gave them an advantage on the competing Hoyts and Greater Union chains. The Love Bug showing was preceded by a short featurette, the famous 1933 8-minute Disney cartoon 'The Three Little Pigs'. This cartoon had the classic song, 'Who's Afraid Of The Big Bad Wolf?'

The Love Bug also began showing at the Chullora Metro Twin Drive-In (also owned by MGM), on both screens (7:30 and later at 10pm on one screen, 8pm on the other), as well as at Roselands Cinema (an amazing 5 sessions – at 9, 11, 2, 5 and 8), and 4 daily sessions at the Metro suburban cinemas at Bondi Junction, Crows Nest and Manly.



I'm not surprised you haven't heard of the St James Theatre, as it's sad to learn that it – along with all these other cinemas – no longer exists today. The large and beautiful 'picture palace' St James Theatre opened in 1926 and seated more than 1,600 people in its grandiose three-level auditorium. For years it was MGM's premier movie house in Sydney, with its brass and marble entry, chandeliers, fresh flowers and lavish royal blue, silver and gold decoration. But it was closed in 1970 when MGM sold its Australian theatre business to Greater Union, and it was demolished in 1971. The 26-storey St James Centre office building was built on the site. The Chullora Drive-In closed in 1979 (the first of Sydney's 14 drive-ins to close), and the Chullora Marketplace shopping centre, plus an Islamic school next door, were built on the huge block of land.

The suburban Metro cinemas were all closed and demolished in the late 1970s. The Crows Nest Metro site is now an office building; Manly Metro is now an apartment block with shops, and Bondi Junction Metro is part of what is now Westfield shopping centre. Roselands Cinema, which opened when the shopping centre opened in 1965, was demolished in 1987 and the shopping centre expanded into the space (where JB Hi Fi is now). Roselands' iconic Raindrop Fountain was also demolished at the same time.

There's no way the Love Bug could have opened at the Hoyts multiplex, as that wasn't built until 1976. Even so, almost none of the sequels did either – Disney films were distributed by Greater Union by then, not Hoyts. Herbie Rides Again and Herbie Goes to Monte Carlo opened at the State Theatre. Herbie Goes Bananas opened at the Rapallo in George St. Herbie: Fully Loaded opened at the GU and Hoyts complexes across town - yes, including George St.

As for Melbourne – well we're based in Sydney so naturally almost all our research is based on Sydney. But – just for you – I've gone and looked it up. The Love Bug opened in Melbourne the same day it did in Sydney, Thursday 18 December 1969. It also opened under the same distributors – MGM and their Metro cinemas – which had the rights to Disney movies up until 1971. The Love Bug opened at just three cinemas in Melbourne – the Metro Bourke St (3 daily sessions initially, later 5), the Metro Malvern (2 sessions initially, later 3), and the Metro Twin Drive-In Clayton, 8pm on Cinema 1.

The Metro Bourke St (20-30 Bourke St) was built in 1912 as the Palace and renovated in 1934 when it was renamed the Apollo. It was bought by MGM in 1940 and renamed the St James. How curious that the Love Bug opened



in both Sydney and Melbourne in a cinema once named the St James! However the Melbourne one was renamed the Metro in 1952. It closed in October 1970, less than a year after showing *The Love Bug*. It was used as a live theatre and art film venue for a few years, and as a Revival Church in the early 1980s. After that it was the Metro nightclub. In 2007 it was renovated and renamed the Palace, and became a popular live concert venue until it closed in 2014. The owners were refused permission to redevelop it as an apartment block. In July 2019 the sprinklers were somehow left on and the interior collapsed before this was discovered. The site was demolished in February 2020 for a new high-rise development.

The Metro Malvern was opened as the Embassy Theatre in Melbourne's south-east in 1935 and was operated by the independent Stanhope Theatres company. In 1952 it was taken over by MGM Theatres and was re-named Metro Theatre. It began screening popular MGM films, sometimes concurrent with the Metro Bourke St in the city centre. In 1972 it was taken over by the Dendy Cinemas chain and re-named Dendy Cinema. In 1978 an independent operator took over and it was re-named Metro Malvern again. It was closed in 1984. It was demolished, and a shopping arcade and restaurants were built on the site.



As for the drive-in, the Metro Twin Drive-In at Clayton was built in 1957 on the corner of Blackburn Rd and Wellington Rds, not far from the Volkswagen factory. After running theatres and drive-ins around Australia for years (including Chullora in Sydney), MGM did nothing by halves this time. Metro Clayton was the biggest drive-in in Australia, holding 1,397 cars in its two fields (Chullora held 1,320 cars),



plus an additional holding field for 400 more cars. Uniquely in Australia, the Clayton Metro's two giant screens were curved, not flat, reflecting more light back at the audience and reducing distortion at the edges.

The centre snack bar was huge, the size of a supermarket, and the donut area alone consumed more floor space than the entire snack bars of other drive-ins. It became the Village Clayton in 1972 when MGM sold out and was a popular venue for many years. Perhaps surprisingly, drive-ins were much more popular in Melbourne than in Sydney. We had a maximum of 14 in Sydney, but they had as many as 22 there in the 1970s. There are still three remaining there too, compared with just one here.

Clayton closed in 1984, along with 95% of the drive-ins around Australia that year. As it

was situated across the road from Monash University, it became a day carpark for the students who had previously parked there at night. It was later redeveloped into a scientific facility, with the Australian Synchrotron on half of the site and the car park on the other half. No trace of the former drive-in remains.

If you're interested in local history, the best place to find this sort of information is in your local or state library. I found the Herbie release information by looking at the microfilm of the Melbourne Age newspaper from December 1969. You could find the same information for Brisbane, or Adelaide, the same way – by looking at their newspapers of the time. If you're interested in old cinemas, as I am, then www.cinematreasures.org/theaters/australia is a brilliant resource.



Herbie's appearance in other Disney films.

Walt Disney Productions released 'The Love Bug' in 1969, starring Dean Jones, Michele Lee, David Tomlinson and Buddy Hackett. It became the second-most popular Disney film made up to that time, behind only Mary Poppins.

The success of the film resulted in Disney making four cinema-release sequels – Herbie Rides Again in 1974, Herbie Goes to Monte Carlo in 1977, Herbie Goes Bananas in 1980 and Herbie: Fully Loaded in 2005. There was also a five-part TV series made in 1982, called Herbie the Matchmaker, and a (bad) TV movie made in 1997 called The Love Bug – the one with the black Horace the Hate Bug.

To make these movies, Disney had to accumulate a collection of working VW Beetles, mostly from 1960 to 1964 models, and have them built especially for filming the various sequences. The cars were purchased used in a variety of colours and conditions, and often had to have false sunroofs fitted before being painted Pearl White. Later some 1965-66 cars were used in the sequels, and these can be spotted by their larger windows. The Herbie in the Wolfsburg museum in Germany is one of these.

You can see a number of these extra Disney Herbies in the closing scenes of Herbie Rides Again, as he drives through the streets of San Francisco sounding his horn and gathering VWs together to help fight Alonzo Hawk. Most of the cars that join in are 1960-64 Beetles with sunroofs – cars that had not yet been painted up like Herbie, but later would be.



Several hundred Volkswagens were used over the entire series. Many of them were kept by Disney and used again in sequels; some were wrecked, some were pieced together from other wrecks; some were retained in storage, and many were sold off. There are around 60 documented genuine Disney Herbies that have survived today in the hands of enthusiasts or museums.

Because Disney ended up with a collection of working Volkswagens – Herbies, former Herbies and Herbies-to-be – the cars were sometimes used in other Disney movies of the time. They are quite interesting to spot! You'll often see some of the actors who appeared in the Love Bug series too.

The Boatniks.

The Boatniks is a 1970 comedy film made by Walt Disney Productions, and released by Buena Vista Distribution. It was directed by Norman Tokar and starred Robert Morse, Don Ameche, Phil Silvers – and Stefanie



Powers, who later played Nicole in Herbie Rides Again.

Young and awkward, Coast Guard Ensign Thomas Garland (Morse) suffers from the comparison with his late father, a war hero, which does not prevent him from falling for pretty Kate Fairchild (Powers), a young woman who manages a sailing school. Of course, the way he expresses his deep feelings for the lady leaves much to be desired, and the situation does not improve when a trio of bumbling jewel thieves interferes.

Wally Cox (who did the voice for Underdog) had a supporting role playing a man who manages a boat for girls to give parties for the purposes of socializing with men.

Roger Greenspun of The New York Times wrote that the film "isn't a good movie about boating, and it doesn't really try to be. It isn't good situation comedy either, though it does try to be." Variety stated, "There's nothing that isn't familiar about the comedy in this Disney summer release, but it's so well handled that even anticipated gags come through with honours." Kevin Thomas of the Los Angeles Times called it "a better than usual Disney comedy. It wisely involves a lot of very good people in a series of mishaps of which they make the absolute most."

The beginning of the film holds great interest for us, even as the start credits are still rolling. A yellow VW bug appears on the slipway of a riverside marina, with roof racks and a fair-sized tinnie tied to the roof. Note that it seems to be a '63 and has the usual Disney silver-frost domed hubcaps with no VW logo. Garland removes the outboard from the VW's front boot and closes the lid with his backside. The VW rolls backwards, down the boat ramp towards the water. Next scene we see the affair inverted and floating away – the tinnie floating and the VW on top, upside-down as Garland jumps into the water after it.





As the VW rolls down, you can briefly see the front with the licence plate showing – OFP 857. This is one of the many ex-Love Bug film cars, now painted yellow all over.

The car upside down on the boat is a different ex-Love Bug VW – it's the gutted Disney-made fibreglass body VW that was used in the Chinese Camp scene, where the Tang Wu students carry Herbie after he runs out of fuel. In The Love Bug it was also used in the famous lake skipping scene, and also the scene where Herbie lands in a tree and hangs from a branch. Using this lightweight VW was the only way it would float happily in a small tinnie for this movie.

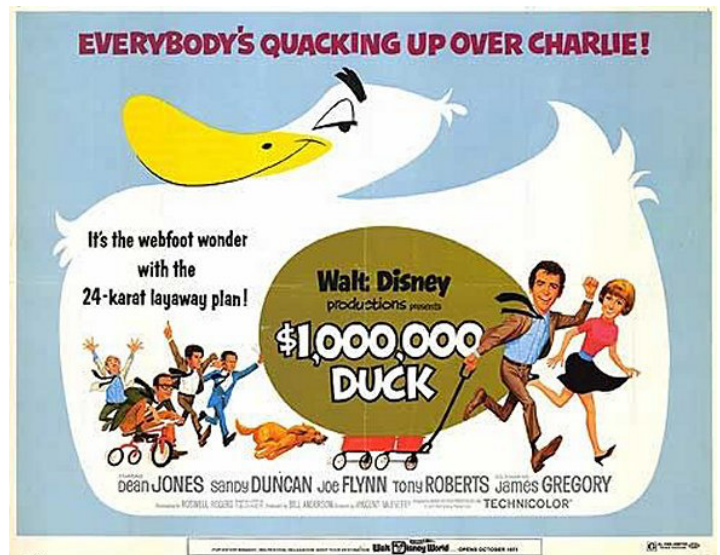
Unfortunately the first minute of the movie is the only time you get to see Herbie. But at least he also makes an appearance on the movie poster (look closely).

The Million Dollar Duck.

The Million Dollar Duck (also titled as '\$1,000,000 Duck') is a 1971 comedy film produced by Walt Disney Productions. It's a story with the well-known 'goose that lays golden eggs' scenario. It was directed by Vincent McEveety, who would later direct Herbie Goes to Monte Carlo and Herbie Goes Bananas among many other films. It stars Dean Jones and Joe Flynn, who were both in the Love Bug.

To save it from being put to death, Professor Albert Dooley (Dean Jones) takes home a duck named Charley from the research laboratory, which accidentally was exposed to X-rays. At home he discovers that it now lays eggs with solid gold yolks, and lays only at the sound of a barking dog. Since he's broke all the time, his family welcomes this new source of income greatly, and tries to keep it secret. But their greedy neighbours, who are government treasury department bureaucrats, become suspicious.

It's not one of Disney's best films. The duck is actually a goose and is supposed to be male – but of course only females lay eggs. The cartoonish, out-of-touch tale eventually



turns into a queasy dissection of greed and how money rips families apart (fathers and sons, in particular). Full of long-in-the-tooth hippies and square adults, the picture is aimed at kids but probably won't keep many in their seats.

In fact, Million Dollar Duck was one of the few movies that film critic Gene Siskel said that he walked out on during his professional career. Roger Ebert described the film as "one of the most profoundly stupid movies I've ever seen." Scott Weinberg of DVD Talk criticised the depiction of Duncan's character, stating "Sandy Duncan...is asked to play a housewife who's easily as stupid as a stone. Throughout the entire flick she's about two steps up from mental retardation. And this stuff is played for laughs!" He also called Million Dollar Duck "easily one of the Disney studio's very worst live-action family comedies. Ever."

Nonetheless, the movie still holds some moments of interest for we VW enthusiasts. Near the conclusion of the movie, just before Jimmy recaptures Charley the duck, there is something of a chase scene through the town. The kids who rescue the duck are driving a Volkswagen-based off-road frame buggy, with tall coil-spring suspension and a VW motor with off-road extractor.



The baddies are held up in the town traffic by a white sunroof Volkswagen Beetle - with the license plate OFP 857. None other than Herbie himself, although there are no stripes and racing numbers. It's just an ordinary sunroof '63 VW, apart from the famous number plates, but obviously a left-over film car from the Love Bug (see next page).



Ghia with a non-working driver's door lock, but it's not in this movie.

The film's baddie A.J. Arno was again played by Cesar Romero, as he had in *The Computer Wore Tennis Shoes* and would again in *The Strongest Man In The World*. He was a distinguished actor from the golden years of Hollywood, but is probably more famous for playing the Joker in the 1966 *Batman* TV series.

In the first two films, Kurt Russell's character Dexter drives a Meyers Manx beach buggy. In the first film the buggy is dark blue with flower decals on the front bonnet; in this film the buggy is slightly more purple and the decals are gone. In the first movie the buggy has a merged 'Volkshaus' style exhaust with angled muffler, while in this film the buggy has twin glasspack 'cannon' exhausts. In the first film the buggy's roll bar and wheels are chromed, but in this film the bar is padded black. They are different buggies.

Kurt Russell had group of fellow student friends who accompany him on his adventures. Unfortunately Pete (Frank



Now You See Him Now You Don't.

This is a 1972 Walt Disney Productions film starring Kurt Russell as college student Dexter Riley, who accidentally discovers the secret to invisibility. It is the sequel to the 1969 film *The Computer Wore Tennis Shoes* and was followed by 1975's *The Strongest Man in the World*.

Like the other two Dexter Riley films it was set at fictional Medfield College, also the setting for the *Absent-Minded Professor* (1961) and *Son of Flubber* (1963). In the Dexter Riley films, the College Dean was played by Joe Flynn (Dean Eugene Higgins). He also starred as Thorndyke's offsider Havershaw in *The Love Bug*. In *The Computer Wore Tennis Shoes*, Dean Higgins drives a beaten-up Karmann



Webb), Bradley (Jon Provost), and Annie (Debbie Paine) from Tennis Shoes weren't included in the sequel, but his best friends Schuyler (Michael McGreevey) and Henry (Frank Welker) were back.

Dexter's buddy Schuyler drives a ratty green VW Beetle in this film, which breaks down, suffers a flat and runs out of petrol. In fact, two Disney Herbies from The Love Bug were used for Schuyler's VW. One was the gutted Disney fibreglass body car used in the Chinese Camp scene, and the pond skipping scene, as well as in The Boatniks. In this film, the fibreglass body car is used in the scene where it tips over – a rubber truck tyre tube was placed under the passenger door, and when inflated suddenly, it would tip the car over. It was also used in the scene where A.J. Arno rams it.



I haven't found any record on any of the Herbie enthusiast websites that anyone has rescued or owns this fibreglass-body Herbie, so in all probability it was wrecked and no longer exists.

The other ex-Herbie was used in the normal street and driving scenes, and when Schuyler drives it on a flat tyre. The Disney Art Department painted the car green and dusted it to give a look of neglect. When the sunroof is open, the original Herbie pearl white paint job under the tarp sunroof can be



seen where the green was not painted.

All three Dexter Riley films are good fun and well worth finding on DVD. They have lots of VWs in them and it's fun spotting the various famous actors – and seeing Kurt Russell when he was really young.

Let's not meet by accident.

When you're young and you start driving, everything is exciting and the freedom seems endless. All the places you can go and the friends you can visit - any time you like (ignoring any coronavirus lockdowns).

You don't ever imagine that on your way to some of the places, you could witness - or worse, be involved in - an accident.

From my experience, it's very common that people have car accidents all the time and eventually you could be the first person on the scene of a major accident.

Also, you could be the best and most careful driver and still be in an accident one metre out of your own driveway.

I sincerely hope that this never happens to you, but the chances are very high every time you drive your Volkswagen.

So, driving is dangerous and we are still going to continue doing it. Therefore, it's best to be prepared for the worst and expect the best.

Always dress accordingly, wear proper shoes (never drive with thongs on), and jeans all the time.



Always think that you could, at any stage, be walking on broken glass or aged wreckage to help others.

I always like to carry a decent first-aid kit, a fire extinguisher, towels, gloves, rope and a high-vis work vest.

I have always been amazed how total strangers react in these types of situations. They make a team, get the road clear, attend to the injured, phone for help, and make sure no other cars are involved in an even bigger crash.

Most people will always stop to help. It's just a matter of being prepared for the unexpected.

Young people, PLEASE, be especially careful on the roads.

Thank you

Ashley Day

FROM NOW ON

“North Side motorists need never wash their cars....”

AutoMagic WILL!

In only 3 MINUTES at 403 Pacific Highway, Artarmon
(only 400 yards from the Lane Cove turnoff)

AutoMagic and Esso are proud to announce the opening of the most efficient car wash in the Southern Hemisphere. A car wash capable of washing 180 cars per hour. Drive in . . . drive out in three minutes with your car glistening—sparkling like new, inside and out! And you can enjoy Esso Red Carpet Service, too!



AutoMagic, "Pioneers of Automatic Car Washing in Australia."
403 Pacific Highway, Artarmon.



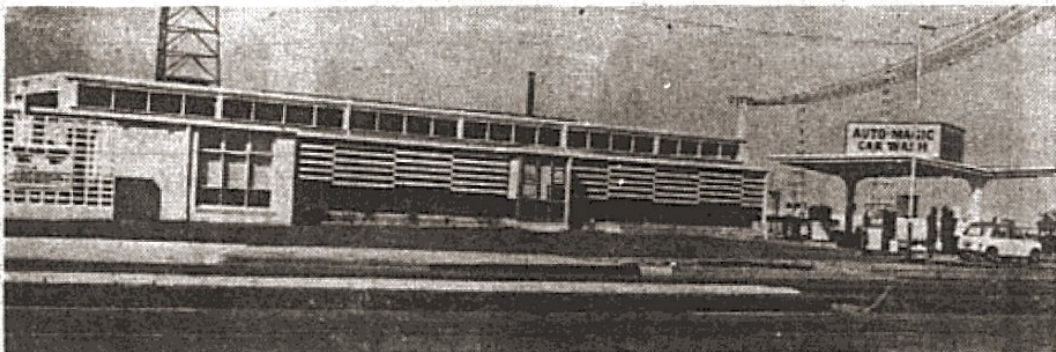
Jeff's Scrapbook.

This was the was one of the first automated car wash facilities in Australia. It opened in Artarmon in 1964.

This is what the site looks like now.



1964 £33,000 CAR WASH PLANT



A new £33,000 building on the Pacific Highway, Artarmon, has been designed for the sole purpose of automatically washing cars.

THE building has been erected for Esso Standard Oil (Australia) Ltd. and will be operated by Auto-Magic Car Wash.

It consists of a service station, including staff amenities, a main tiled washing bay, a walkway from which customers can watch their cars being washed, and an administrative section which includes a waiting area.

The building is of cement rendered brickwork painted white. A rigid steel frame supports a metal roof. Timber louvres give sun protection to the main elevation. During construction, it was found that the site had been occupied by an old brick kiln which had been left partly intact when the site was filled.

This involved drilling through the brickwork of the kiln to obtain satisfac-

tory bearing for the pier and beam foundation.

It is estimated that 180 cars an hour will be cleaned inside and outside at peak periods.

Cars will move from the holding area on to a turntable. From here they will be mechanically propelled through the main wash bay.

Water Problem

Disposal of the water set a problem for the architects because the Water Board's sewer was on the opposite side of the highway.

The solution was the use of the comparatively new "thrust boring" technique

The new car wash building on the Pacific Highway, Artarmon.

by which a hole was bored under the highway.

Cast iron drainage pipes then were drawn through and the hole was filled with concrete pumped in under pressure.

This technique enabled the work to be carried out without damage to the highway and inconvenience to traffic.

The architects for the project were Wm. C. Brown and Mowbray, and the builders, B. H. Coleman and Fairburn Pty. Ltd.



8:50 [icons]

VoLTE 4G [signal icons]

facebook



Mackie](https://www.facebook.com/greg.mackie.393?comment_id=Y29tbWVudDo3MTc3NjlyMjg5Njc4NTRfNzE4NDY2MjQ4ODk3NDUy) VW - Kevin Fisher, FIAT 1500. Bathurst, Easter '63. Sorry about the quality. Just managed to beat the FIAT to the line! Bob Williamson, do you have a better shot of the FIAT at Catalina?



Peter Hammond

Like Comment Share

Another on bites the dust.

José Belém shared a post to the group: Damaged air cooled. July 16, 2018



Dean Lowry in the EMPI 'Inch Pincher' with 'Miss Hurst Golden Shifter,' Linda Vaughn

More for the Victorians.

With COVID-19 out of control in Melbourne at the moment, our Victorian friends are still facing long tough lockdowns. So to raise the morale of our mates south of the border, here are some more period Melbourne VW ads for you to enjoy.



SPOT CASH
For Your
VOLKSWAGEN
ALL MODELS
(1954/65)
URGENTLY REQUIRED
GRANT MOTORS
117 BURWOOD ROAD,
BURWOOD.
28 4649.
A.H., 850 1586.

VOLKSPARES
779 High St., Preston, 47 4353.
The Original Secondhand Dealer Specialising
in Volkswagens Only.
Reconditioned S'hand Engines and Transmissions and
All S'hand Mechanical Parts available. Major Mechanical
Repairs carried out on the Premises.

WANTED URGENTLY VOLKSWAGENS Sell Here Now COMMERCIALS and SEDANS

OWING TO GREAT PUBLIC DEMAND FOR OUR USED CARS AND COMMERCIALS WE ARE FORCED TO BUY.
* TOP PRICES PAID.
* A REPRESENTATIVE WILL CALL ANYWHERE, ANY TIME, TO VALUE YOUR UNIT.
* HERE PURCHASE CONTRACTS PAID OUT.
* DRIVE YOUR UNIT NOW TO THIS ADDRESS -
SPENCER MOTORS - 285 Toorak Rd., Burwood
PHONE 23 6184 - 23 6165.

VW DE LUXE SEDAN., 1964
This car is as new and has travelled a mere 6000 miles, beautifully finished in Bahama Blue and fitted radio. Huge savings for the new car buyer. New car terms on £170 deposit.

VW 1500 SEDAN, 1964
Attractively finished in Smoke Grey and fitted P.B. radio, driven by General Manager. Mileage 2700. Sell with new car warranty and terms substantial savings on trade-ins.

VW 1500 SEDAN, 1963
This fully imported saloon has travelled a nominal mileage and is as new. Fitted extra. Good tyres and registration yours for £210 deposit. Maximum Trade-in.

VW SEDAN, 1963
In gleaming Polar White duco with Red interior trim Genuine 20,000 miles and faultless mechanically. Fitted dual purpose radio. Tyres are as new and road performance perfect. £180 deposit and the easiest of terms. Sold with warranty.

VW VAN, 1964
This car is as new and has travelled a mere 6000 miles, beautifully finished in Bahama Blue and fitted radio. Huge savings for the new car buyer. New car terms on £170 deposit.

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All units carry Smith's Special Warranty and all are ready to go right to work.

We have listed above just a few of the many really 1st class units we are holding in stock at present. Call in today! We have just the car for you!

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Elsternwick
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1964 VW 1500 Sedan, 6 mths. old, 13,000 miles, ruby red, showroom cond. JAK566, new car terms	£985 £195
1963 VW Fully Imp. De Luxe Sedan, Superb cond. Pearl white, red trim, 12 mths. reg. HFF322	£645 £160
1961 VW Sedan, 2 blues, 2-tone orig. duco. One owner, service history. HHR859	£535 £135
1960 VW Sedan, 40 b.h.p. motor. Gulf blue, red trim. One owner, mech. faultless. HHH703	£495 £125
1958 VW Spee. Sedan. Twin carb. Radio. Many other extras. Gulf green. GVF813	£395 £98

18 other Volkswagens, ranging from 1955 to 1964. Priced from £285.

NOTE: CASH RATES of Insurance are available on all these Cars (SAVE £25 YEARLY).

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(Opposite side City Bath.) 34 4071.

VW MICROBUS DE LUXE, 1964
VWD Executive vehicle. This fully imported Sun Roof Microbus has travelled approximately 6000 miles and is as new. Beautifully two-toned White over Beryl Green, and fitted radio. Sells with new car Warranty and Terms on £275 deposit.

VW KOMBI VAN, 1963
Genuine low mileage, this exceptionally good unit is faultless mechanically and we recommend it to the Tradesman or the small business man. Good tyres and registration. This unit is ready to work and is a very attractive proposition on £195 deposit. Maximum trade-ins.

VW SEDAN, 1961
Superb condition throughout and far better than average. Having travelled a genuine 24,000 miles by its one most fastidious owner (Service Book available). It is faultless mechanically and the attractive Turquoise duco is unmarked. Fitted many extras. Easy terms on £145 deposit.

VW MICRO BUS, 1962
Bodily and mechanically perfect, with gleaming two-tone duco and only nominal mileage travelled, this vehicle has been used privately and serviced to a "T". Sold with warranty. Don't miss this on £195 deposit. Generous trade-ins.

VW SEDAN, 1960
Big Motor! Full Synchro Gearbox in beautiful condition throughout. Attractively finished in Bottle Green duco with matching interior trim. This car will suit the most discerning buyer. Sold with warranty on £135 deposit and easy terms.

SMITH'S MOTORS PTY. LTD.,
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Phone: 48 2154, 48 5909
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1958 VW SEDAN.

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 fully recond. our workshop.
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Pearl white, red trim, July
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 £675.

1961 VW SEDAN, color Turquoise with
 spotless interior, mechanically sound.
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1960 VW SEDAN, color Alabaster, a
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SATURDAY SPECIAL

A VW FOR £195 FULL PRICE.

Laughs in Lockdown.

I tried to make some extra money by recycling aluminium cans. I crushed hundreds of soft drink cans, yet I made less than a dollar a kilo. It's soda pressing.

I took my young daughter for a pony ride for her birthday. All through her ride the pony didn't make any sound. It must have been a little horse.

I knew a drummer who had two daughters. He named them Anna One, Anna Two.

Cinderella tried out for the local football team, but she didn't make it. She kept running away from the ball and losing her boots.

There was a documentary on the TV last night, about Warragamba. It was the best dam TV show I ever saw.

During lockdown, sometimes I sit on the floor, tuck my knees into my chest and lean forward. That's just how I roll.

What is the difference between a tennis ball and Prince Charles? One is thrown to the air, and the other is heir to the throne.

The man who built a time machine never went hungry. If he started feeling peckish, he just went back four seconds.

I saw an advertisement in a hi-fi shop window that said: 'Television for sale, \$5, volume stuck on full.' I thought, I can't turn that down.

My wife went to the doctor with hearing problems. The doctor said 'Can you describe the symptoms to me?' 'Yes,' she said, 'Homer is a fat yellow lazy bastard, Bart is a brat and Marge has big blue hair.'

There was this aboriginal bloke who moved to the city, so he forgot how to throw a boomerang. But it eventually came back to him.

I'm a big fan of the Rissole Diet. You don't eat the rissole. You stick it down your underpants and let a rottweiler chase you home.

Honestly, some folk will take offence at anything. I met a bloke with no legs this morning while at the bus stop. All I asked him was, 'How are you getting on?'

There was an oyster that was feeling a little unfit, so he went to the gym. He pulled a mussel.

My wife recently told me, 'Sex is so much better on holiday.' That wasn't a nice postcard to receive.

The invisible man turned down a job offer at the local factory. He couldn't see himself doing it.

On TV last week there was an interesting documentary on how the shipyard in Belfast built the Titanic. It was riveting.

I'm reading a horror story in Braille. Something bad is about to happen... I can feel it.

I used to be obsessed with doing the Hokey Pokey all the time. But then I turned myself around.

I heard on the news that a psychic dwarf broke out of gaol. Police said there was a small medium at large.

My sister got herself a personal trainer, six months before her upcoming wedding. I thought cripes, just how long is that aisle going to be?

I always wondered how Eskimos built their little houses. Then I found out - Igloos them together.

I read the other day that Ayers Rock (Uluru) is around 1,610 metres long. That must be some kind of milestone.

Google is pretty good sometimes. I tried to look up why bushfires are so common in Australia, and it gave me 713,749 matches.

It all starts innocently, mixing chocolate and Rice Bubbles together. But before you know it you're adding raisins, peanuts, coconut, marshmallows... it's a rocky road.

The instructions for my new home computer said I needed to create a password that was eight characters long. So I chose snowwhiteandthesevendwarfs.

I went to Dymocks and asked the sales lady for a book about turtles. She said 'hardback?' and I was like, 'yeah, and flippers, and little heads with beady eyes.'

Hey, if there are any readers out there who know how to fix some broken hinges, please let me know. My door's always open.

I heard on the news that police arrested Peter Piper for illegally picking a peck of pickled peppers. They said he would be given a really tough sentence.

We had an evil ghost at home. But being short of cash, I had to take out a bank loan to pay for the exorcism. The bank said if I don't pay it back, I'm going to get repossessed.

My wife got fired from the candle factory. She refused to work wick ends.





Trials. And errors.

Error. "Volkswagens aren't winning trials."

This one puzzles the drivers and navigators of winning beetles and Fastbacks in many of this year's trials.

You'll see why, from the 1966 list of VW outright winners.

New South Wales: Southern Mountains Trial — Driver: B. Ferguson.

Victoria: Experts' Trial — Drivers: R. Christie/J. Dunlop.

Western Australia: W.A. BP Trial — Driver: G. Dunkerton.

South Australia: Blackwood 300 Walkerville 500 Volkswagen 300

Port Pirie Recorder Trial — Drivers: J. Lock/S. McLeod.

Tasmania: Two-Day Trial — Drivers: R. Christie/T. Lobban.

We could make a list four times as long with VW outright seconds and thirds, teams-prize winners and firsts-in-class.

But you've got the point.

Another error about trials is the idea that the Volkswagen company enters factory teams.

Not so.

All we try to do is make the most reliable, durable and economical cars in the world, which don't need professional drivers to prove how good they are.

And whenever we feel we are winning, we improve.



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