

Zeitschrift



Chris Heyer/Don Bretland Audi 5+5, Bathurst 1983.

February 2021

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CKD promotes exports
West Coast Classic VW
More Ash articles**

**The Princes Highway
Rob's VW Story Pt3
1983 Bathurst 1000
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).



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Vice President:	David Birchall vicepresident@clubvw.org.au	(02) 9534 4825
Secretary and: Membership:	Norm Elias secretary@clubvw.org.au	0421 303 544
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Editor:	Phil Matthews editor@clubvw.org.au	0412 786 339
Webmaster:	Aaron Hawker webmaster@clubvw.org.au	0413 003 998
Social Media:	Lee Woods l.woods@hotmail.com.au	0414 952 509
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Assistant Merch:	Kira and Bettina Rosch	
Raffle Officer:	Christine Eaton	(02) 9520 4914
Vintage Registr:	John Ladomatos vintage@clubvw.org.au	0449 236 076
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Registrar:	Willie Nelson	clubveedubact@gmail.com
Council/Events:	David Cook & Lachy Patton	
Social Media:	Dorothy Bryan	clubveedubact@gmail.com

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

Club VeeDub membership.

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

Monthly meetings.

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

Correspondence.

Club VeeDub Sydney
PO Box 324
Mortdale NSW 2223

Facebook:

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



Our magazine.

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

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

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

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

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See the back page for all 2019 VW Nationals sponsors.

33RD GREAT YEAR



Saturday 22nd May

VW Supersprint - TBA

Sunday 23rd May

Show Day, Fairfield Showgrounds

(COVID restrictions permitting - TBA)

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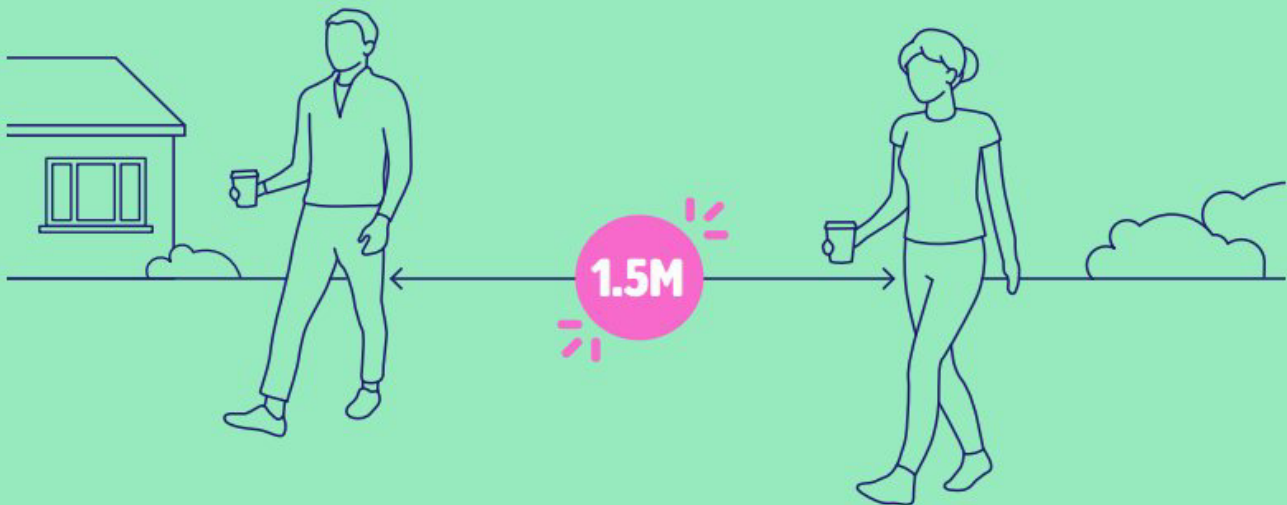


Keep physical distancing and **BE COVIDSAFE**



Physical distancing is working to help keep us all COVIDSafe. Remember, whenever you go out, stay 1.5 metres apart and avoid physical greetings. Follow guidelines in shops and businesses and always practise good hygiene. This will help stop the spread of coronavirus.

Together, let's **BE COVIDSAFE**.
Visit health.gov.au for more information.



Australian Government

Von dem Herrn Präsident.

Hi all, well I Hi all, well we've had a bit of a mix up in January with bookings for club meetings at the Arena Greyhound club, with the meeting firstly postponed, then cancelled. I'm very sorry for any inconvenience caused; hopefully we will be back to normal in February. Great to see some of the covid restrictions lifting in NSW though.

From 1 February you no longer need to wear a mask in shopping centres or supermarkets, although it's still recommended. Masks are still compulsory on public transport. Group limitations on outdoor gatherings have been raised from 30 to 50 people, but this is still too small for club events. In venues you need to maintain the four-square-metre rule.

With no more outbreaks hopefully, and the vaccine only a few weeks away for the most vulnerable, we look forward to restrictions lifting further in the near future.

Planning for the VW Nationals is underway (see the flyer in this issue), but it's still unclear if we will be able to hold the event. Ultimately it will be up to Fairfield Council, owners of the ground. We will know more in future, so stay tuned. We'll update the website as we go.

One of our founding members Rod Young is now living the retired life in Malaysia, and sending us the occasional article. Long-time members will remember Rod on his small Apple IIe computer at the first few VW Nationals at Richmond and Parklea, doing most of the hard work. Rod has come up with an idea for future VW Nationals.

In former times, owners would go to the trouble of painting up a sign showing bore and stroke and cam and modifications and so on, and prop it up near the car. Today everyone has a smart phone. All of that data could be put into web-ready format, also in a way which is easily edited, and accessed through a QR code. What Rod imagines is that just prior to a show, owners would stick a QR code behind the windscreen. Gawkers would capture it on their phone, then get whatever information about the story behind the car that the owner wishes.

Club VeeDub could offer hosting for free as a service. Members could send a word-processor file to the web master, who would convert it to PDF and upload it, then email back the URL or the QR code for printing. There are numerous free QR code generators on the internet. A quick web search does not show evidence that any other clubs have adopted the concept, so it might even be an original idea.

Are any of our members out there computer-savvy enough to make this interesting idea happen? If so, let us know.

The club has booked 20 spots for a track day at Luddenham Raceway on Saturday 22nd May, the day before the VW Nationals show day. This will still go ahead even if the VW Nationals show has to be cancelled. We are finalising details registration and payment. The cost will be \$250, passengers can be taken and also a second driver in car can be nominated for a fee. Numbers are strictly limited, so if you'd like to take your VW on the track, ring me on 0490 020338 to make a booking and payment.

Jeff and Phil were thinking of organising a night at the drive-in in March – it's easy to social distance when you sit in

your own car. But we can't tell what movies are showing more than a week or two ahead. We'll see if they can play Herbie Rides Again at some future date, as they've done with The Love Bug in the past.

The VW Spectacular at Macksville is still going ahead in July and August. I hope nothing happens to prevent it going ahead. Go to www.volkswagenspectacular.com to make a booking.

Nothing else is planned at the moment until we are allowed have larger gatherings.

See you sometime in future,

Steve Carter



Kanberra Kapitel report.

A big week for us here in the Capital, our AGM is being held on Sunday, 7 February at the Gundaroo Colonial Inn. We'll review the last 12 months (that should be a quick), proposal of any future events, a lot of car chatter and finally vote on the 2021 Canberra Chapter Committee. Watch this space.

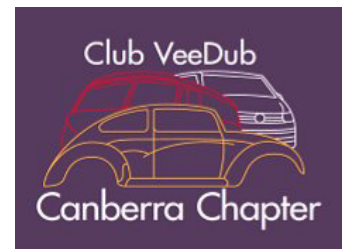
It's been reasonably quiet here again recently. I think everyone's been recovering from the silly season and 2020. There's been a slight increase in car related events, some of our members have managed to get out and about.

We've seen an increase in the traffic through the Canberra Chapter through the club email. Requests for assistance, membership enquiries and general requests.

We look forwards to seeing what 2021 holds.

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.

February.

Thursday 11th:- Committee Meeting and magazine pack at the Arena Greyhound Sports Club, 140 Rookwood Rd. Yagoona (next to Potts Park), 7:30pm.

Thursday 18th:- CLUB VW MONTHLY MEETING at the Greyhound Social Club, 140 Rookwood Rd. Yagoona (right next to Potts Park). Get the latest VW news and views, plus

VW socialising, drinks, raffles, trivia and plenty of prizes. Lots of fun, all welcome. 8:00pm start.

March.

Monday 1st:- Canberra General Meeting at the Harmonie German Club, 49 Jerrabomberra Avenue, Narrabundah, from 7:30pm.

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

Thursday 11th:- Committee Meeting and magazine pack at the Arena Greyhound Sports Club, 140 Rookwood Rd. Yagoona (next to Potts Park), 7:30pm.

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

April.

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

Monday 5th:- Canberra General Meeting at the Harmonie German Club, 49 Jerrabomberra Avenue, Narrabundah, from 7:30pm.

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

May.

Monday 3rd:- Canberra General Meeting at the Harmonie German Club, 49 Jerrabomberra Avenue, Narrabundah, from 7:30pm.

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

Thursday 13th:- Committee Meeting and magazine pack at the Arena Greyhound Sports Club, 140 Rookwood Rd. Yagoona (next to Potts Park), 7:30pm.

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

Saturday 22nd:- VW Nationals Supersprint at Luddenham Raceway, Luddenham Rd. Numbers strictly limited. Contact Steve Carter on 0490 020338 for bookings.

Sunday 23rd:- VW NATIONALS 2021 - intended date. Please mark in your calendar - confirmation and further details to come.

Marktplatz.

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

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

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

New ads.



For Sale:- 1972 VW Superbug in very good condition. World Champion special edition with dash plaque. Asking Price \$20,000. Contact Mark Donovan on 0422 804904 or email mark@pdkevents.com.au

For Sale:- Hi! I have a **1997 Volkswagen Golf convertible** cabriolet. It has recently had some work done however has some issues with the battery going flat. And also a small tear in the canvas of convertible roof and missing lock barrel in driver door. Instead of sourcing all the parts and selling it I was reaching out to see if anyone in the club would be interested in purchasing it as is? I'm in the hunter valley region nsw and thought I'd reach to you all first. Thanks Miss Aisha McLawrence, 0497 110587 or email aishamclawrence@hotmail.com

Notice: Abandoned VW Golf 2.0 FSI. This car has been abandoned for many months outside 22 Tathra Street, West Gosford. It is certain that the former owner is not going to retrieve it or have any claim to ownership. It has only recently been vandalised to a small extent but the panels, wheels and many other parts look to be in good condition and it would be useful as a parts car. VIN is WVVZZZ1KZ5U017758 so you ensure there are no police warnings on the car. Please come and take it before it is further vandalised or sent to the



crusher. If you need any more details, please contact Bruce Madden on 0427 603529 or email madden@netspace.net.au



For Sale:- Early (pre '68) VW glove box lid pull handle. These high quality VW glove box lid pulls are a must have for any early VW owner. Not only do they make opening your Volkswagen glove box easier, but it also reduces the wear and tear on the glove box latch. Australian made from high quality stainless steel, then polished to a brilliant car show shine. Installation is simple as the tab sits behind your factory glove box button latch. This glove box lid pull will fit all Volkswagen Beetles 1953-67 and Karmann Ghias 1955-67 with a glove box release that has a push button. Price \$35 including postage anywhere in Australia. Contact Carl on 0417 471137 or email carl@unclebills.com.au

Wanted: 2-4 original Beetle 15" 5 stud steel wheels with hubcap tabs to suit my '64. Contact Todd on 0404 065373.

For your information:- See the link below to a **YouTube** video on the VW beetle front brakes that was put together by a VW enthusiast. It shows a 3D computer generation of a late-model Beetle drum brake system (and single-circuit master cylinder). It is quite educational in showing how brakes work and how all the bits go together. The creator, Juan Seren, sent it to the club via my Club VW Library email address, and is happy for us pass onto our members. Have a look at the video at the link. Carl Moll, Club Librarian
<https://youtu.be/rjdKJAf220k>

For Sale: 1600 dual port motor from a 1974 Super Beetle. All accessories and tinware included. Number of trips around the

odometer unknown. Was running perfectly when removed from car about 5 years ago. \$500 ono. Pick up in northern Sydney Contact Craig on 0414 637 205 or email craigbsimpson@gmail.com

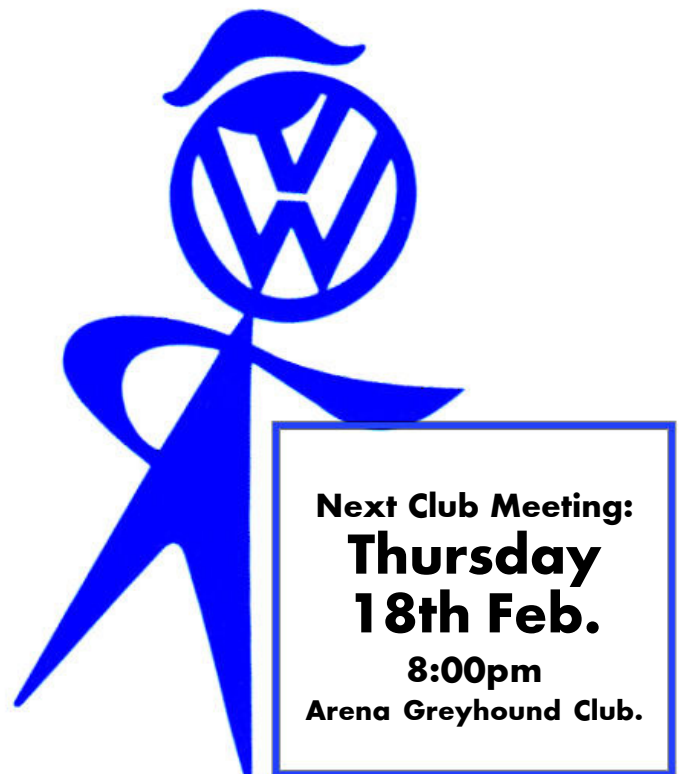
For Sale:- Hi members got a **1200 VW Beetle 1961** for sale. She drives well and is all original, I hope this is the best place to advertise for it, run out of time to drive her, someone else should enjoy her. Thanks for your help. If you would like more info, contact Kat on 0417952406 or email maudepub@hotmail.com

For Sale:- Hi! I have a **1997 Volkswagen Golf convertible** cabriolet. It has recently had some work done however has some issues with the battery going flat. And also a small tear in the canvas of convertible roof and missing lock barrel in driver door. Instead of sourcing all the parts and selling it I was reaching out to see if anyone in the club would be interested in purchasing it as is? I'm in the hunter valley region and thought I'd reach to you all first. Thanks Aisha McLawrence 0497 110587 or email aishamclawrence@hotmail.com

2nd Month ads.

Wanted:- Hello I am a club member. I wish to buy a **1973 VW Variant**, manual, preferably in light ivory in excellent condition. What are the chances? Would you know of one for sale by any chance? Do you have any idea of the approximate price for such a vehicle? If you can help, please contact me. Best wishes, John Simon (0468 585446) or email jb.simon@bigpond.com

For Sale:- 1965 VW Beetle. This is an original vehicle, keys, paperwork and more. Original paint, green. The original wheels are not on the car but I have them. It's had two owners since new and I've owned in just over 1 year. The steering,



**Next Club Meeting:
Thursday
18th Feb.
8:00pm
Arena Greyhound Club.**




brakes, shocks have just been replaced. \$3000 work completed a few months back. 10 months ago. If you want an original then this one is rare. I'm not in a rush to sell but selling due to health issues and the car is just going to be garage so I think it's appropriate to go to an enthusiastic VW Beetle Club Member who will appreciate it and not wreck it. Asking Price \$40,000. For more information please contact Simon Rorke on 0432 130169 or email simon060965@gmail.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. \$25000.00 or ONO. For a full description and further details contact David Birchall on 0415 957030 or email dbirchall154@gmail.com




For Sale:- This item is 'brand new' and comes sealed in its original container. It was won as a prize at the recent Caravan and Outdoor Exhibition in Brisbane. A high specification inflatable canopy for VW campervans, the **Dometic Sunshine Air-Pro Inflatable Static Awning** is constructed using high quality Weathershield-Pro material for long life and protection from the sun. The single point inflation air frame makes set up easy and features a 'pop' design at the rear for improved headroom. This awning is a great way to extend your living space while also retaining the function of the sliding door. The inbuilt designed air poles require simple pumping using the 2.2L pump that comes included. It also comes standard with 2 guy ropes, a clamp pole, three clamps, a peg pack, a manual and a carry bag. It is easy to carry anywhere and only weighs 8.5kg. Dimensions are : Depth 1950mm; Height 2100mm; Width 2400mm. To purchase new from Dometic will cost you \$999. Asking Price \$499 (neg). Contact Garry Bennison on 0407 243139 or email gamn4@bigpond.net.au



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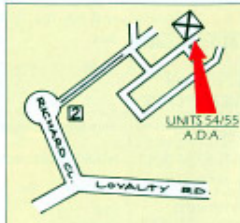
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Australian VW Performance Centre is located in Croydon South, about 30 minutes east from the Melbourne CBD, close to Ringwood end of Eastlink. If you find yourself unable to contact us during business hours, please do not hesitate to email us with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

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- 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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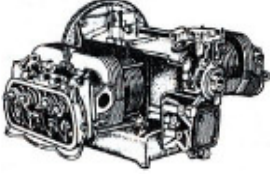
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Trades and services directory.

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Club VeeDub Membership, Sponsorship and Merchandise payments can be made securely online via PayPal. You don't need an account but there is a small fee for the service. Please visit our web site at www.clubvw.org.au or email Raymond at sales@clubvw.org.au for more information.

Wanted:



Your business ad in this space. The cost for 11 months is \$110 - this does not include the VW Nationals issue. Post your business card and a cheque for \$110 to the Secretary, Club Veedub Sydney, PO Box 324, Mortdale NSW 2223



Club Veedub Sydney Membership / Subscription Form.

Please tell us about your Volkswagen(s):

Year	Model	Engine Size	Rego No.	Colour

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

Club Veedub Sydney,
PO Box 324
Mortdale NSW 2223

You will receive 12 issues.



More Golf 8 local details.

The starting price for the 2021 Volkswagen Golf 8 will start from in excess of \$30,000 drive-away when it arrives in Australian showrooms in the first half of this year.

The new-generation Volkswagen Golf will be the most technically advanced model to date - with a full suite of advanced safety features as standard across the range - but it will come with a price premium following increases of about 10 per cent.

The current Volkswagen Golf range starts from \$25,790 before on-road costs. But the new Volkswagen Golf 8 will be priced from \$29,350 plus on-road costs - about \$33,000 drive-away - when equipped with a manual transmission.

The cheapest automatic version of the next-generation Volkswagen Golf 8 will start from \$31,950 plus on-road costs, or about \$35,000 drive-away.

Currently, the cheapest Volkswagen Golf automatic is listed on VW Australia's website from \$31,500 drive-away - minus a \$2000 runoff bonus that brings the price down to \$29,500 drive-away.

Volkswagen says the local arrival of the Golf 8 has been delayed slightly by the coronavirus crisis, however it is now on track for introduction within the first six months of 2021 - about nine months later than originally planned.

The new VW Golf range has been rationalised to three core models - excluding Golf GTI and Golf R hot hatches,



which will follow separately.

All new Golf models will come standard with a complete suite of safety tech dubbed IQ driver assistance, and includes city and highway speed autonomous emergency braking (AEB), intersection AEB, radar cruise control, blind zone warning and rear cross-traffic alert.

Due to Australian fuel standards the 1.4-litre petrol engine (110 kW/250 Nm) from the current VW Golf will carry over into the new model, because the latest engines have not been developed for our high sulphur fuel.

However, the engine will be paired to a new eight-speed traditional torque converter automatic transmission, rather than a seven-speed DSG twin-clutch auto.

Inside, all cars will have a digital instrument cluster and a large infotainment screen, as well as wireless Apple Car Play and wireless Android Auto - and fast-charging USB-C ports.

Because automatics are now shift-by-wire they have a smaller toggle to select forward and reverse, creating more space in the centre console.

While examples of the VW Golf 8 sold in Europe are available with 'over the air' software updates via WiFi, Australian models will initially not have this capability.

Volkswagen says the current Golf remains in showrooms only while stocks last and the next shipments to arrive will be the new-generation models.

VWA will release more details closer to the VW Golf 8 arrival date, which is anticipated in May 2021.

Passat range freshened.

The local Volkswagen Passat range has had a mild makeover for 2021 as the Volkswagen in Germany confirms the current 'B8' European model sold in Australia has a solid future beyond the current lifecycle.

The completely different and cruder US version of the Passat is due to be phased out in North America. However the Euro Passat - the model sold here - is a staple of the Volkswagen range and one of its biggest selling models in markets outside the USA. With sales passing 30 million since 1973, the Passat is VW's second-best selling model of all time after the Golf.

European Passat production was paused for much of this year due to the coronavirus crisis, as well as the need for the Passat to undergo new real-world fuel economy and emissions testing - which halted most car assembly lines at various times over the past 18 months. In addition, work has already begun on the Passat's Emden factory to convert it to electric-only production, while planning to move Passat production to another VW factory continues.

Headline changes for the Passat in 2021 include a 162TSI (162 kW) version of the 2.0-litre turbo four-cylinder petrol engine in the sedan, wagon and Alltrack, as well as the return of the desirable all-wheel-drive 206TSI Passat R-Line - which is, in effect, a Golf R hot hatch in a Passat sedan or wagon body.



better."

Australia is the second-largest market for the Amarok globally, after South America where the current generation vehicle is made in VW's plant in General Pacheco, Argentina.

"For the last one and a half years, the Volkswagen design team have been really co-developing, together with our co-operation partner Ford, this beautiful car," said Mr Kirzinger.

"We know what our Amarok means to our customers and fans in Australia. And that's the reason why we are really working hard to have a 100 per cent Volkswagen, a true Volkswagen, and not only a rebadged Ford. I want you to rest assured that

Volkswagen will also retain its new price-leader model, called the Business, powered by a 140TSI version of the 2.0-litre turbo four-cylinder engine and priced from \$46,590 plus on-road costs. Metallic paints adds \$800.

The next model up is the Elegance, available in sedan or wagon form with a 162TSI engine, starting from \$51,790 plus on-road costs for the sedan and \$53,790 plus on-road costs for the wagon.

The Passat R-Line wagon costs from \$63,790 plus on-road costs and is powered by the 206TSI engine.

Meanwhile, the Volkswagen Passat Alltrack has also received an overhaul for 2021, starting with the 162TSI model from \$46,990 plus on-road costs for the base model and a rather large jump to \$58,790 plus on-road costs for the Premium model.

The Premium gains a panoramic sunroof, digital widescreen instrument display, vented seats, premium audio, and matrix headlights, among other tech.

All new Passat models will come with Volkswagen's full suite of advanced safety tech, wireless Apple CarPlay and wireless Android Auto.

Volkswagen says most models in the revised Passat range will arrive in Australian showrooms in the first half this year.

Amarok Mk2 latest.

The next Volkswagen Amarok will not be in Australian showrooms until early 2023 - about 18 months after its twin under the skin, the new Ford Ranger, goes on sale in the second half of 2021.

But Volkswagen insists the new Amarok will have "Volkswagen DNA" even though it is likely to be powered by Ford engines and be built in a Ford factory.

In a recent media briefing from Germany, Volkswagen revealed it sent a team of designers from Germany to Australia 18 months ago to begin working on the next generation Amarok ute, which will be jointly developed with Ford in its Melbourne design and engineering centres.

In a video, the head of design for Volkswagen Commercial Vehicles, Albert Johann Kirzinger said: "We sent a dedicated design team from Volkswagen Commercial Vehicles to Australia, to understand your environment

this Amarok will be a real beast."

Mr Kirzinger delivered his message from a Volkswagen design studio in Germany while standing alongside a full-size styling model of the new Amarok, hidden under a car cover.

The creases in the cloth indicate the production vehicle could have some of the design cues from the bold design sketches already published, including two pronounced bonnet bulges, and large square wheel arches. The underside only shows the framework of the styling buck and has no bearing on chassis layout.

Later in the video, the head of Volkswagen's Melbourne design team, Gu Han Kim, said: "We're here to do our very best. We're here to work hard and to work closely with our development partner to fulfil expectations our Amarok fans and customers have.

"So what can we expect from the Amarok? Just like the current Amarok, it will define the benchmark of its class again. No question about that. And in terms of design, it's going to be impressive, and a clear member of the Volkswagen Commercial Vehicles line-up.

"So Australia, stay tuned, stay excited. Something great is coming up."

However, Volkswagen executives were not able to clarify if Germany had sent any chassis engineers or engine and transmission calibration experts to Australia - and whether the next Amarok would drive differently to the next Ford Ranger.

For example, the jointly-developed new Isuzu D-Max and Mazda BT-50 utes have different bodies but are mechanically identical, right down to the steering and





suspension settings - even the tyre pressures - and drive exactly the same as each other.

When asked if the next VW Amarok would have unique calibrations for engine, suspension and steering, a Volkswagen Australia representative said: "We're not at that level of detail of understanding yet. So, what influence our colleagues can have on those elements, it's still a work in progress."

When asked if the switch to a joint project with Ford would bring an end to V6 turbo diesel power matched to permanent all-wheel-drive, a Volkswagen Australia representative said: "We'll see, I guess is the answer."

However, the boss of Volkswagen Australia Michael Bartsch was adamant the next Amarok would have the attributes favoured by loyal local buyers.

"The really short answer ... is it will not be the same mistake Mercedes and Nissan made with the Navara," said Mr Bartsch, in a reference to the failed partnership that saw Mercedes prematurely axe the X-Class ute, which was based on and jointly developed with the Nissan Navara.

Volkswagen Australia Commercial Vehicles executive Ryan Davies told media: "We're not a silent partner in this project. We're a key part of it. And we're certain that the car is going to have Volkswagen DNA at its core, and will redefine the segment as the benchmark once again."

Apparently the next Ford Ranger and Volkswagen Amarok will share a twin turbo 2.0-litre diesel and a single turbo 3.0-litre V6 diesel, both of which will be matched to the 10-speed automatic transmission jointly developed by Ford and General Motors in the US.

However, testing has shown this 10-speed automatic is susceptible to calibration differences; in GM cars it's a smooth operator, but in Fords it can shunt between gears.

It is unclear whether the Ford Ranger V6 turbo diesel will be matched to a permanent all-wheel-drive system or the current part-time heavy-duty four-wheel-drive set-up.

However, switching to permanent all-wheel-drive would be prudent given the amount of power the V6 is trying to put down - as it could easily over-power a rear-drive set-up, especially in the wet.

Questions remain over the size of the next generation Volkswagen Amarok. The current model has the widest cabin and cargo hold in the class.

However it remains to be seen whether the next model based on the Ford Ranger will shrink in size - or whether the Ford chassis can be scaled so that VW can maintain the current model's large cabin and extra width between the wheel arches in the ute tray.

VW wants low-cost electric car.

According to an overseas report, Volkswagen is looking to slash the cost of mainstream electric vehicles over the next three years with use of its MEB-Lite modular platform.

Volkswagen plans to deliver a 20,000 Euro (AU\$32,000) electric vehicle by 2023, according to a new report from Reuters.

Volkswagen intends to expand its electric vehicle lineup by introducing two, smaller models to the range that would slot below the ID.3. VW would focus both products on appealing to European buyers who are looking for a city car to get around town with no emissions.

The smaller EV would replace the Up! in the VW range, while a slightly bigger vehicle might even oust the Polo, but there doesn't seem to be a decision about this yet.

Like the ID.3 and many of VW's other upcoming EVs, these tinier entries would ride on the automaker's new MEB-Lite platform, which is designed to incorporate battery packs up to 45 kWh. To follow the naming scheme of the rest, Volkswagen might call the Up!-sized one the ID.1, and the Polo-sized model would be the ID.2.



At this point, the development of the ID.2 seems to be in a more advanced state. VW intends it to go on sale as soon as 2023 at a starting price of about 20,000 Euro. To save money, it might use lithium-iron-phosphate cells for the battery, which is a less energy-dense solution than other types of lithium-ion tech, according to Automotive News Europe.

The ID.1 reportedly doesn't arrive until around 2025. Like the other VW ID. models, Skoda and Seat would get versions of this vehicle too.

The in-house project - reportedly codenamed 'Small BEV' (Battery Electric Vehicle) - is tasked with building a city car more affordable than the current Golf-sized ID.3. That car was officially launched for Europe last September and is priced from 35,575 Euro (AU\$58,000) in Germany.

VW brand boss Ralf Brandstätter teased the plan for smaller EVs last year. "Of course, we have to take into account that lower segments will in the future be demanding EVs, and we're preparing concepts. We will discuss it soon. Cars in smaller segments are important and very interesting for us," he said. Brandstätter also hinted that there would be concepts previewing these models before the production versions' arrival.

Meanwhile, the Tiguan-sized ID.4 electric SUV is slated for launch in Australia during 2022.



VW offers for Navistar.

The Volkswagen Group already owns the Scania and MAN Truck companies, along with the Brazilian Volkswagen Caminhões e Ônibus division which makes VW and MAN trucks and buses in South America. VW and MAN had cooperated since the 1970s (the first VW LT was co-produced with MAN). VW took ownership of Scania and MAN in the late 2000s, combining them in a new subsidiary called Volkswagen Truck and Bus AG. This was renamed Traton SE in 2018, which was said to be short for 'transforming transportation.'

All-electric VW wagon.

Volkswagen has confirmed its 2019 electric vehicle concept, the ID Space Vizzion, will go into production in 2023.

Volkswagen CEO of passenger cars, Ralf Brandstätter, took to LinkedIn to make the announcement.

"Great news! Under the project name 'Aero B' our plant in Emden gets its second E-model," wrote Brandstätter.

"The Aero B is our interpretation of sustainable premium. It scores in all dimensions of electrical performance: thanks to our continuously improved MEB, it can be charged super-fast and offers a bit more of everything: more space, more range, more acceleration and more top speed.

"As an elegant Shooting Brake, it will be the first electric variant on the market. It impresses with high-quality interiors and a lot of space: classy and spacious like a Phaeton, along with huge trunk volume. And with 700 km, a real range hero.

"From 2023 it rolls off the production line. In doing so, we are making a clear commitment to the importance of the location and to future-proof employment."

Technical details of the production model remain scarce, although you'll notice Brandstätter did state the Aero B would have a range of 700 km.

The original ID Space Vizzion concept was revealed at the 2019 Los Angeles auto show (see Zeitschrift January 2020), and featured an 82 kWh battery pack feeding power to a rear-mounted 202 kW electric motor. Claimed range at the reveal was 482 km.

However, reports are surfacing the battery pack of the production vehicle will be updated to 111 kWh, giving the Aero B a potential range of 700 km.

Additionally, at the time of launch, Volkswagen stated an additional electric motor could be mounted to the front axle for a total output of 250 kW.

It's understood the Aero B will be produced as both a sedan and a station wagon, with the wagon the first production model to be given the green light. Production will start in 2023 at Volkswagen's Emden plant (which currently produces the petrol Passat and Arteon) but will, from 2022, be converted to producing only electric vehicles and will be the site of manufacturing for the all-electric Volkswagen ID.4.

Volkswagen has previously committed to selling one million electric vehicles by 2025.

In 2016 VW's Traton division first expressed interest in the US Navistar International corporation, the maker of well-known International trucks and buses. Traton soon acquired 16% of Navistar and the companies began a series of cooperative ventures and shared technologies.

Now Volkswagen is aiming for a complete takeover of Navistar. VW's Traton division said last month it had agreed to raise its takeover bid for Navistar to \$44.50 per share from \$43, closing in on a deal that would extend its reach into North America.



A successful merger would combine the MAN, Scania and Volkswagen trucks brands with Navistar to create a global manufacturer, at a time when the industry is seeking ways to share the costs of developing low emissions technology.

At \$44.50 per share, Traton would pay about \$3.7 billion for the shares in Navistar it doesn't already own, valuing the U.S. business as a whole at around \$4.4 billion.

"Traton SE and the U.S.-American truck manufacturer Navistar International Corporation, in which Traton already holds a stake of 16.8%, have today reached agreement in principle that Traton will acquire by merger all shares in Navistar not already held by Traton, at a price of \$44.50 per Navistar share," Traton said in a statement.

A deal hinges on finalizing due diligence, agreeing merger terms and related transaction documents and approval by the executive bodies of Navistar and Volkswagen, Traton said.

"There is no assurance that the parties will reach agreement on definitive transaction documentation, or as to

the terms thereof or that any transaction, if such agreement is reached, will ultimately be consummated," Traton cautioned.

The announcement follows hours of negotiations, with Navistar's board saying the offer would need to be raised to \$44.50 per share to win shareholders' backing, hours before Traton's \$43 per share offer was due to expire.

Traton had already raised its initial \$35 per share offer last month.

Navistar shares were last up 22.9% at \$43.53. Traton shares ended up 1.6% at 18.02 euros.

Traton has struggled to win over billionaire activist investor Carl Icahn, whose fund held a 16.8% stake in the U.S. truck maker as of June 30, according to Refinitiv Eikon Data.

Icahn and two other activist funds, Mark Rachesky's MHR Fund Management and Gabelli Funds, together own about 40% of Navistar's shares, according to Refinitiv data.

I.D Buggy cancelled.

One of Volkswagen's lesser-known projects, the I.D Buggy (see Zeitschrift April 2019) was going to be one of the favourite new electric vehicle they make. Well sadly that will no longer be, because VW's electric vehicle partner e.Go said they did not want to produce it.

With the Beetle and its couple of modern Golf remakes already behind us, the 'iconic' Volkswagen vehicle that will replace it could well be the I.D Buzz, an electric revamp of the famed split-window microbus. Along with that was also supposed to come the subject of this article, the I.D Buggy, a revision of the iconic Beetle-based Meyers Manx from the '60s.

Based on VW's new electric MEB architecture, the whole slew of electric vehicles coming from Volkswagen - even the van and the Buggy - would theoretically all drive exactly the same. That was one of the reasons it was killed, although there will be choices of different battery capacities and electric motors across VW's ID ranges.

The most probable reason is that with all the batteries and motors, and being considerably longer, wider and higher than the Manx original, the ID Buggy would weigh north of 2,000 kg - some three times the weight of the old one. It would be a lot faster, but some nimbleness would be cut in order for it to be electric.

The third reason is the company that teamed up with VW to make these niche vehicles, said they didn't want to produce the buggy, even in limited quantities. Tough times at Volkswagen.



In an interview with Autocar, VW CEO Ralf Brandstätter confirmed that the ID.Buggy's future may be in peril. When the concept was shown, VW announced that it was looking for partners to produce specialty vehicles based on its MEB platform. For the time being, those efforts appear to be stillborn.

"No, we won't do this car. We had a partner, but in the end it didn't work out," he told the UK publication, referring to German company e.Go Mobile, which had a deal with VW to produce an MEB-based Buggy back in 2019. Unfortunately for European VW fans, e.Go is currently mired in bankruptcy proceedings.

That doesn't mean the ID.Buggy is completely DOA. It's possible that a production variant bound for the United States would be built with a region-specific partner - say, perhaps, a certain California-based custom builder with a history of doing fun things with Volkswagen platforms. After all, Bruce and Winnie Meyers were on hand for the concept's debut in New York in 2019.

So, if you want an obese electric dune buggy sadly Volkswagen won't supply you with one. But due to the versatility of the chassis, maybe someone will revive Meyers and make a new Manx.

Flowers help survive Covid.

Rio De Janeiro - You can't miss the green 1969 Volkswagen Beetle parked at the corner, with orchids and ferns crowding its open bonnet, sunflowers sticking out of windows, potted plants on the roof.



Turning her car into a flower shop was Valcineia Machado's survival plan after her business collapsed in the COVID-19 pandemic, and she has become a hit in Rio's Copacabana beach district.

At 51, she has reinvented herself, moving from real estate to selling roses and other flowers on a busy corner.

"I had no money at all to pay the rent, so I began to think what I could do to survive," she said, placing a sunflower pot on the sidewalk.

And it's going well. In the first three days she made enough to cover one-third of the cost of buying the Beetle, and she says she has become the talk of the neighbourhood.

Synchronicity.

As I have mentioned before, my job as a waste water technician takes me to many different places.

People can't bring their septic tanks to me to be serviced, so I have to drive around the state in a 3 month pattern. Over the years I have probably been to about 80,000 different people's houses.

One day I pulled up to do a job at Wyong Creek, and I was amazed to see the most beautiful bamboo 4x4 T3 Trakka.



So I did the job and I started chatting with the owner.

He explained to me, that he didn't live there, he was just dropping off the grandkids after school. He said he did it every day at 4.30.

I had never seen a bamboo coloured syncro before, they are most always white or blue.

I bet you have already guessed that, I always serviced that unit at 4.30 after that day.

Every time, I would chat to the old bloke and I would make a offer, and see if he ever wanted to sell it.

I started at \$12,000 and every visit I would up my offer. One day, I just bit the bullet and offered him \$20,000.

He looked surprised and he told me that he was



actually thinking about buying a new car and he would think about it.

A little time went by and I had just about forgot about it, when on a rainy miserable day at work, I got the phone call. Yes he did want to sell it and could he bring it down tomorrow? Hallelujah.

He drove down the next day, I gave him the money and dropped him at the train station, we were both so happy, we nearly kissed each other.



Now, for me, I don't dream about split window kombis or T2 kombis, I dream about T3 transporters, so this was a dream come true.

Even though it's is the most expensive Volkswagen I have ever brought, and I have probably doubled my money, I would never sell that transporter.

Ashley Day.

Making money.

You make your money when you buy, not when you sell.

Years ago, my mentor (Rod Garnet), explained to me. If you can buy a certain car or part at a cheap enough price, then you have already made your money.

Obviously, you do make your money officially, if it is sold, but I hope you understand what I mean.

At first, it sounded a bit funny to me, but really, it

Telstra #StaySafe 4G 9:10 pm

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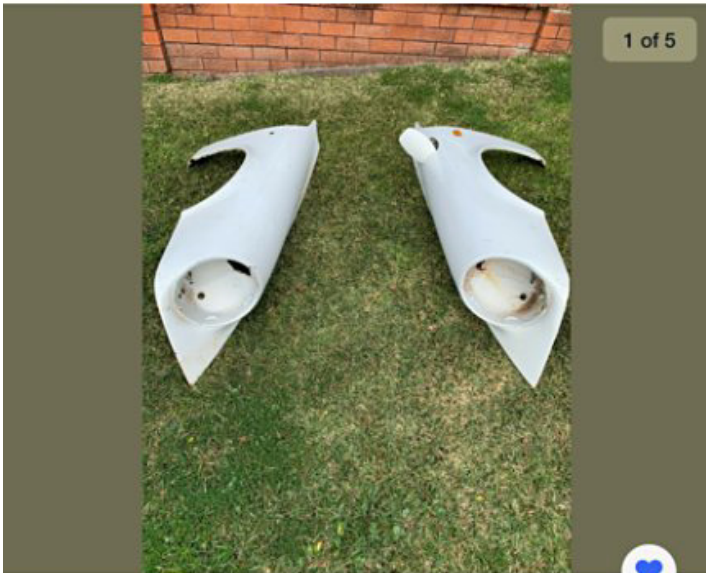
You're the highest bidder

Current bid AU \$120.00

Your max bid AU \$125.00

Time left 3d 20h

[Increase bid](#)



1 of 5

Porsche 911 3.2 Carrera

Pair of front guards

AU \$120.00



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Selling

makes perfect sense.

For example, let's say you have just brought a half reasonable oval window beetle for six to ten thousand dollars, then you have just made money, probably thousands.

This sounds obvious or easy, but if it was, everyone would get involved and they don't, so why?

Firstly, you have to do your homework everyday (without fail), and you have to have guts and believe in yourself.

Also, you have to invest and risk your own hard earned money.

Have you ever heard the saying, it takes money to make money.

Do your homework everyday, be patient, back yourself, move in the right circles, and you won't fail too many times before you become a pro. I wish you all the of best luck, and come and give me some honest competition.

Ashley Day.



Telstra #StaySafe 4G 9:12 pm

< Item 

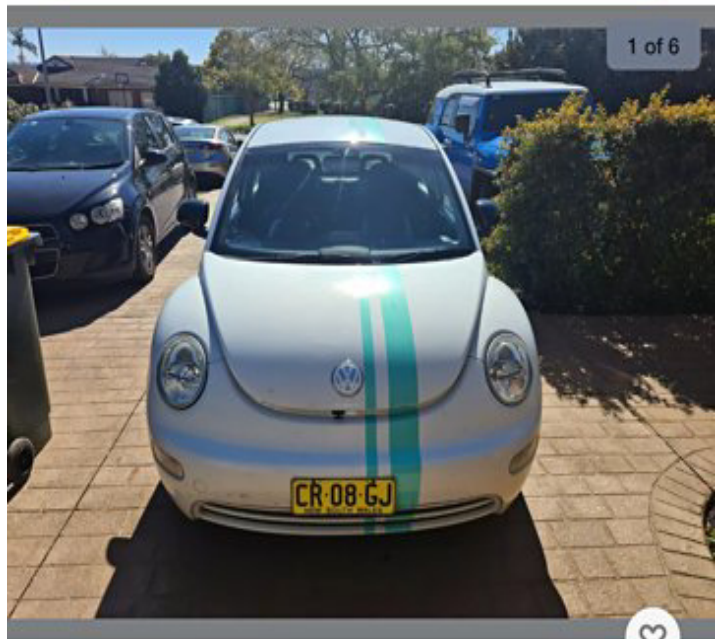
You're the highest bidder

Current bid AU \$500.00

Your max bid AU \$500.00

Time left 3d 16h

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1 of 6

Vw beetle wrecking or complete

AU \$500.00



Home



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Search



Notifications



Selling



VW Golf GTI TCR.

The big appeal of any hot hatch - and the major selling point of the VW GTI in particular - is that you get a vehicle that's every bit as comfortable in the city as it is capable on a racetrack.

That's the sales pitch, right? The segment's long-long-standing marketing slogan, if you will. But how do those claims stack up in real life?

We wanted to know. And so when we got our hands on the new 2021 Golf GTI TCR - the fastest example of this-generation GTI to date, as well as a loving farewell to the Golf 7.5 ahead of the launch of the all-new model - we thought we'd put those claims to the real-world test, driving through the city, onto the freeway, and then, without so much as checking the air pressure in the tyres, straight onto the Luddenham Raceway circuit in Western Sydney.

So, is this latest GTI, limited to 300 vehicles, also the greatest? And does hardening it up also soften its appeal in the city?

There's only one way to find out.

Does it represent good value for the price? What features does it come with?

The VW Golf GTI TCR (it's an ode to Touring Car Racing, by the way) is designed to sit between the regular GTI (\$46,690) and the AWD Golf R (\$55,490) on the performance front, so it will come as little surprise that the hard-punching hot hatch is priced between those two vehicles, too.

The TCR will set you back a healthy \$51,490, but you are getting plenty of front-wheel-drive bang for those bucks.

There's more grunt from the engine, of course, and some serious performance upgrades, too. But we'll come back to those under the Engine/Gearbox sub-heading.

The TCR builds on the regular GTI in other ways too, adding things like a dynamic cornering function to the LED headlights, a revised (louder) exhaust, black mirror covers, 19-inch alloys, TCR decals on the vehicle's flanks, a gloss-black roof and very cool TCR puddle lights that illuminate the footpaths when you open the front doors.

Inside, you'll find a sportier material on the seats, a leather-wrapped steering wheel with a red marker at the top, more red trim on the seat belts and floor mats, and Alcantara

on the gearshift and door trims.

All of which joins the regular GTI's equipment list - think a 20.3-cm touchscreen with in-built nav and Apple CarPlay and Android Auto, a digital driver display, keyless entry and push-button start, and all the safety equipment you can shake a traffic cone at - and you're left with a vehicle in which you want for little.

Is there anything interesting about its design?

You'll be hard-pressed mistaking the TCR for any lesser GTI model. The huge multi-dot decals that stretch across the front and rear doors make certain of that. But there are other, less

obvious changes, too.

You might need a protractor to figure it out, but the TCR rides 5.0 mm lower than the GTI. The rear diffuser, front splitter and side skirts are a little more noticeable, as are the red callipers locked behind the 19-inch alloys.

But only a little. And that's kind of the point here. Decals aside, the TCR is every bit as understated as you might expect from a GTI special edition. A sports car for adults, then, and one that won't inspire mid-life crisis jokes should you park it in the office carpark.

Inside, it's largely GTI-familiar, save the new materials and splashes of red we've mentioned above. In fact, when tootling along a freeway, you can easily forget you're driving anything sporty at all.

How practical is the space inside?

The GTI TCR stretches 4268 mm in length, 1799 mm in width and 1467 mm in height, and it rides on a 2631 mm wheelbase. In other words, it's Golf-sized, which means there's little in the way of practicality sacrifices for the upgraded performance.

Up front, the driver and passengers seats are hip-hugging snug, but the cabin feels light and airy, and I'm a particular fan of the centre screen, which is big, crisp and simple to use, and never over complicates its functions. It's the kind of vehicle you can slip into and feel like you've owned it for a month.

A pair of cupholders split the front seats, and there's a storage cubby that lives in front of the gearshift, as well as bottle holders in each of the front doors.





The rear seats feel a little thin and firm, and air vents are the only luxury, with no USB connections or power outlets to be found. There are, however, two cupholders in the pull-down divider, bottle storage in each of the doors, map pockets on the rear of the front seats and ISOFIX attachment points in each of the window seats.

The TCR will serve up 380 litres of luggage space with the rear seats in place, with that number swelling to 1270 litres with them folded flat.

What are the key stats for the engine and transmission?

Ah, here's the really interesting part of the TCR story, because this fire-breathing GTI is fitted with the familiar turbocharged 2.0-litre engine, only this time dialled up to a raucous 213 kW and 350 Nm.

The Golf GTI makes less power, at 180 kW, but more torque, at 370 Nm, while the Golf R produces an identical 213 kW and a whopping 380 Nm.

VW tells us the power and torque split was designed as a characteristic of this engine, rather than trying to build in some breathing space between the TCR and Golf R.

The TCR's engine is a peach: smooth and easy in the city, but engaging and exciting on a racetrack, with this thick power delivery that feels boundless when you need it.

That engine pairs with six-speed dual-clutch automatic (rather than the seven-speed you might be used to in the GTI or Golf R), and the power is sent exclusively to the front tyres.

But there's more performance wizardry at work here, too. The TCR features a bespoke version of the brand's Adaptive Chassis Control, and rides 5 mm lower than the Golf. The exhaust has been tuned to be both louder and more free-flowing, and there are cross-drilled performance brakes up front.

All up, VW reckons you'll squeeze a 5.7-sec sprint to 100 km/h from the TCR, which isn't too far off the 4.8 sec run of the all-wheel-drive Golf R.

How much fuel does it consume?

VW says you'll use 7.5 L/100 km on the combined cycle, while emitting 172 g/km of CO₂. One downside? The TCR's 50-litre fuel tank accepts only the more expensive 'ultra' 98RON fuel, which you would expect for a high-performance car.

What's it like to drive?

First things first: the TCR might be harder and faster

than the standard GTI, but it doesn't come at a significant cost to the everyday comfort VW's hot hatch is built around.

Sure, the ride feels a little more jarring over bumps and imperfections in its normal drive settings - and even more so in Sport - which is likely a combination of the stiffer setup and the bigger 19-inch alloys, but it's by no means a deal-breaker, and you could still happily live with the TCR as a daily driver.

There's also satisfying solidity to the drive experience that's hard to quantify. The steering feels meaty and engaged, especially in its heavier sport setting, the ride feels connected to the road below and there's squeak-and-rattle-free ambience in the cabin.



You can also move the steering wheel forwards and backwards as well as up and down, so you're able to set up the driving position perfectly, and it's easy to sink into the sporty front seats and get comfy.

That's the Jekyll side of the TCR sorted, then. And so we move onto the Hyde factor, which we uncovered at the Luddenham Raceway in Western Sydney.

As we mentioned above, the appeal of these vehicles is that you can drive them to, and then onto, a racetrack. And so we did just that, with the only change we made being the switch from Normal to Sport drive mode and calling the paddle shifters into action for the automatic gearbox.

And the TCR turned it on. That throaty exhaust comes to life under hard acceleration, gargling delightfully on the overrun, as this most potent of front-wheel-drive GTIs collects its considerable speed on anything that looks like a long straight.

There is a compromise paid for FWD on a racetrack, of course, with the front tyres asked to perform more duties than in the AWD Golf R, but the TCR does transform into an





angry and exciting hot hatch on the circuit, feeling stable and planted through corners, and serving up more than enough punch to propel you out the other side again.

Is it the most out-and-out track focused hatch on the market? Probably not. But when the red mist subsides and you pull back out onto the freeway, it is among the most comfortable, with the TCR handling its dual duties with aplomb.

Short answer? The TCR doesn't feel like an about-to-be-replaced vehicle, and it's a car I could happily live every day, whether on a twisting country road or commuting to the city.

What safety equipment is fitted? What safety rating?

Short answer? Everything the GTI gets, including driver and front passenger airbags, a driver knee airbag, side airbags up front and curtain airbags for rear-seat riders, along with the usual suite of braking and traction aids.

Then the tech steps up, with functions like city AEB with pedestrian detection, adaptive cruise, lane assist, rear cross-traffic alert, blind-spot monitoring and a reversing camera with park assist.

The Golf range carries a five-star ANCAP safety rating.

What does it cost to own? What warranty is offered?

VW offers a commendable five-year, unlimited-kilometre warranty, which includes 12 months of VW roadside assist.

Volkswagen also has its 60 Days deal, which means, should you suffer a catastrophic fault within the first two months of ownership, you can choose whether your car is repaired, replaced or refunded, though conditions apply, of



course.

There's also Assured Service Pricing for the first five years of ownership, and though the TCR is yet to be added to the website calculator, the GTI will cost you:

12mths/15,000km - \$389

24mths/30,000km - \$525

36mths/45,000km - \$642

48mths/60,000km - \$912

60mths/75,000km - \$389

Verdict

A little harder, a little faster, but really no less liveable, the GTI TCR is a fitting farewell for this-generation Golf.

Andrew Chesterton

65 mpg is par for Golf Diesel.

The Sun-Herald, Sunday 27 August 1978

The VW Golf Diesel is the motorist's answer to the Budget blues.

Not that it is cheap to buy, or even easy to get.

High duty rates (about to soar to 57.5 per cent) and import quotas have seen to that.

And not that diesel fuel is cheap.

Just like petrol, distillate, too, is taxed to high heaven.

No, the Golf Diesel scores through its own brilliance.

It is, quite simply, the most economical car Australians can buy. Would you believe a miserly 4.3 litres/100 km on the full Sun-Herald road test?

That included a little country running, but mostly city and suburban work.

And if you're prepared to believe, but don't understand metric fuel consumption, let me translate into old-fashioned terms.

The 4.3 figure is equivalent to an incredible 65 miles to the gallon.

That's about 20 mpg better than any other car I've tested, including such known thrift masters as the Toyota Corolla, Datsun 120Y, Honda Civic, Alfa Romeo Alfasud and Citroen GS.

The Golf Diesel is fully imported from Germany.

It comes only in GLD form, which is equivalent to the luxury GLS version of the petrol-powered Golf.

Disadvantages?

It is dearer than the petrol model - at \$8,000 to \$8,100 when new shipments arrive. You just can't find any at the present \$7,399 price tag.

Its engine emits a typical diesel rattle when idling. And it is marginally slower than the petrol model - but only marginally.

The miracle wrought by VW engineers with the Golf Diesel is that it loses less of its performance, related to a petrol model, than any other car on the market.

The diesel is a nippy car.

It will, for instance, lead the pack away from street



The VW Golf Diesel . . . dearer than petrol model but worth it.

lights if you feel so inclined (and provided you don't have a spoil-sport in a Falcon GT alongside you) and its sings up hills in a most undiesel-like way.

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

That is faster than such respected diesels as the Mercedes-Benz 300D or the Peugeot 504D, and on a par with petrol models like the Toyota Corolla and Renault Virage.

It cruises well at 140 km/h and, once moving, gives no clues about the oil-burning motor under the snub bonnet.

One reason for the Golf Diesel's remarkable performance is that it is not built like other diesels.

It is much lighter.

The bottom half of the engine is basically from the Golf GTI - the high performance model in the petrol range.

Whereas models like the Mercedes 300D are built to exceptional engineering standards, and seem designed to last forever, the VW is built to the limits one associates with normal cars.

It should last as long as a petrol model. And, frankly, that's good enough for most buyers, particularly when it's allied to brisk performance and exceptional economy.

Public acceptance of the Golf Diesel has been remarkable.

The giant West German manufacturer was caught with its corporate pants down in its sales strategies.

When the diesel model was released in Europe about 18 months ago, VW expected the model to account for 5 per cent of Golf sales.

The demand has soared to 31 per cent of total Golf output, and the factory still can't keep up.

More than 100,000 diesel Golfs have been sold in America, known there as the VW Rabbit Diesel.

Ultra-low levels of pollution are one reason. Low maintenance is another.

The diesel needs only one oil change and lubrication service every six months or 10,000 km.

A major service is required every 20,000 km.

Being a diesel, it has no spark plugs, points or distributor to service or replace.

The engine is a four-cylinder unit that sits transversely in the nose of the car, and drives the front wheels.

The diesel has a capacity of 1471cc, a compression ratio of 23.5 to one, and an output of 50 horsepower at 5,000 rpm.

In all respects other than the engine, it is essentially the same as any other Golf.

The front end is a little stronger to take the extra weight, but still uses the same system of struts and wishbones.

Brakes are a conventional disc-drum setup.

The car is 3.725 m long, 1.610 m wide and 1.410 m high.

It weighs a modest 830 kg, and will turn in a circle with a diameter of 10.3 m.

Like the ordinary Golf, the diesel is easy to drive, safe to handle and comfortable.

As on all the latest diesels, starting is a relatively simple affair.

You switch on, wait for a red light to go out and then hit the starter.

The light - which is difficult to see in the daylight - remains for about 10 seconds on cold mornings.

Once it's out, the engine starts instantly.

What's more, you can drive away immediately, and the car will pull smoothly.

The petrol-powered Golf has been one of the great sales successes of the 1970s, at least in Europe and the USA.

The diesel version is even more remarkable.

It is destined to be remembered as one of the breakthrough cars of our time. With this model, VW has launched the successful small diesel car.

And with it, the German designers have given Australian owners cause to feel unconcerned about the imminent boost in fuel prices.

After all, at 65 mpg, the average owner is only going to visit the local service station every fortnight or so.

Evan Green

at Lanocks!
NEW DIESEL GOLF!

Lanock Motors Pty. Limited

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

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

The Princes Highway.

The story of the Princes Highway - from settlers' track to scenic drive

Australian Motor Manual, January 1955

"A passage overland from Jervis Bay to Shoal-haven is perfectly impracticable," said Captain Collins in 1813, while Allan Cunningham predicted of the area between Sydney and the south coast in 1822: "a cart road will consequently never be practicable here; nearly all the produce, therefore, must necessarily be transmitted to Sydney hereafter, as now, by sea . . ."

Today the Prince's Highway is one of the four main arterial highways radiating from Sydney. It passes through some of the most beautiful coastal country in the Commonwealth, and on this account alone attracts great numbers of travellers. In addition, in the absence of the railway along the coast south of Nowra, the Highway acts as the main feeder between the south coast and Sydney.

During the visit to Australia of the Prince of Wales in 1920, the National Roads Association secured the approval of His Royal Highness to the naming of the coastal route from Sydney to Melbourne and thence to Adelaide as the Prince's Highway. (The Prince of Wales in 1920 was Edward, son of King George V, who ascended the throne as Edward VIII in 1936. He abdicated in 1937 to marry Mrs Wallace Simpson and was henceforth known as the Duke of Windsor).

An opening ceremony was arranged at Bulli, by the National Roads Association, on 19 October 1920, and the road was formally proclaimed as the Prince's Highway (State Highway No. 1), in 1928.

Although the road was generally trafficable from Sydney to the Victorian border as early as 1910, it was not until 1925 that positive steps were taken to improve the road as a whole to meet the increasing demands of motor transport. Now, while many miles are still much below the general standard of design and construction aimed at, they can be travelled in comfort and safety, in virtually all weathers.

History of the road

It was Captain Cook who filled in the first names on the map of the South Coast of N.S.W. Sailing up the coast he came upon a "likely anchoring place" which he named Bateman Bay; in 1791 another name was added when Lieutenant Bowen explored and named Jervis Bay.

Bass and Flinders sailed down the coast in 1796 in the 'Tom Thumb' as far as Lake Illawarra, where Flinders had recourse to amateur barbering to amuse potentially hostile natives. A year later, Bass landed at what is now known as Kiama, where he saw the 'blow hole' and discovered and named a "little place which deserved no better name than Shoals Haven." On this same voyage Bass entered and named Twofold Bay.

This area was explored in 1813, when Captain Collins (of the prophetically named 'Matilda') concluded that "a passage overland from Jervis Bay to Shoal-haven is perfectly impracticable." This gloomy prediction was, however, contradicted by Hamilton

Hume, a local settler, in 1821; he reported that a good road could be cut from Sydney to Jervis or Bateman's Bay.

Early Settlement

As early as 1810 unofficial settlement had begun in the Illawarra district with the arrival of the cedar-getters, but development was delayed for some time by the difficulty of access. Development brought with it the need for some form of authority, and in 1826 a detachment of troops was stationed in the Illawarra district for the protection of sawyers and settlers against the aborigines.

Eden, laid out in 1843, was the port where thousands landed on their way to the Kiandra gold fields in the eighteen sixties.

Originally, communication between Sydney and the south coast was solely by sea. When the cedar trade, which brought the first settlers, began in 1812, the cedar was brought down to the various ports and shipped to Sydney.

Most of the early settlers arrived by sea. Allan Cunningham, on his tour of New South Wales in 1822, remarked: "a cart road will consequently never be practicable here: nearly all the produce, therefore, must necessarily be transmitted to Sydney, hereafter, as now, by sea."

Small private ships ran between Sydney and the various small ports along the south coast; it became the custom of many people to use their own cutters for journeys to the nearest coastal inlet, and in this way ports were opened up at Wollongong, Kiama, Shoalhaven, Jervis Bay, Merimbula and many other points. As late as 1858 communication was still primarily by sea, and a challenge did not come until the completion of the South Coast Railway from Sydney to Nowra in 1893.

Road development

Because of the intervening steep coastal escarpment, overland communication between Sydney and the Illawarra district was at first considered impracticable. However, from 1821 tracks were made by settlers, and in the eighteen thirties the authorities were convinced of the necessity for properly constructed roads.

By 1834, Surveyor-General Mitchell had marked out the roads through the Illawarra district, northward to Bulli and southward as far as Saddle-back Mountain, to connect some miles inland with a line marked from Kiama to Bong Bong by Surveyor Hoddle in 1830.



Scene on Bulli Pass, Princes Highway, 1954. White safety fence, white line down the centre of the highway and smooth, bitumen surface are all products of the motoring era.

The work was executed by convicts sent from Goat Island and from Wollongong, where they had been employed on the construction of the boat harbour, but not before the "dense brush" had been cleared by contract, to prevent the escape of the "Ironed Gangs."

Bulli Pass, as it is now known, was discovered in 1836 by a Captain Westmacott; various improvements were made on the Pass until, in 1868, the Sydney Morning Herald reported: "The road to Sydney by way of this pass . . . can now be traversed by vehicles . . . During the past week a resident of our township drove the first vehicle to the summit and returned."

A toll bar road from Kiama to Jamberoo was opened in 1844. However, the advent of the railway to Kiama changed the mail route and Jamberoo subsequently was by-passed by the main road.

Direct route to Illawarra

While the establishment and improvement of the route from Sydney via Appin to Illawarra was being gradually accomplished, the revolutionary idea of a direct road (first proposed in 1831 by Mitchell) was again examined, and resulted in Mitchell being instructed to survey a new and shorter route to Wollongong. Construction and improvement led, by 1874, to the road entirely supplanting the line via Appin and becoming the main road from Sydney to the Illawarra district.

Shoalhaven

The establishment of a road from Sydney to the Shoalhaven district was first mooted in 1817, but as late as 1868 a land journey was still evidently not customary. Much pioneer private road-building in this area was done by Alexander Berry, his roads passing under the control of the Municipality of Numba when it was proclaimed in 1868. Eventually a tolerable road from Gerringong to Nowra was established.

Bateman's Bay district

Like the Illawarra and Shoalhaven areas, the Bateman's Bay district experienced unofficial and piecemeal road building. Road communication from Sydney was still impracticable as late as 1856, when the only access was either by rail to Goulburn and thence via Braidwood, or by steamer.

River crossings throughout the district aroused strong dissatisfaction and several drownings occurred; mails were often lost or arrived in damaged condition.

Traffic along the roads connecting the coastal towns at this time consisted of horse and bullock teams conveying the produce of the district. Passenger traffic was not catered for with any degree of comfort, although the position was improved when Edward Corrigan installed a line of coaches between Bateman's Bay and Moruya in 1862.

Bega - Twofold Bay district

In the Bega district roads first developed from the original cattle tracks of the Braidwood settlers, who began to pasture their cattle there in 1829. Roads of some kind must have existed from the early forties when the Walker brothers of Bega brought the first wheeled vehicles into the district. The Government-built (1864) road from Moruya to



Historic TWOFOLD BAY provides an idyllic setting for the appropriately named EDEN, 318 miles from Sydney on Prince's Highway. Boating, yachting and fishing from safe and protected beaches make this a wonderful holiday resort.

Bega occasioned the observation from the Moruya Examiner that "the Bishop of Goulburn had to travel in his carriage escorted by a body of armed attendants; that is, armed with axes to clear the way."

Alexander Weatherhead on a trip from Wyndham to Bega in the late forties contributed another picture of the times: "I saw a man mending some of the worst places by putting bushes in the holes and then covering them with earth, so that it looked better - till a heavy load came along. One always expects to see things better as they come towards a town; in that I was not disappointed, at least I saw they had a different way of filling up the bog holes. There was then a nasty hole on the south side where Frog's Hollow Bridge is now. When I got there the hole was filled up, not with bushes, but with a dead bullock. A worker, I suppose. It appeared to fill the hole nicely."

In linking together these thriving South Coast towns, the Prince's Highway also draws together the threads of some of Australia's colourful early history.



NAROOMA, 222 miles from Sydney on the Prince's Highway, has many attractions: the climate is even, surfing and swimming are within easy reach—and oysters abound!

CKD promotes exports.

'VW Information' staff magazine, V-1958

Almost ten percent of Volkswagen production is sent abroad completely knocked down.

CKD - 'completely knocked down' - is the way we describe the deliveries of Volkswagens which leave Wolfsburg and Hanover in separate parts. They are sent to various European countries and also overseas and are put together in assembly plants there.

Exporting cars in separate parts was an emergency measure forced on all car-exporting countries, because it represented the only possibility to export to certain countries at all. In those countries the government either completely forbids the import of complete cars or limits the licensed quota for each year so severely that only a wretchedly small number may be imported.

CKD represents the answer to these measures. Only CKD makes exporting possible at all in such circumstances. Apart from this, in cases where the licensed quota is based on total value it is usually possible to import more CKD than complete cars. If the importing country can produce some of the parts on which otherwise heavy customs duty is charged - thus enabling them to be left out of the CKD export delivery - the number of cars which may be exported can be



Above:

The big CKD crates containing the separate Volkswagen parts are loaded crate for crate straight from the goods trucks they travel on from Wolfsburg on to the freighter. The crates are proof against shocks and pressure and are sealed with great care to protect the car parts from the destructive effects of the weather

considerably increased.

The imported CKD cars help to employ workers in the various countries they come to; not only in assembly plants but also in the related industries which supply tyres, batteries, upholstery, electrical equipment and similar accessories. For instance in South Africa in 1955 the parts and material manufactured there amounted to a total value of four and a half million Marks.

In relation to complete cars the CKD crates mean a considerable reduction in shipping costs and also lower customs duties. However the additional costs involved in packing and assembling the cars in comparatively small series are in most cases so high that these economies are cancelled out again.



Left: Mr. Kotsch, who is responsible for the CKD department, demonstrating to packing experts the system of packing separate parts developed and used for many years by the Despatch Department in Wolfsburg

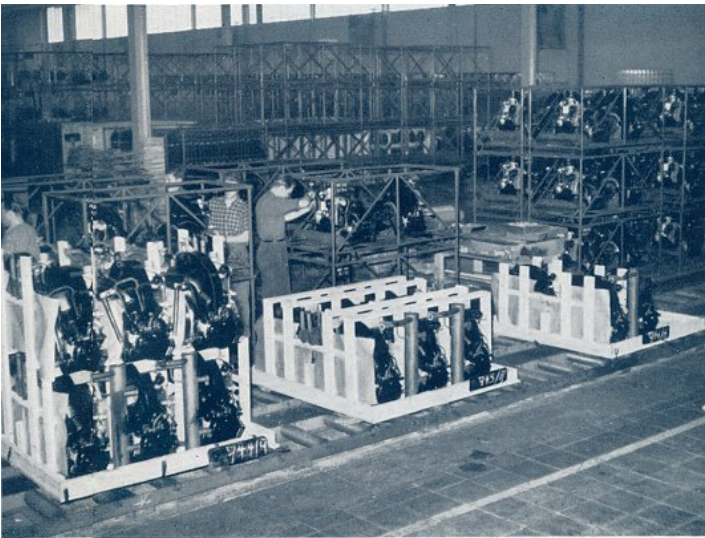
The CKD department determines what parts shall be sent, and how they are packed. It also supplies the assembly plants with the necessary assembling equipment and tools.

This department was started by Martin Foegen, the factory's despatch expert, in 1950. Nowadays it is part of the Despatch Department of which he is the head. In that first year 372 CKD Volkswagens were exported. By the end of March 1958 this figure had grown to 119,571 sedans and 29,174 Transporters. These figures are imposing and become even more so when one considers them in relation to the total exports, which amounted to 57.3% of our overall production last year.

CKD cars' contribution amounted to 16% of this figure. This means that roughly nine in every hundred cars we produce are exported CKD. These figures enable one to form a concrete picture of the importance of the CKD section of our Despatch Department.

The first country in which these Volkswagens were assembled was Ireland. Brazil, South Africa, Australia, New Zealand, Belgium, Mexico and the Philippines soon followed suit. Nowadays Belgium is our biggest CKD customer. By the beginning of March 45,804 sedans and 7,584 Transporters had been assembled there. Here we must mention that the parts are transported into neighbouring Belgium by means of special containers which make form and number checking easy. The parts leave the production line or the depot in Wolfsburg in these special containers and go straight to the appropriate section of the assembly plant in Brussels.

The consignments of CKD Volkswagens consist of standard parts. However for some countries there are certain departures from this normal procedure, when the countries in

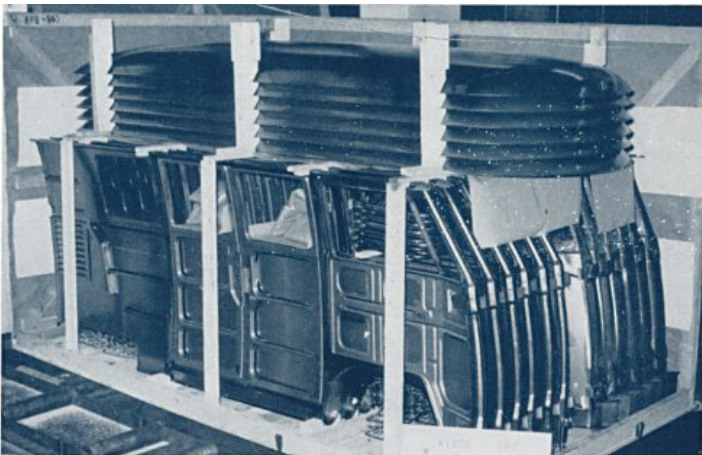


Below: Here the engines are packed — 12 fit into a CKD crate

question do not take delivery of certain parts. Importers in all countries aim at such deletions because the less the value of the imported cars, the more they may import and sell. Of course we take great care to see that the quality of the cars does not suffer from their being completed with parts made abroad. In order to ensure this, the Volkswagenwerk's Engineering Department provides all the technical data needed for making the parts not sent with a deletion delivery. Only when samples of parts made abroad have satisfied examiners in Wolfsburg are they passed for production. These parts are listed as CKD deviations and in delivery sheets listed under the collective term of deviations from the standard CKD delivery - this resembles the extras and deletions of the complete Volkswagen.

The Volkswagenwerk's high production figure demands the use of specialized and very expensive equipment and tools for assembly. However, in an assembly plant in which such a high figure will never be reached simpler equipment and tools can be used, provided they are equally efficient. For this reason the separate parts of the CKD cars are so prepared that they can be assembled as easily as possible. This means that the condition known as 'completely knocked down' is variable and can be suited to the assembly equipment of the various importing countries.

The Planning Department constructs the necessary assembly equipment and tools. In doing this it has to take into consideration both the assembly methods available abroad and to conform with the customs regulations and with the packing methods used by the CKD department. The



CKD crates are packed compactly, as these Transporter parts — doors, sides and roofs — show



Martin Foegen, the head of the Volkswagenwerk's Despatch Department, is here seen showing visitors part of the large section of the factory which is under his control. On the occasion of his sixtieth birthday on April 5th the many sincere congratulations he received proved that his expert abilities as head of the VW Despatch Department are indeed appreciated. He learnt his profession the hard way. He was born in Oppenheim on the Main and trained with a forwarding firm. In the 1920s he joined the car industry and built up Opel's Export Despatch Department. In 1949 he came to the Volkswagenwerk. His first job was to organize the assembly programme and the plans for building abroad. He is now not only head of the Despatch Department but also controls the closely associated activities of export packing and shipping, car loading and also the factory's railway. In 1950 he built up the CKD department in Wolfsburg which by the beginning of March 1957 had despatched some 150,000 CKD Volkswagen vehicles to all parts of the world

Volkswagenwerk always delivers certain pieces of equipment to the assembly plants. Other equipment can be built by the assembly plants using the plans provided by the factory.

The CKD department sends the assembly plants as technical information lists of assembly material of the CKD Volkswagens. In these lists each part is named in the order in which it must be assembled. For every model there is an assembly plan which describes and illustrates the various assembly processes and the appropriate equipment and tools for them. The assembly work is simplified to the point resembling a giant meccano set.

Assembly experts are sent by the Volkswagenwerk's production management to supervise new installations and to inspect established ones. They give all the help they can to local assembly plants. Otto Hohne, the manager of our Hanover factory, has always made the installation of assembly plants his personal interest. He himself supervised the building of the first two, in Ireland and in South Africa.

There is a workshop specially given over to the packing of CKD parts. One would perhaps imagine that each



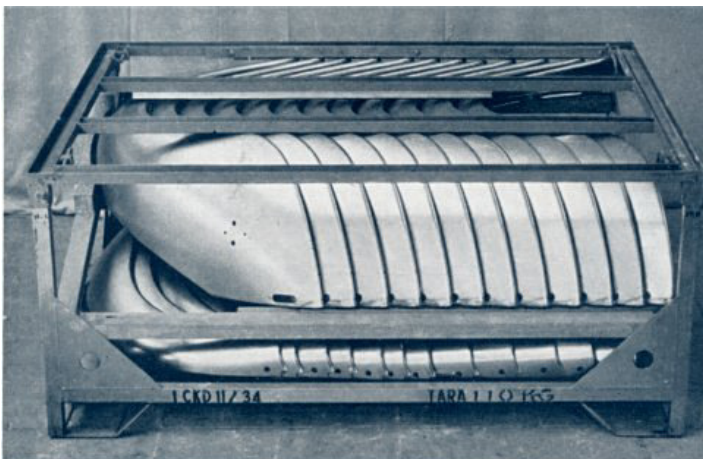
Mr. Foegen explains the stencilled labels which are important for correct despatch. The head of the Despatch Department keeps an eye on all these details

crate contained the parts necessary for one car. However, in fact eight crates contain the parts for twelve cars. Thought is given to assembly procedure and the parts are packed accordingly. For instance the various body parts are packed separately from the chassis, because it takes longer to assemble the body. The chassis parts can then stay in their original packing until they are needed, and can be stacked conveniently without taking up valuable space.

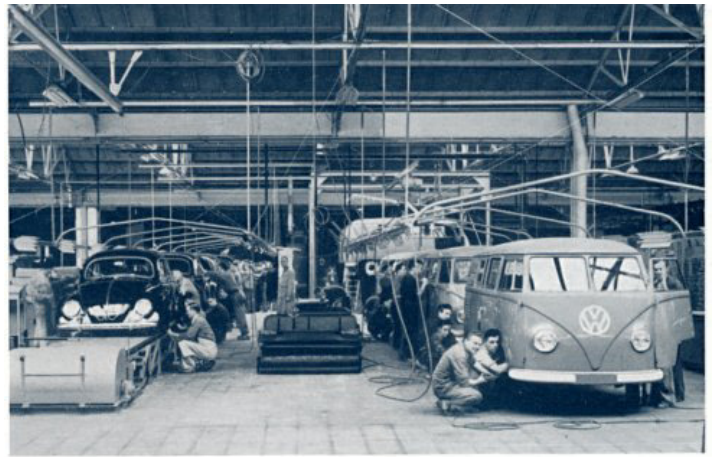
On arrival abroad all parts must be in the same good condition as they were in when they left the factory in Wolfsburg. Most of them are made of bare sheet metal, which is very prone to rusting. The most modern protection methods are used. Oil and wax are avoided as much as possible, so that pre-assembly de-greasing is cut to the minimum. In order to keep a check on our packing methods we expose ready packed crates for several months to the vagaries of the Wolfsburg climate.

This treatment is alternated with spells of intense drying-out. In fact we aim at imitating the conditions prevalent in the importing countries as closely as possible.

The crate is packed in accordance with a packing slip. The drawing up of these slips is complicated by the fact that it is impossible to have 'standard' CKD sets. There are over 96 sets and each must have its special packing slip. 60,000 pages of packing slips are printed every month. They must be filled in with scrupulous meticulousness.



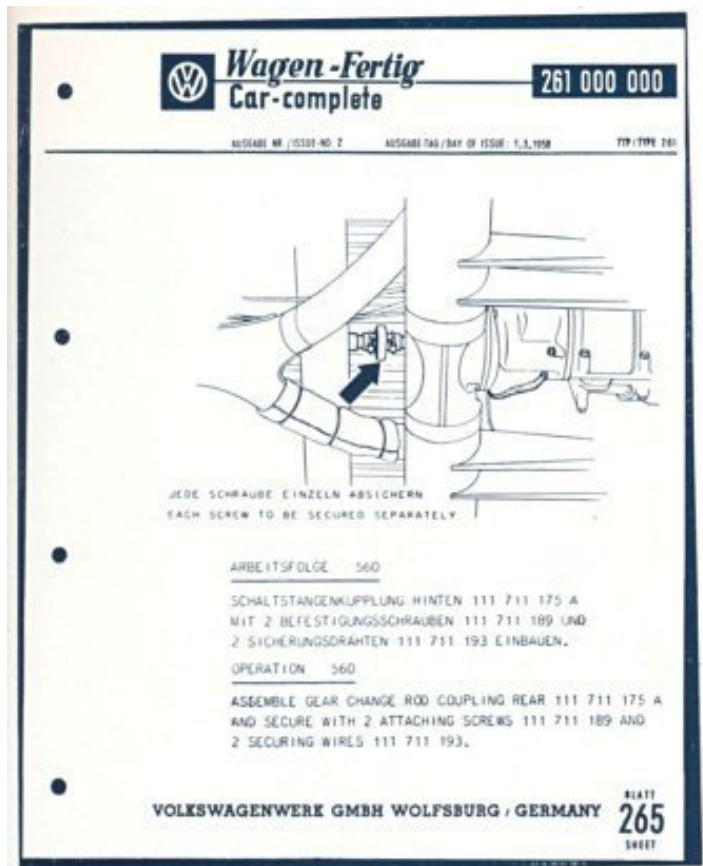
Twelve left and right wings are packed economically into this frame, which is used for sending the parts to Belgium



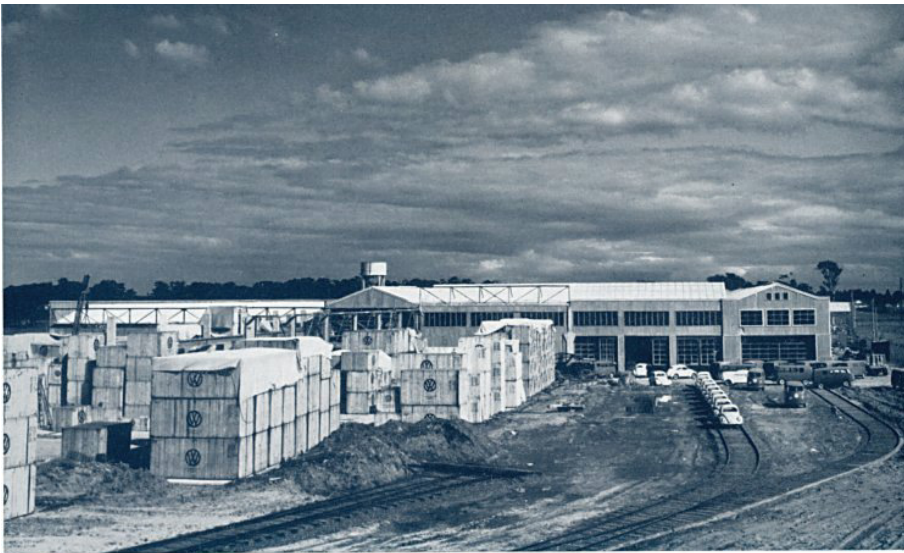
There are plants for assembling Volkswagens all over the world. This one is in Brussels, Belgium

Just imagine - if a faulty packing slip is drawn up for Australia, after two months, when the shipment arrives in Melbourne, the whole assembly plant comes to a standstill - all for the lack of one important part! And if no one in Germany has noticed the mistake, there will be 2,000 more cars on their way to Australia, all short of the same item. Of course in an emergency missing parts can be sent on by air freight - but even that takes at least ten days and is of course considerably more expensive.

So you see the work of the CKD Despatch Department is both decisive and complicated, and must be done most conscientiously. Because of this we decided to take it from its usual modest place back stage and place it in the limelight as a token of our recognition of its splendid contribution to the fruitful co-operation between the Volkswagenwerk and its assembly plants.



An assembly plan simplifies the assembly work. Every process is illustrated



This photo, taken last year, shows our assembly plant in Australia. In front of its workshops are piled the crates — weighing up to two tons — containing the Volkswagen parts

VW Builds a New Industry in Australia.

The Canberra Times, Wednesday 2 July 1958

Volkswagen, the car that built a great industry in Germany, is now very much a part of the Australian scene, and it is laying the foundations for the development of a great new automotive company here.

Four years of remarkable progress by VW in this country reached culmination last December when arrangements were finalised for the formation of a new £10 million company, Volkswagen (Australasia) Pty. Ltd.

This is another step towards the fulfilment of a programme covering the establishment of VW manufacturing plants in selected countries throughout the world. Other countries chosen to share in this development are South Africa and Brazil.

These plants are being launched in an endeavour to meet VW market requirements, because the world demand for VW cannot be satisfied.

This year will see the production of the 45,000th VW Sedan and the 11,000th VW Transporter for the Australian market. In the United States, where VW leads the sales of imported vehicles by many thousands, total sales in 1957 exceeded 64,000.

The new company, Volkswagen (Australasia) Pty. Ltd., will be responsible for the manufacture and distribution throughout Australia and South Pacific area of VW sedans, transporters and spare parts.

Volkswagenwerk G.m.b.H. will take a 51% interest in the Company, and other shareholders will be Clyde Industries Ltd, Sydney, Regent Motors (Holdings) Ltd., Melbourne, and L.N.C. Industries Ltd., Sydney.

When Australian assembly operations started at Clayton, Victoria, in June 1954, only five sedans were being produced a day. Today's production is many times in excess of that figure.

The assembly plant at Clayton has been acquired by the new Company and it will form the nucleus of the £10 million

factory and administrative block which will be built on the site to provide for manufacturing development and increased production capacity.

The architect, Mr Graeme Lumsden, is at present in Germany finalising the plant design.

When Volkswagen (Australasia) Pty. Ltd. commences operations in January next year, Australia will gain its greatest equity in the car manufacturing industry.

"Mr. and Mrs. Australian Motorist," through their shareholdings in Clyde Industries Ltd., L.N.C. Industries Ltd., and Regent Motors (Holdings) Ltd., will have a financial interest in the production and distribution of VW in this country.

They will be partners in a great venture which has already contributed substantially to the prosperity and security of Australia and its

people. The formation of the new Company will also materially assist in increasing the Australian content of vehicles manufactured in Australia.

From fully imported cars in 1954, the VW is now, in 1958, 48% Australian made.

Production volume will be considerably greater in 1959, and will be further increased in 1960. The percentage of Australian materials will also be higher, approximately 75%, when body panels are pressed at the Clayton factory.

Since 1955, the first full calendar year of trading, the VW share of the total sedan market in Australia has risen by almost 100% - a remarkable achievement, considering the great number of vehicles available to prospective purchasers.

Of all cars registered in Australia in 1954, 1,746 were a VW, 1.2% of the total, and VW had 3.2% of the under 15-hp (RAE) registrations. At the end of 1957, VW's market share stood at 7.0%, and its class share at 21.4%. Today those figures have further increased. . . outstanding evidence of how Volkswagen suits the Australian way of life.

Statistics reported in the Sydney Morning Herald, 30/6/1958, show the amazing growth of the motor vehicle industry in Australia. The Herald reports that only North America and Europe now have more vehicles than Australia and New Zealand combined.

The motor vehicle export market to the South Pacific area plays an important part in earning foreign exchange.

The entry of Volkswagen Australia Pty. Ltd. into this field will make a significant contribution to Australia.



Part of the assembly line of the VW plant, Clayton, Victoria. The plant will form the nucleus of the new £10 million factory operated by Volkswagen (Australasia) Pty. Ltd.

Rob's VW Story Pt.3.

When we went to live in Bairnsdale in 1984, it wasn't long before we decided a 4-wheel drive vehicle was surplus to requirements and sold the Landcruiser, to be replaced by a Holden Kingswood ex-taxi with front bench seat. This lasted a couple of months before we could no longer stand it. It wallowed on the road, causing car sickness, there wasn't really room for six people, and the front bench was worn out and sagging.

When we saw an ex-Army khaki green VW Microbus in a local car yard, we couldn't swap the Holden quick enough. After the deal, the salesman made a show of being incensed that we hadn't told him the Holden was an ex-taxi! Incompetence on his part, I thought, and as if he would have told us! The Microbus had seating for eight, full headlining and wall lining, and heating to the rear. It was a 1973 model, same as our new one in 1973, but would have been a bit more expensive than the Kombi then. It had obviously been well maintained by the Army.

There was plenty of room for the kids to spread out and to carry our gear. We went camping at Easter time in 1985 to Mt Buffalo and made plenty of trips to Sale and back.



By this time we had two boats, the larger being a 16' Hartley trailer-sailer with full cabin. We used the VW to tow it to the Gippsland lakes, sometimes to Paynesville, sometimes Metung. On one such trip, we were almost home when the motor went bang and emitted a cloud of blue smoke. We were forced to limp home in low gear still towing the boat. This resulted in an engine overhaul - from memory, the engine overheated and a welsh plug melted, putting oil where it shouldn't have been.

However, as the result of having a 'new' motor, we decided to make a trip to the Territory. When we left Areyonga at the end of 1983, we agreed to return by road when sealing of the Stuart Highway was completed, possibly in 1988. But having a nice touring wagon like the Microbus, with an overhauled motor, was too much of a temptation.

We spent a few weeks on the trip and went as far north as Ti Tree to stay with Mick and Karen. The bitumen road was completed north of the NT border, while in South Australia, Kingoonya and Tarcoola had been bypassed (the upgraded road went through Glendambo) and the new road was being formed up south of Coober Pedy. We all enjoyed the trip and the Microbus took the corrugations in its stride.

At around the same time, I'd seen an old VW Beetle for



sale outside a house in Bairnsdale for about a hundred dollars, and couldn't resist buying it for a hobby. This was to become our 1964 Black Beetle. The car was in running order, and registered for use, but was in need of some TLC.

By watching used-car ads, I bought another complete car from a farmer at Mt Taylor for about \$60 and a third without a motor from Lakes Entrance for \$40. What this meant was that for a total of \$200, I had no need to buy any new spare parts. The bonnet hinges of the original car were rusted enough to cause problems opening and closing it, so I was able to replace it completely with one from the other cars. I stripped the body off the Mt Taylor car and stored the detachable panels, lights, glass and other parts behind the shed as spare parts. The rolling floor pan, in going order, complete with front seats, went to school friends of Jac and Daniel to use as a 'bush basher' on their farm.



I had three sets of brake shoes, drums, cylinders and lines, and was able to set up the car with the best of these. When it became necessary, I swapped the clutch in the Black Beetle. It was a simple matter to undo the engine mount bolts, put blocks under the motor and then jack the car up until it was free of the motor, which could then be slid out from under the car. This meant the clutch was accessible with all the transmission components still in place.

I learnt a lot about VWs by playing with the Black Beetle. Everything from windscreen wiper motor to king pins were cleaned, overhauled or replaced. I came to appreciate what a great design Ferdinand Porsche and his team had come up with, and how simple most things were. There were the odd annoyances, like the necessity to have one arm and

spanner under the car and another arm and spanner in the engine compartment to remove the starter motor - not possible so lateral thinking was required!

I bought a paint spray gun, pulled the body apart, stripped off all the bright work and lights, masked the glass, and sprayed on undercoats and gloss black. The only modification I made from the original car was to eliminate the chrome strips along the waist on each side of the body. The fittings were wrecked by rust and most of the rubber grommets missing. From the inside of the body I superglued patches of plastic over the holes and then bogged them from the outside to leave a smooth finish. If I did it again I would restore the strips properly, but it did look good!



We kept the Black Beetle for quite a few years. Many times, all six of us crammed into it for short trips around town, sometimes with one child in the luggage compartment behind the back seat, and with a guitar case on the laps of those in the back seat!



We still had the car when we moved to Wiseleigh in 1994, and for some time Doortje used it to commute to work in Bairnsdale. Often on weekends we went off exploring the back roads around the district, especially the dirt tracks and fire trails up in the hills behind Bruthen.

It grieves me to have to report that after we came back from the NT trip in 1985, my neck was so sore from the trip that I was convinced I could no longer drive the Microbus. It was common practice in the 1970s to travel non-stop from Alice Springs to Papunya, about three hours of concentration on corrugations, washaways, or bulldust and sand. By the end of the trip, my neck would be stiff and tense. I now know that

the damage was ongoing and permanent and that at least some of this must have been due to the 'cab-over' design of the Kombi, with the driver sitting directly over the front wheels and subject to every bump and jolt. Leaning over the steering wheel, which was slightly more horizontally 'bus-like' than a normal sedan, probably didn't help either.

I know this partly because we got rid of the Kombi in 1986 and bought a Chrysler Valiant station wagon, which was much gentler on the body. We had it for twelve years and made many long trips without the same detriment to my neck.

My regret now is that I didn't take proper evasive action during those years which would have enabled us to keep the Microbus without the suffering. In all respects except the driving position, (and even that gave great visibility) it was a superior versatile vehicle, capable of carrying loads on any terrain and covering large lumps of country.

As it was, we gave the Microbus away (along with the Hartley boat) to a group in Melbourne who looked after disadvantaged youth and were able to put it to good use.

When Doortje and I moved back to the NT in 1998 we sold the Black Beetle to someone in Melbourne, along with a trailer load of spare parts, including doors and panels and a gearbox. I can't remember how much they paid us, but not much. I only hope it's still going. Thus my VW story comes to an end.

In total, I've owned or part-owned, nine Volkswagens - five Beetles, three Kombis and a Type 3. It would be great to get to double figures.

I wonder what I could do to achieve that? Here's a short list of cars I've recently seen advertised for sale, probably in order of desirability:

1. 1964 Karmann Ghia - All the same mechanicals as the 1964 Beetle but very nice body.
2. 1985 T3 Kombi camper, 3-speed auto. As I write, this vehicle is for sale for \$13,000, and this model is fast becoming a collector's item as earlier models become rarer.



3. 2010 Golf Wagon, TDI with DSG gearbox. Low mileage versions are about \$25,000, very desirable, but hard to justify replacing the Honda! End of dreaming!

Rob Cook
(Rob's Blog page)

(Rob passed away from cancer in 2014 - Ed.)



West Coast Classic VW.

Today we are speaking with Lenny Copp of West Coast Classic Restoration, of the best in the business.

Lenny, please tell us a little about yourself, your background, and how you got into Vintage VWs.

My background started in 1972. I was 23 at the time. I had my first mechanics job after graduating from a 6-month auto mechanics school in New Hampshire. I tried all the different dealers like Chevrolet, Ford, etc., and when I went the local VW dealer, they hired me as a trainee. While there for two years, I learned a lot about repairing VWs. My other talent, so to speak, was cooking in restaurants. As a young man, I learned that working in restaurants was good because you always had food to eat. So, between 1972 and 1978, I worked on cars, and I cooked in restaurants. I was a full time cook and was 'Bingo the Clown' every Sunday from 1 to 4pm at a Ground Round Restaurant. In 1979, I bought a new black Kawasaki 1000 LTD. My girlfriend and I sold everything we owned and took off into the sunset. We landed in Florida, and since it was September, we decided to stay there. Only thing was my son Benny was conceived on that trip. So, after a few months, we bought a car and drove back to Peterborough, NH to settle down.

In 1980, I started a VW repair service garage in Peterborough. Only one big problem – there were no air cooled VWs in that part of the country anymore. They had all gone to VW heaven. So, I was forced to work on all foreign cars like Hondas, Datsuns, etc. After 2 years, I closed my business. I found myself working at an Exxon station for little money. I was depressed and finally went home and told my family that we were moving to California. No one argued with me, and we were all very excited. However, we had one slight problem – we only had about \$2,800.00 for the trip. That did not stop us.

At that point, I packed up my 1958 Blue VW Beetle with my wife and 2½ year old son Benny and headed to California. On the way, we stopped in Connecticut to visit some people, and after seeing the blue Beetle, they gave us \$1,000.00 for the trip. I was totally confident we would make it now. 48 mph (77 km/h) was the top speed we had to deal with for 4,000 miles (6,440 km) because of the 700 lb (320 kg) cargo we had in the rear seat and on the roof. This was before owning a roof rack was cool. This was necessary. We

had two slight problems: one being a broken gas pedal, the other was when we went into a shopping centre and came out to find our car was missing. Then, we spotted it about 100 yards away. I forgot the hand brake, and it coasted without accident.

My poor son was 2½ and stuck in a car seat for 8 days. On the 5th day, my son cried "Please Daddy! No blue Beetle today!!" Finally after eight days, we arrived in Southern California. I remember waking up in San Diego as my wife drove and one of the first things I saw was a beautiful VW Beetle going down the freeway. Yes!! We made it!! They were everywhere!! The sad part to this was after a couple months, someone stole our beloved blue Beetle. Never to be seen again.

After arriving on Feb 20, 1982, I had two major jobs. The first being a counselor at Phoenix House, a national substance abuse program based out of NYC. This work was very rewarding, but I had always dreamed of owning my own business of restoring VW Buses and Beetles. No matter what job I had, I was always working on my own VW or a customer's VW after dinner.

In 1984, I joined a company called Digital Automotive Systems. This was a small startup sub chapter S corp. with family and friends being investors. My wife and I had some extra money, so we invested, and I started working there. Since I could not have my own business at that time, this was second best. Unfortunately, after two years, we closed the doors.



I had become close friends with Ric Erdman, the president of DAS, and after closing the company, he offered to put up some investment money to buy and sell classic cars. The first thing that came to me was to buy VWs, but Ric didn't think there was any future in it. So, I started buying classics like BMW 2002s and a Porsche 914-6. Fun stuff, for sure, but my love was VWs. In the late 80's, the Japanese started to come over to buy VWs for their companies in Japan. As we do here, they also have small shops all over Japan working and restoring VWs.

I did my first restoration at home in my driveway. It was a 1963 Beetle Sunroof. I finished it and brought it to a VW swap meet, and within seconds, a Japanese buyer was at my car door. Then, it began. At every swap meet and car show, there were many Japanese buying VWs. I struck up a good bond with the biggest in importers of VWs to Japan. Mr. Komori, owner of Flat4, was and still is the biggest and most well-known VW personality in Japan. He approached me and



promised to buy up to 20 VWs a month from me if I dealt with him exclusively. I agreed, and my partner and I were very excited. We went to Japan to see what was going on there. We learned that the people there loved VW Buses. This went on for about 5 years when the Japanese economy went south. As I did every week, I faxed some prime choices to Flat4 and the reply was "Oh, we don't need that service anymore, sorry." What?! I could not believe my eyes. After 6 good years, I just lost my biggest customer. Well, I laid off 6 people, and it was just me and my upholstery guy, Jesse Quintana. Thanks to him, I had patterns for many different seat covers and such. So, I started to advertise our stuff, and people really liked what we had to offer. Mr. Komori and I are still very good friends, and I have personally restored 3 cars in his private museum in Tokyo.

In 1996, I started my web site. Suddenly, I realized that if I put up pictures on this thing called the Internet, our work could be seen by people all over the world. Wow! I was a believer right away. The first time we got 500 hits in a month, I was happy. Now, we get 20,000 a month. When that started to work for me, people were dropping off cars to be restored. At present, we have 8,500 sq feet (790 m²) and 7 employees. We restore VW Buses, Beetles, and more. We mail order VW upholstery and classic VWs all over the world.

How did West Coast Classic Restoration begin?

In my garage in Fullerton, CA. In 1985, I was unemployed and was working on VWs to support my family. After my first restoration in my driveway, one thing led to another.

What is your favourite year VW to restore and why?

The later ones, ('66-'73) are the easiest, but I really enjoy bringing the earlier ones back to life. So, I'd say '49-'57 are my favourites.

How many restoration projects is West Coast Classic currently working on?

We stopped doing full restorations last year. We are still finishing up a couple.

Would you walk us through the restoration process from start to finish?

First, we strip the VW down to metal and repair all the metal back to factory specs. We don't use body fillers to fix

dents. If a panel needs to be replaced, we use the factory spot welds. We drill them out and replace the panel. This is a good restoration method and will last for a long time. The chassis gets totally stripped, sent to the sand blaster, and then to the powder coater.

Next, we replace the wiring harness with a new one and redo all the upholstery. Since we do this in-house, we have all the patterns and materials to bring the car back to original specs.

We do all the mechanics with as many German parts as possible. There is a reason for using German parts; they were built to last.

Finally, we assemble the entire chassis before putting the body back on.

Who are your preferred parts providers?

I use Wolfsburg West religiously due to the fact that their parts are the best. The owner, Tony Moore, and I started our businesses at the same time. Also, Tony has been a personal friend of mine for 30 years.

Have you ever worked on any of the rarer VWs?

We have restored several 'Coach-built' VWs, two VW Hubmullers, two Rometschs, and one Dannanhaour & Stauss.

What advice would you give someone wanting to restore one of these cars?

Just do your homework, and don't cut corners. Do NOT take on more than you can handle.

What are your future plans for West Coast Classic?

We expect to grow our upholstery business considerably.

After 26 years, I am still enjoying the VW life. This hobby-business has allowed me to make friends and to travel to many different VW shows all over the world. It sure beats working for a living!!

www.classicvws.com/index.htm

Eric Shoemaker (67beetle.com)

Article submitted by Carl Moll



1983 James Hardie 1000.

The 1983 James Hardie 1000 was contested at the Mount Panorama Circuit, Bathurst on Sunday 2 October 1983. It was the 24th 'Bathurst 1000', including the three run at Phillip Island in 1960-62, and the third to carry the James Hardie 1000 name. The race was Round 4 of the 1983 Australian Endurance Championship, and as it has been since 1973, was open to cars under the locally-developed CAMS Group C touring car regulations. It was run over 163 laps of the 6.172 km circuit, a total distance of 1006.036 km. There were again just two classes - Under 3-litres, and Over 3-litres.

During 1982 there were some dark mutterings made by the Holden and Ford brigade about the presence in their ranks of Allan Moffat's Mazda RX7. Allan Grice, for instance, had announced after the Surfers Paradise ATCC race that he was the first "touring car" home, implying that Moffat's winning car was a sports car.

The fears of the other drivers were eased somewhat when Moffat failed to make a massive impact on the 1982 James Hardie 1000. Even if he had not made his long stop for brakes, he could not have finished higher than fourth outright. He in turn spoke bitterly of the homologations granted to the police-special "Commodore moon rockets."

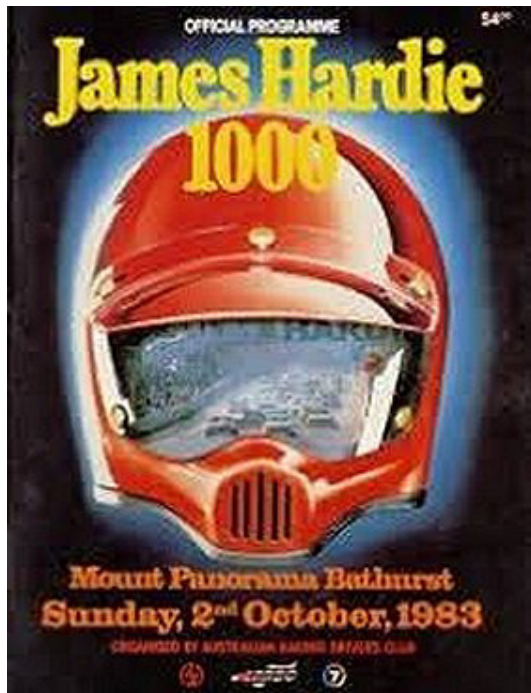
Certainly, there were some inequities in the system. By all accounts, the BMW 635CSi should have been much closer to the front of the field, yet under the current rules it had been a very indifferent performer in the 1982 Great Race. There was more than a suspicion that the rules were being unfairly weighted towards some marques.

So the wheels started turning, and lobbying commenced for a system of technical handouts to even up the racing. It was against this backdrop that the 1983 ATCC was contested.

Allan Moffat continued his 1982 ATCC form by winning the opening round at Calder. At Sandown and Symmons Plains, Moffat fought close duels with Allan Grice, now driving the STP Commodore. Grice won both times. Moffat broke an axle at Sandown, and was simply beaten at Symmons. Moffat won a long dice at Wanneroo with Brock and Fury, but was then pipped by the narrowest of margins by Brock at Adelaide.

The rising bitterness between some of the drivers was accentuated at Surfers Paradise. Moffat turned the tables by beating Brock to the line by a fraction, but Brock claimed that Moffat had been cruising along to make it look close. By this time, Gregg Hansford had been installed in the second Stuyvesant RX7, and critics pointed to the way he had slashed his way through the field after an early delay as evidence of the real potential of the Mazda.

At Oran Park, the racing became secondary to the politics. Moffat won the race with a startling passing move on



Brock which involved simply out-dragging him up the slight hill towards the dogleg. Moffat also seemed to have won the politics when the stunned drivers were told after the race that the RX7 would now be allowed to use the 13B engine, instead of the previous 12A. Tempers frayed even more.

Moffat secured his fourth ATCC with a 'coast and collect' drive at Lakeside. Only Fury could have beaten him for the title. But Nissan had found so much reliability for the Bluebird during the year that Fury did not have a DNF against his name. As he had to drop his worst result, and as Moffat already had one DNF, the arithmetic did not look favourable, and Nissan did not bother to attend. The last round of the Championship contained one of the weakest fields in recent memory, and Moffat loped to third behind Brock and

Hansford.

The handout announced at Oran Park gave 24-valve heads to the BMW; bigger wheels and better inlet manifold to the Falcons; and bigger wheels for the Commodores, Camaros and Jaguars. The Holden and Ford drivers worked out this freedom would give them brake and suspension problems, so the HDT, as 'chief homologator,' started a campaign for bigger spoilers. Moffat knew that was in the wind, so commenced his submissions for a fuel-injected 13B engine.

The Bluebirds got nothing in the Oran Park handout, but at the end of August were permitted a better turbo, while the Falcons were given further concessions in the brake and suspension area, which had certainly been a problem for them at Bathurst in 1982.

Brock also largely got what he wanted. Then to top it all, the Mazdas were presented with fuel injection on 5 September, only four weeks before Bathurst. Those previously frayed tempers now rose to fever pitch.

The race programme for the Castrol 400 at Sandown contained assessments by the major teams of themselves and each other (the articles were prepared before the drivers knew the Mazdas had injection). Most teams looked to the BMW as the big improver, with the Falcons being restored to competitiveness. The Bluebirds were still not quite regarded as frontrunners. Brock named the Mazda as the car to beat; Johnson plumped for the Commodore. When he learnt of the addition of fuel injection to the Mazda, Johnson changed his opinion, and threw in numerous vitriolic comments for good measure.

The Amaroo and Oran Park enduros showed that the Bluebirds might be better than expected, but that the 635CSi was perhaps not going to be right on the pace. At Oran Park, Dick Johnson, running for the first time in green colours, showed that the XE would be a force for the first time in its career. But Allan Moffat did not attend those two meetings.

He did race at Sandown. In fact, he won. The V8s fell in a heap around him, leaving the BMW in second, a Commodore in third, then four more RX7s. Many people assumed that Moffat's fifth victory in the Great Race was now only a formality.

The background to the 1983 classic has been set out in such detail because the rules were to stand for 1984 as well, and because it is important to record exactly how Group C operated in Australia. Those people who remember the actual racing with affection sometimes forget that a driver's political clout or persuasive lobbying skills became every bit as important as his ability to build and race effective touring cars.

And so we came to Bathurst. Moffat, who again had Katayama with him, headed 14 RX7s that were to start the race. The second car was listed for Hansford/Waldon, while McLeod/Bailey, Dickson/Stevens and Alexander/Gillard looked best of the rest.

Of the 18 Commodores, Brock/Perkins obviously stood out, while Phil Brock was given the seat in the second HDT car with Harvey. Allan Grice and Colin Bond were a strong pairing in the STP car, with Cullen/Harrop, Finnigan/Leeds, Jansen/Parsons and Rogers/Benson-Brown all having records which suggested they should not be overlooked.

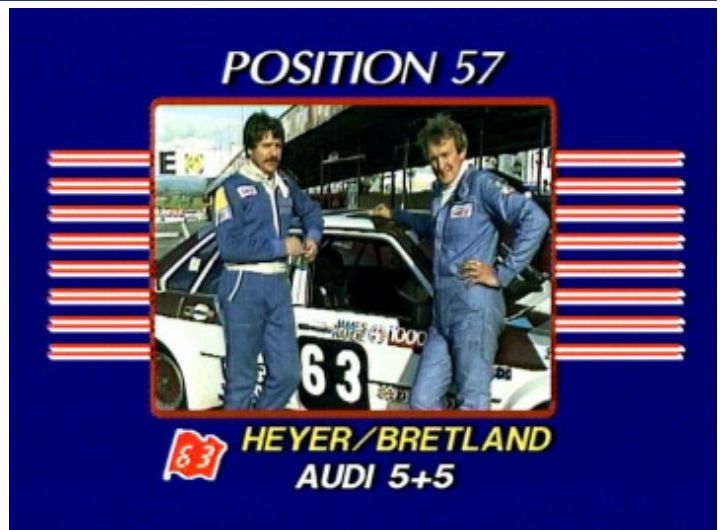
Amongst the 10 Falcons, only Dick Johnson's looked like an outright threat. He had lost his long-standing partner John French, who had defected to Nissan to be with Fred Gibson, his old pal from the GTHO days. Johnson replaced French with Kevin Bartlett, who had finally decided that he couldn't really run the out-dated Camaro again. Falcon support for Johnson came from teams like Masterton/Stewart, who finished up as highest-placed Falcon in 1982; Wilmington/Griffin, Sampson/O'Brien and Callaghan/Graham.

The two Bluebirds, sensibly reclassified under the new regulations into the outright division, were this time both crewed by Australians, with Gary Scott coming into the lead car with Fury, and Gibson/French in the other. Frank Gardner gave himself a race drive in the BMW 635 which he drove so much in testing, joining Jim Richards, and the only Chev was the Burgmann/Longhurst Camaro, the accountant being impressed by young Tony's ability.

As with 1982, there were only two classes - Over and Under Three Litres. The 1.6- and 2.0-litre classes were gone for good. In the smaller class, the five V6 Capris were favourites, now that the Bluebirds had gone. Barry Seton had his son Glenn making his Great Race debut, while Les Grose/Alan Cant and Lawrie Nelson/Peter Jones knew more than enough about Capris by now to give them good prospects of a class win. The little Pulsar Exa Turbo of Christine Gibson/Bob Muir was expected to be fast, if probably fragile, and the class was completed by an Alfa GTV6, Isuzu Gemini, and Chris Heyer returning in the **Audi 5+5**, the same car he drove last year.

His long-time co-driver Peter Lander had retired, so Chris had a new partner - Don Bretland, a former Formula Ford driver who had his first touring car start the year before in a Penrith Mazda RX7, along with John Duggan. Their RX7 only lasted four laps before expiring at last year's Bathurst 1000.

The Audi 5+5 had been further refined, with a new exhaust and body kit and the Audi Sport red, brown and grey added to the white finish. While it still had support from Audi Sport in Germany, the car's major sponsor was Pioneer stereo systems. Unfortunately, Chris couldn't enter with his favourite 'Herbie The Love Bug' number 53 this time - that number was assigned to the Geissler/Radburn Commodore. Instead, Chris



ran the Audi with number 63.

Practice started on Wednesday at Bathurst in gloomy conditions, matching the mood of a lot of the drivers as they contemplated their prospects of beating Moffat. In the afternoon, thick fog enveloped the circuit, and the session was red-flagged. Those drivers who remembered the 1972 or 1974 races knew what the Mountain could be like in the rain, with the little rivers across the track changing their position sometimes lap by lap, and making the surface treacherous. Rod McRae's fearsome accident in the Torana L34, when he started aquaplaning down Conrod and departed the track at something like 225 km/h just before the first hump, suddenly didn't seem that long ago.

So for many drivers, discretion was the better part of valour, especially for many of the rookies. The poor conditions also postponed an effective assessment of form. There were stories of Moffat powering past Grice's Commodore through the spray out of the Cutting, previously one of the worst parts of the circuit for the Mazda, but even so, these were early days, and probably not representative ones at that.

Thursday was fine and warm. The great suspense story continued to unfold. With official qualifying tomorrow, surely the drivers would have to give it a pretty fair go today? If so, the story which was being revealed was not necessarily the expected one. In previous years, the HDT had a policy to the effect that an extra lap in practice was an extra lap off the life of the car. Time and again at Bathurst, Brock had done his Fangio or Clark imitation: watch everybody thrash around for ages, then do a few laps, beat all their times, and put the car away. As well as not wearing the car out, this trick offered a handy psychological advantage.

But unlike other years, in 1983 Brock was throwing himself into the practice lappery. Perhaps it was a measure of his concern at the perceived threat from Moffat that Brock spent so long testing tyres and making chassis adjustments. In any event, the 05 Commodore was clocked on Thursday at 2:15.87. The gauntlet was down. Second best was Dick Johnson, but his Falcon wasn't in the same league as the Commodore - a full two seconds down on pace. On the other hand Moffat was apparently battling to break 2:20, and if he was foxing he was doing a damn good job of it.

But while interest in the first dry day of practice was on the big three of Brock, Moffat and Johnson, there were plenty of other teams building their challenge for Friday's timed

sessions. The JPS BMW, which after Sandown had again gained favour as the 'sleeper' of Bathurst, was steadily getting its act together. The car looked rather odd with its periscope camera sticking through the roof, but the team was pleased with its progress. The Bluebirds were also developing nicely, although there were concerns about the turbos after a spate of problems at Sandown.

Friday, according to most observers, was going to be Moffat's big day - the day he would finally unleash the awesome potential of the fuel-injected 13B Mazda and blow everyone away. There would be simply be no further motive for foxing when a top ten grid position was up for grabs.

So on Friday, the gloves were off. In a bare-fisted brawl, four different marques took the top four places. Brock had a second on Johnson, with Fury 0.9s away, and the BMW another 0.4s behind the Bluebird. Then there were another six Commodores. The fastest Mazda was 12th - and it wasn't even Moffat. Who was fooling whom?

The 1983 version of Hardie's Heroes will forever be notorious as the year which vindicated a lot of people who thought that the whole concept was asking for trouble. It had occurred to more than one or two onlookers since the idea was introduced in 1978 that it may be foolish to risk the top ten cars the day before the race for the purpose of a television spectacular. After all, the traditional method of qualifying seemed quite capable of sorting the top ten into an appropriate order.

In 1979, Dick Johnson had prophetically said, "I'm never much good at doing one-lap screamers anyway." When Johnson took to the track in 1983, he had Fury's 2:18.029 to beat. The times record by the drivers who had already had their first run in Hardies Heroes had been slower than Friday's times, but even so, Johnson had a real chance beating the Bluebird's time.

The lap looked a beauty until he arrived at Forrest's Elbow. The big green car was a few centimetres wide on the apex, sending it that little bit wider on the exit. He just brushed the wall, but even then was not in real trouble; plenty of drivers before and since have got away with a light glancing blow on the Elbow wall. But as he came to the end of the wall, he clipped the tyre barrier which had been thoughtfully left protruding past the concrete.

This impact broke the steering, dooming the car to a wild ride into the trees. Johnson was dazed, though hardly hurt, but the Green Tuf Falcon was totally destroyed.

Negotiations started almost at once to get him into the race, and eventually a complicated car shuffle was done



whereby Johnson took over the Harris/Cooke Falcon, with that team getting the Lawrence/Russell Commodore.

A heroic all-night mechanical transplant and repainting job ensued to get Johnson onto the grid in a green Falcon, and the Harris/Cooke Commodore onto the grid in the colours of their sponsor - a Ford dealer! Nobody had any illusions that Johnson's new car would be anything like as good as the wrecked one, but it was a wonderful effort by all concerned, and rightly took its place as a very special episode in the history of the Great Race. Entering into the spirit of it all, none of the other drivers objected to Johnson starting his new car from the grid position he had earned with the old one, a practice which would otherwise have been illegal.

In the Three-Litre class, nine cars started as the Toyota Celica of Bob Holden and 1978 Spa 24 hour winner Gordon Spice failed on the warm-up lap. The father/son Seton team were regarded as class favourites, although the Gulson/Murphy Alfa GTV6 was thought to be an outside chance. As expected, the Pulsar Exa driven by Christine Gibson - the only lady in the race - comfortably claimed the class pole, recording 2:27.1, which was faster than one Commodore and a swag of RX7s. The Setons came in at 2:30.2, with Craft/Smith nearly two seconds behind, two more Capris reasonably close, then the rest dropping sharply away. The Chris Heyer Audi 5+5 started in 57th place with 2:44.2, almost three seconds slower than 1982 and last place on the grid. The Kavich/Jones RX7 qualified in 58th and last with 2:49.9, but did not start the race.



When the starter's flag dropped, Brock made his usual good start and led the hordes up Mountain Straight from Fury, who had got away better than expected. Close behind were Harvey, Richards, Jansen, Grice, Rogers, Morris, Cullen, Wigston and Johnson, hardly surprised to find already that the overnight replacement car wasn't up to much.

Down Conrod and the cars started to sort themselves into some semblance of order. Jansen, who had young David Parsons to thank for his second row of the grid start, was promptly relegated two places as both Rogers and Grice stormed by.

As Brock set off on his second lap, he could be forgiven for thinking that he had the race in his pocket. Not only had practice effectively eliminated Johnson, but now after only one lap Fury's Nissan had slowed dramatically with second gear gone, while the JPS BMW was starting to stutter and miss, with what turned out to be a bad load of fuel. The three cars which were closest to Brock in official practice on Friday

had simply ceased to offer any opposition.

By the end of the second lap it was Brock from Harvey with Grice and Rogers close up. Just behind them Garth Wigston was coming in for some attention from Bob Morris, and Janson was having a terrible time holding out Warren Cullen, who had established a gap on Johnson's Falcon, with Moffat already working his way through the field.

The early problems with the BMW and the Bluebird came as a shock, but so too did the sheer dominance of Brock. By the end of lap three the 05 car had already pulled five seconds over Harvey, who was busy with Grice and Rogers, both crawling all over the second HDT car.

It looked more like a sprint event than an enduro - but the pits already looked a touch congested. Apart from the two frontrunners already mentioned, visitors included the Ron Grose Mazda, the Faneco Falcon that had hit something and lost oil pressure, the John Donnelly XD Falcon with brake problems and the Joe Moore Falcon that was overheating because of a loose hose.



Brock made it look all so easy - until the end of lap eight, that is. With a big gap back to the now second-placed Grice, Brock's dominance suddenly ended with a huge puff of smoke in the braking area at the end of Conrod. The Commodore turned into Pit Lane and limped slowly towards the frantic crew. A bent valve in the engine had ended 05's 1983 James Hardie 1000, and the dead car was pushed behind the pits for good. But Brock had a contingency plan. In 1981, he had not got the chance to commandeer the second car, because it never reached its first pit stop. This time, there was no such problem, as Channel 7's pit lane commentator Peter Wherrett explained the car swap plan to viewers.

Brock's little hiccup had left Grice in the lead. Rogers was second, Harvey held third in the other MHDT Commodore in front of Wigston, Cullen and Morris, who was just keeping in front of a hard-charging Moffat. Rogers dropped out of the leading bunch when his Commodore got a flat tyre. Masterton had already been in twice with overheating problems before finally deciding the Falcon was dead after 17 laps, and Murray Carter became the third Mazda out of the race after only 14 laps, the car suffering an electrical failure that put the fuel injection out of business.

Fifteen laps down and Grice was heading the field and looking good. Harvey, benefitting from Rogers' stop, was seven seconds behind with Cullen, Morris, Moffat, Janson,



Gibson in the only Bluebird still in contention, Johnson and Keogh following. On lap 20 Harvey headed for the pits, but to be replaced by Peter rather than Phil Brock.

Brock's move resulted in great controversy. His own large band of fans no doubt rejoiced, but the public in general could not grasp how Brock could be allowed to step from one car to another, and reflected their concerns in numerous letters to editors and the like. There was no doubting the legality of the move, which no less a person than Allan Moffat had already pioneered in the 1980 race when he stepped into Bob Morris' Falcon when his own one failed. However, the episode left a bad taste in the mouth of more people than just the general public - there were quite a few voices inside motor sport which said that maybe the practice wasn't such a good idea. Even Harvey was not all that impressed, although he did not say so at the time; years later Perkins expressed vehement opposition to the practice of car swapping, even though it helped him to the second of his six Bathurst wins.

Brock got back on the track in fifth place in the #25 car, but now of course running a different pitstop schedule from those in front of him. As he returned, Johnson made the first of what were to become a regular series of pit stops. His crew discovered that Green Tuf Mk II had a flat battery and replaced it with a new one. However, the damage had already been done. The root of the problem was a blown fuse which in turn caused the alternator to pack it in. This meant that the battery couldn't recharge, causing associated problems in the gearbox oil pump. Johnson and Bartlett battled on as long as possible, but finally gave it away after 61 laps.

In a similar boat was the Mazda RX7 of former Camaro punter Ron Dickson. His car had broken a Watts linkage and became the fourth retirement from the Mazda ranks. Meanwhile, their main hope, Moffat, was engaged in a fierce dice with Morris, behind Grice and Cullen, between whom there was a 20-seconds gap.

Grice was forced to pit on lap 38 when his car simply died after the tank ran dry. The stop was fast enough but because the car had sucked all the juice from the lines, Grice was forced to keep churning on the starter until the fuel pump could suck enough petrol into the carburettor. Morris, after sneaking past Cullen, hit the pits on lap 40 and was happy to hand over to Rusty French. The 1976 winner had been physically sick on numerous occasions throughout his almost non-stop dice with Moffat. Morris blamed the problem on oil fumes or something he ate, but in retrospect, it may have been



a manifestation of the curious motion sickness from which he was later found to suffer. This problem could be traced back to the big shunt at McPhillamy in 1981, and it eventually contributed to his early retirement from racing.

All this now left Moffat in the lead. All week he had told everyone he couldn't possibly win the race, yet here he was, 40 laps completed, and in front. However, it looked as though it wouldn't last long, for Brock, in second, was taking large bites from the lead. It would only be a matter of time before he blasted by, although Moffat settled matters by heading in for his routine stop at the end of lap 47. It turned out to be anything but routine. The driver change was effected quickly, but to Moffat's consternation Katayama just couldn't get the Stuyvesant car into gear. He almost stalled at the pit, then had more of the same trouble as he rounded the corner in pit road to head onto Mountain Straight. The situation didn't look any brighter a few minutes later when the second Peter Stuyvesant car came to a halt up at the Cutting.

By lap 50, Brock was 90 seconds in front of Bond, then Katayama (who would pass Bond on lap 56), Morris, Keogh (who was showing no after-effects of his huge, Benson-Brown-like slide into Murrays in practice), Janson, Bailey, John French having a good run in the Bluebird, Wigston and Finnigan, who was to blow the engine on lap 62. Even when Brock stopped to give Perkins his drive in car 25, the lead was never lost. The well-drilled MHDT crew did their work in a mere 45 seconds. The car looked very secure in the lead, and the race was tending to lose its interest.

By the time Perkins hit the 85th lap, the field was strewn out behind him as the pursuers battled to keep going. The Grice/Bond car was losing brakes, as was the Soundwaves car; Benson-Brown dropping many places during his spell in the car Rogers had driven so well. Only one car was on the same tour of the circuit as Perkins - the Moffat Mazda with Katayama still punting it along.

When he came in to hand over to Moffat, the driver's door jammed, so alternative arrangements had to be made to use the passenger door. The drivers scrambled over each other in their haste, but it was still a 1m 44s stop. The car was running well, but two problem pit stops had not greatly assisted the cause. As ever, when his rivals were in trouble, Brock, who had taken the Commodore back just before the Mazda's stop, applied The Crush, promptly setting a new lap record.

French was also back in the pits to hand over to Morris, who was still feeling ill. He didn't last long before he

threw up in his helmet again. Grice and Bond were still working on a solution to their brake trouble, and had rescheduled their race plan to enable them to give the brakes extra attention. They poured in more fluid and bled the system during a scheduled fuel and tyre stop at lap 90, but this did not solve the problem. Grice later said that they had had no brakes from around lap 70.

By lap 100 there was not much life left in the race. Brock was safely in front of Moffat, Grice, Parsons, Bailey, Wigston, Leonard and David Seldon in the Falcon, all stretched out over seven laps.

Janson and Parsons had repeated their good effort from 1982, but it all fell apart after 106 laps. Parsons came in for a stop which Janson, who was standing around without his helmet, obviously didn't expect. Parsons warned him about oil surge the car was experiencing, and shortly afterwards the Commodore let go in spectacular fashion into the right-hander above the Elbow. Janson limped it back to the pits, made his usual philosophical jokes about motor racing, and put the car away.

At 2.26 pm, Brock lapped Moffat. Moffat soon got past Brock again to unlap himself, and the Mazda and Commodore stayed together for quite a long time on the road, dicing closely. Brock passed Moffat a few more times down Conrod, but Moffat would out-brake Brock to regain his position at Murray's Corner. But with the cars a lap apart it was all fairly hollow; like so much of the politics and racing in the 1983 season, it was not what it seemed to be. By lap 120, Brock still had his lap, give or take a few metres, on Moffat, then Grice/Bond, McLeod/Bailey, Keogh/Leonard and Harrington/Wigston.

The Cullen/Harrop Commodore finally retired after 116 laps. They had encountered trouble with two differentials. As with many of Cullen's efforts, they had run strongly in the early stages (they had spent four laps in second place, and 17 laps in third place) before falling away.

Around the old 500-mile mark, 130 laps, Brock peeled off from his dice with Moffat to make his final 30-second stop for fuel and tyres. Perkins was set to go, but Brock and Perkins remained in their respective positions in car and pit. Brock set out to nail Moffat, who himself had one short stop to go. That stop eventuated on lap 140, Moffat resuming still some two minutes behind Brock, or roughly 20 seconds ahead of him on the road. Brock demolished the gap, and sailed past to again put a lap on Moffat, who this time had backed right off and was not interested in dicing, either for real or for show, with the Commodore. Brock finally finished one lap



and 18.1s ahead of the Mazda. It was the first time an individual vehicle had won the Great Race twice - the '83 '25' Harvey car was actually the winning '05' car from '82, rebuilt and repainted. The failed '83 '05' had been a new build.

Grice/Bond battled on for third, two laps further back, with the second STP/Roadways car in fourth to make up for some of the disappointment of 1982. McLeod/Bailey were fifth, scoring more valuable Endurance Championship points for McLeod, who went on to win that title. Jim Keogh did well for sixth, while Grant/Seldon was first Ford home in seventh. In a result that pleased everybody, Harris/Cooke in the Jefferson Ford Commodore finished 10th, earning Harris the title of rookie of the year.

How did the Audi go this time in the 3-litre class? From the start it was Gibson's Pulsar Exa Turbo that simply blasted away from the rest of the class, but the fragility which had been expected emerged even sooner than anticipated. Christine Gibson started drifting back towards her pursuers, and after just 14 laps the Nissan's race was over with a broken mainshaft. Repairs were not attempted because the team had its hands full with the Fury Bluebird, which had done even worse than the Pulsar, only running trouble-free for one lap.

The demise of the Pulsar left the Seton V6 Capri in charge. The veteran Barry Seton took the initiative and by the time the car had hit its 56th lap, Grose/Cant were a lap behind, with Gulson/Murphy two further laps down. Hazelton/Strauberg were on 52 in another Capri, then Chris Heyer/Don Bretland on 51, while the White/McClure Gemini only had 50. The field was ominously spread out considering they had only reached one-third distance.

At 12.52 pm, the second Capri fell, almost literally. The Hazelton/Strauberg entry had a substantial accident just above the Dipper, leaving itself precariously stranded on the wall. The car stayed there for most of the day, but was finally brought in, presumably so the kindly Mountain folk wouldn't feel tempted after the race to give it that final helping hand in its attempt to scale the wall. The driver was unhurt.

In a slow stop the Audi was obliged to change its front brake pads in the early afternoon, while the delayed Nelson/Jones Capri encountered overheating problems, coupled with wheel nuts that did not want to come off. The Gemini's engine was occasionally cutting out, which was believed to be due to a fuel blockage, but they too were battling on.

The Setons had looked to be doing it easily, and were running in 14th outright, when at 134 laps a crank broke - a most unexpected failure. Grose and Cant in the other Capri inherited a handy two-lap lead from the Alfa, which had never looked like fulfilling its promise in this race.

And that was how they finished. Grose, in his 12th start in the Great Race, and Cant in his 7th, were rewarded for their years of effort by 15th outright with 144 drama-free laps in their Capri. Gulson and Murphy kept the GTV6 cruising to grab second, three laps down, while Heyer's Audi was another nine laps behind the Alfa. With 132 laps completed the Audi achieved two race finishes from two starts, a perfect record and far better than the old Golf GTI's 1 from 5. **The Audi was third in class and 24th overall**, but with 7 less laps completed than in 1982 due to slightly slower lap speeds and the long pit stop for brakes. The Gemini finished fourth, and the Nelson/Jones Capri was fifth and last after their interrupted run. No Ford



was to win so much as a class victory again in the Great Race until Longhurst and Mezera ended the drought with a Sierra in 1988.

The reliability rate amongst the outright cars had been slightly better than 1982, but was still not impressive, with only 21 of the 46 cars being classified as finishers. The amazing thing was that not one car from the first two rows of the grid reached the flag. The fastest four cars in Hardies Heroes only lasted 8, 130, 106 and 6 laps respectively.

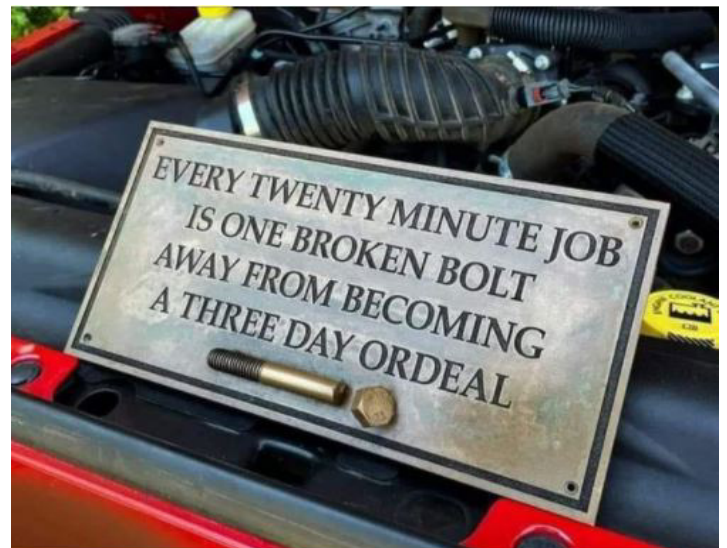
Bearing in mind that the winner of the Great Race had nearly always started from one of these grid positions, it could be said that the 1983 race was really up for grabs. But the Holden Dealer Team recovered well from its early shock, the preparation and pitwork for the second car-were faultless, and Peter Brock, with a little help from his friends and the regulations, took his seventh win in the race. Moffat could only reflect that it took two cars for Peter Brock to beat him this time; his second was as close as he would ever come again to winning.

On the victory dais the new Prime Minister Bob Hawke, visiting Bathurst for the first time, presented the awards to the first three teams - the Brock/Perkins/Harvey HDT Commodore, Moffat/Katayama Mazda RX7 and Grice/Bond Commodore. Bob Hawke asked Brock why the crowd was booing him - after all he was a Labor prime minister, a very popular one, and the essentially blue-collar members of the crowd were supposed to be his people. So why the boos?

"They're not booing you Bob," Brock grinned. "They're booing him" - pointing at Allan Moffat.



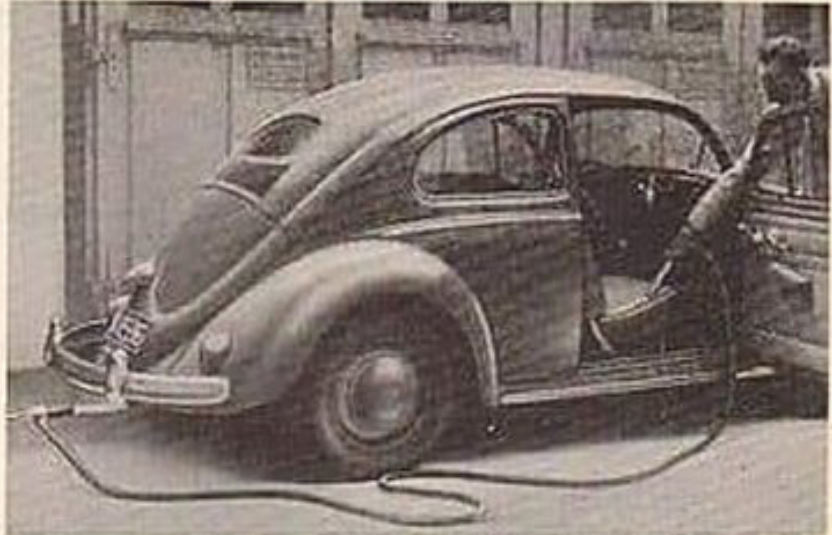
Carl's Facebook finds.



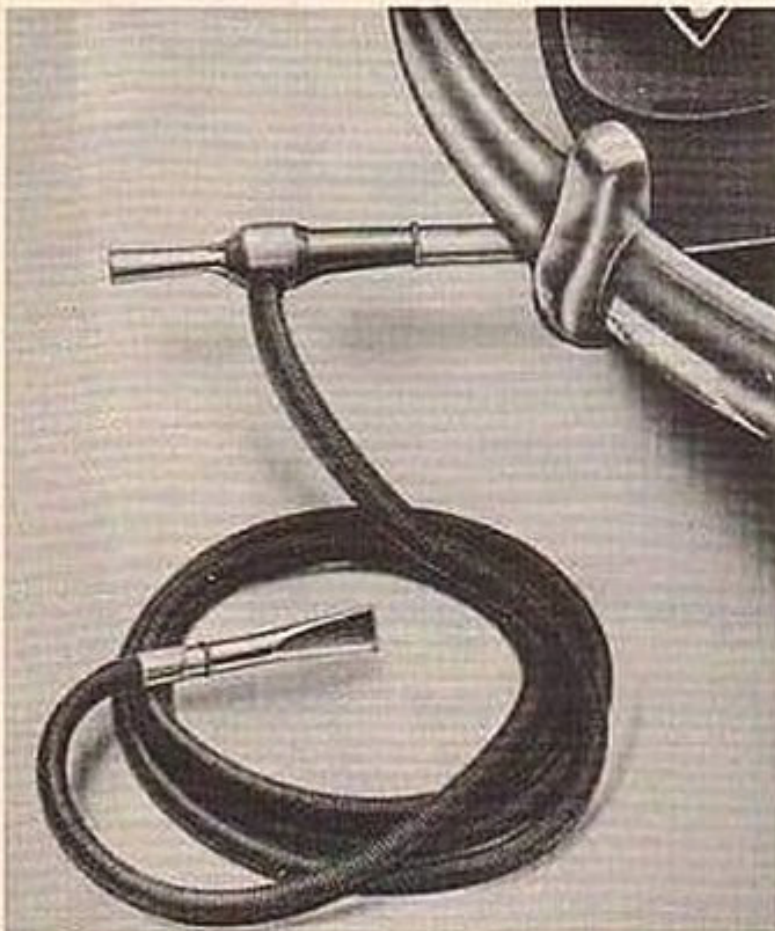


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Laughs in Lockdown.

One day a waiter fell sick and was rushed to hospital. He was lying on the table in great pain. When a doctor passed by, the waiter said: "Hey doctor, could you do something for my pain?" The doctor said: "I'm sorry this isn't my table."

I met my wife at a dance. What a surprise! I thought she was at home with the kids.

I said to the waiter: "There is no chicken in this chicken soup." He said: "And there's no horse in the horseradish either."

I said: "How long will my spaghetti be?" The waiter said: "I don't know. We never measure it."

My wife dislocated her jaw and couldn't talk so I phoned the doctor and told him to drop round anytime - in a few weeks maybe, or a few months.

My wife had a bad habit of biting her nails but I cured her. I hid her teeth.

I told my doctor I couldn't stop singing 'My My My Delilah.' He said I think you've got Tom Jones syndrome. I said "Is it very common? He said it's not unusual.

Show me a man who lost all his money and can still laugh, and I'll show you an idiot.

As my father used to say: "Never cry over spilt milk. It could have been whisky."

You can lead a horse to water but teach him to lie on his back and float and you've got something.

Last night I slept like a log. I woke up in the fire place.

I sleep like a baby. Every morning I wake up screaming around 2 o'clock when I wet the bed.

I backed a horse last week at ten to one. It came in at quarter past four.

I worry that as soon as I get into bed I drop off. I think I'd better order a bigger bed.

My wife complained that her feet hurt. I said: "You've got your shoes on the wrong feet." She said: "But these are the only feet I've got."

I saw an old tramp walking down the street wearing one shoe. I said: "Hey, you lost your shoe." He said: "No I found one."

I tried to swim the English Channel once. But I used too much grease. I kept slipping out of the water.

These shoes are killing me. They are so tight my big toe and my little toe are now going steady.

They always say start at the bottom if you want to learn something. But suppose you want to learn to swim?

They've got a big sign that says "no smoking in the pool". Are they afraid the water will catch fire?

The plumber arrived and asked the woman, where is the drip? She said: "He's in the bathroom trying to fix the leak."

This officer stopped me and said: "Why are you driving with a bucket of water on the passenger's seat?" I said: "So that I can dip my headlights."



This guy walked up to me the other night and said: "Quick, did you see a policeman around here?" I said no. He said: "Good. Stick'em up."

When I play the accordion I always cry. It keeps pinching my stomach.

My uncle was a great conductor. He was struck by lightning.

I took saxophone lessons for six months. Until I dislocated my jaw. How did I know I was supposed to blow in the small end?

My father invented a burglar alarm. Someone stole it.

Electricity is a wonderful thing. Do you realise that if we didn't have electricity we'd be watching television by candle light?

I was a big surprise to my parents. They found me on the doorstep. They were expecting a bottle of milk.

When the nurse told my mother she had a four kilo bundle of joy, she said: "Thank goodness the laundry is back."

I'm on a whisky diet. I've lost three days already.

A man walks into a bar with a roll of tarmac under his arm. He says to the barman, "One pint of lager please, and one for the road."

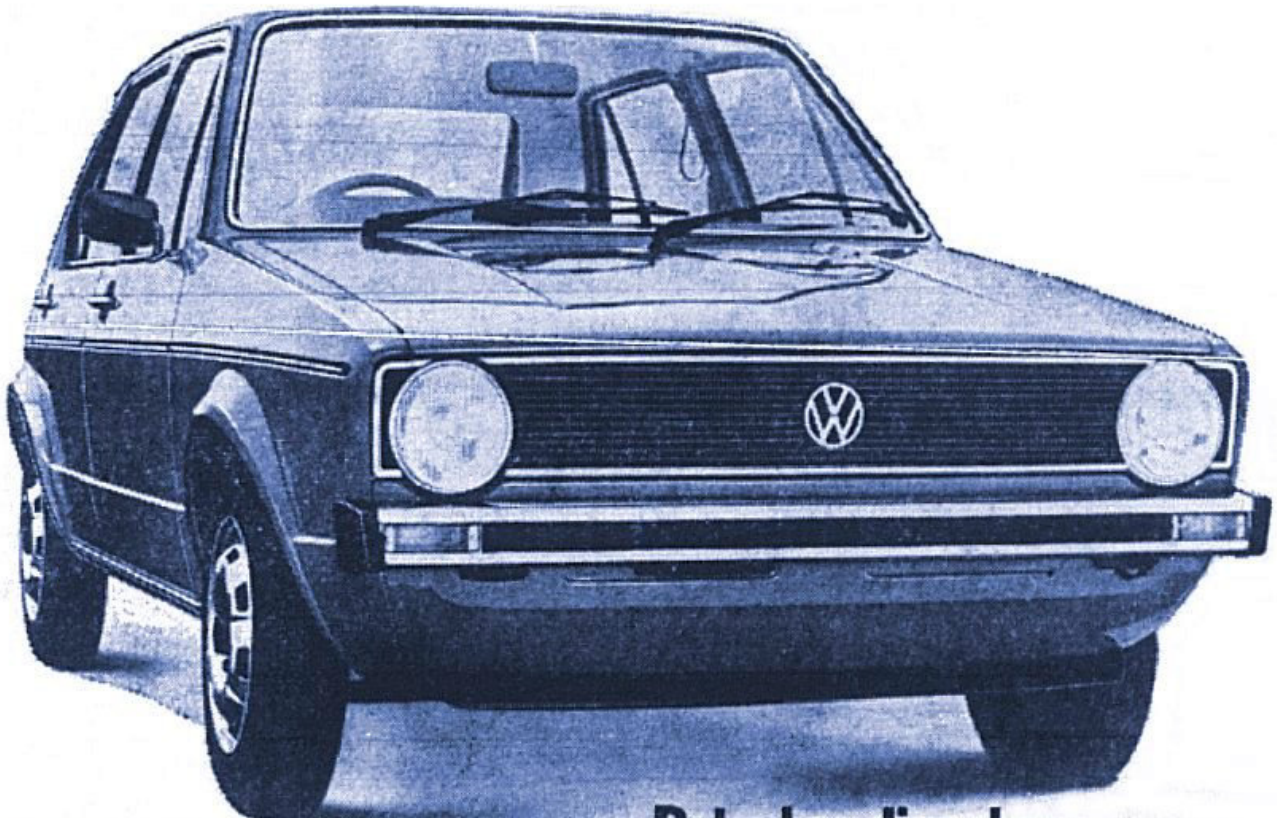
I went to the doctors the other day and I said, "Have you got anything for wind? So he gave me a kite."

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