

Zeitschrift



Audi returns to Bathurst in 1997.

March 2022

IN THIS ISSUE:

Boris' Picnic Day
Canberra German Cars
1997 Bathurst 1000
More Ash articles

Canberra Camp Quality
Rod's Project Update 3
From Our Website
Plus lots more...



The Legend Never Dies

Club VeeDub Sydney.

www.clubvw.org.au

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



Club VeeDub Sydney Committee 2020-21.

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Vice President:	David Birchall vicepresident@clubvw.org.au	(02) 9534 4825
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Tool Librarian:	Bob Hickman hicko@inet.net.au	(02) 4655 5566
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Raffle Officer:	Christine Eaton	(02) 9520 4914
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Trophy Engineer:	Shirley Pleydon	
Motorsport Captain:	Rudi Frank motorsport@clubvw.org.au	0418 442 953
VW Motorsport Committee:	Craig Adams Eddie Fleita	Barry Parks
General Committee:	Barry Parks Sam Nadile Sandy Benic Joe Buttigieg	Charlie Attard Jeff Swords Zelko Jurkovic
Canberra Committee.		
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Registrar:	Willie Nelson	clubveedubact@gmail.com
Council/Events:	David Cook & Lachy Patton	
Social Media:	Dorothy Bryan	clubveedubact@gmail.com

Club VeeDub membership.

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

Monthly meetings.

Monthly Club VeeDub meetings are held at Strathfield Golf Club, 52 Weeroona Rd Strathfield, 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 (2003-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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*Please have respect for the committee members and their families
by only phoning at reasonable hours.*



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FLAT FOUR'S Lighthouse to Lighthouse Run.
Come and join the FUN, Rain Hail or Shine.



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Date: Saturday 19 March 2022 (Note new date)

Time: Meet from 3:00pm **Depart:** 3:30pm.

Meeting Point: Old Wollongong Lighthouse,
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Finishing: Kiama Light House, Kiama.

Afterwards you can enjoy one of the many Restaurants and
Cafe Kiama has to offer Or Join a Few of US at Kiama
Leagues Club.

For more Information Visit flatfour.org, [FlatFours' FB page](#) or
Phone [Kevin 0417480905](tel:0417480905) or [Rod 0416173859](tel:0416173859)

(Please ensure to Follow COVID Guidelines)

Berry Blast From The Past

Sunday 3rd April 2022 at the Berry Bowling club



Vehicle entry is \$20 with gates open from 9AM
Gold coin donation for public entry

People's Choice Award and raffle draw at 1PM
All Proceeds of the show donated to Can Assist

For more info please contact Dave Becker 0402003965

Camping is available at the showground contact the caretaker directly on 0427 605 200



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Saturday 21 May 2022

VW NATIONALS

TRUCK

DAY

**Volkswagen
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drivers
wanted!**

- * Stock and Modified VWs welcome
- * Air-cooled and Water-cooled
- * No CAMS Licence required
- * Passengers and extra drivers allowed
- * No spectators permitted, sorry

Luddenham Raceway

\$250 per entry. Pre-bookings essential!

Steve Carter 0490 020338
www.clubvw.org.au



ClubVeeDubSydney

Get in early, Club VeeDub Sydney's 2022 VW Nationals is coming!

Saturday 21st May
Track Day, Luddenham Raceway

Sunday 22nd May
Show Day, Fairfield City Showgrounds



For details contact David Birchall 02-9534-4825
WWW.CLUBVW.ORG.AU



Von dem Herrn Präsident.

Hi all, well things were starting to look promising with Covid restrictions beginning to ease again, but now we have the big wet in Sydney and along the NSW coast, which has caused more cancellations.

The Flat Four Lighthouse Cruise should have gone ahead on Saturday 5th March, but due to torrential rain, local flooding and closed roads in the Illawarra, it wasn't possible. It has now been postponed until Saturday 16th March. Likewise, the East Hills Charity Car Show was to take place on 6th March (after being postponed five times over two years due to covid!) but as Kelso Park soccer fields were underwater this week, it has postponed too. Unfortunately - to the same date as Berry, Sunday 3 April.

So coming up on April 3rd is the Berry Blast from the Past at Berry Bowling Club. Hopefully the weather will be much better by then.

No other events coming up until the VW Nationals in May. Dave Birchall has planning well underway for the 2022 VW Nationals, booking venues, contacting sponsors etc. Shirley Pleydon has retired from organising trophies after many years (thank you Shirley), and our maker Bluey has also retired. Lee Woods has kindly stepped up to take over organising the trophies and we are looking at a new maker. Designs for shirts etc are in the early stages and our 2022 Nationals website has recently been updated. You will be able to download the show entry forms soon.

If you have any suggestions or ideas for the 2022 VW Nationals, please come along to the next club meeting and let us know.

Places are filling fast for the Luddenham track day on Saturday 21 May. Please book your spot so that you don't miss out. Contact the venue directly on (02) 9834 2366 for bookings and payment - say you are with the VW Club Track Day.

I did get a chance to take my Beetle to Eastern Creek to attend the annual three day Powercruise. It was very wet so decided to not go out on the track, I didn't trust myself or other drivers but I had a great time catching up with friends at the track.

On Thursday 17 March we will have our second club meeting at the Strathfield Golf Club, so come along and check out our fantastic new venue. Try the excellent bistro and enjoy a drink at their modern bar before the meeting.

Phil and Jeff rescued the Club library from the old

Arena Club, and Jeff's boss was kind enough to store it until we could move it to the Strathfield Golf Club. Phil has fitted it with heavy duty caster wheels and handles so it can easily be moved about. It should be ready to use again at the March meeting, so see librarian Carl.

The March meeting will also be the Club's 2021 AGM, originally scheduled for July 2021 but postponed due to covid. All committee positions will be vacated and new nominations welcomed. We would love to see some new faces on the committee for 2021-22, and the General Committee is a great way to begin. We will have some cabanossi, cheese and bickies on the night, as well as complementary tea and coffee.

See you soon with your hopefully dry VW.

Steve Carter



Kanberra Kapitel report.

G'day from Canberra,

We have finally started to attend or conduct some events here in Canberra, with restrictions being eased and freedom to conduct group events being allowed.

The VeeDub crew had a good showing to the Camp Quality cruise for a cure event, which saw huge numbers of local car enthusiasts get out in some very impressive cars and help raise money for this great cause. There is an event report later in this issue of the magazine to get the full story and some great pictures.

Another event we managed to get to was a local German Cars and Coffee meet, conducted by the ACT Mercedes Club. It was great to get out and admire some other German engineering in an informal setting over a brew. There is an event report on this event in this issue too.

By the time this edition hits the streets, we will have also attended the annual Shannons Wheels Cars Show - ACT event. With the aforementioned easing of restriction, we anticipate a large showing at this event, pending the weather (which is predicted to be wet). An event report will be put together for the next edition of the magazine.

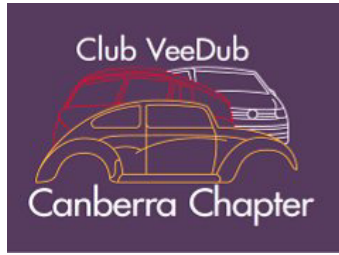
Other events on the horizon include the Berry Blast from the Past on 03 April at the Berry Bowling Club. We hope to get a Veedub convoy from Canberra to this event as we have in the past. It has proven to be a great event and one we always enjoy attending. Keep an eye on the Facebook page for more details.

This year will see the return of the Volkswagen Spectacular (aka Valla, aka McValla) up at Macksville on the NSE mid-north coast, from the 24th of July. We are hoping that no more COVID restrictions, floods or any other issues get in the way of the running of this tremendous event. The poor Pell family and their helpers have had to postpone a couple of times in recent years and we are really looking forward to getting up there again for this fantastic event. For those Canberra based members who intend on joining us up there and would like to camp with the 'Canberra Crew' at the

showgrounds, please notate on your application forms of this and let me know, as Donna and I compare our notes to try and keep us all together.

As all would be aware, we have been pushing back the AGM until we can once again gather in mass for such an occasion. As we are now coming out of these restriction, we should be able to conduct this soon. Please keep an eye on Facebook and emails for notification of this event.

As always - keep an eye on Facebook for updates and notifications of all things VeeDub.



Willie.

Facebook: Public Group - Club VeeDub Canberra Chapter

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.

March.

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

Thursday 10th:- Committee Meeting and magazine pack at the Strathfield Golf Club, 52 Weeroona Rd Strathfield, from 7:30pm.

Thursday 17th:- CLUB VW MONTHLY MEETING at the Strathfield Golf Club, 52 Weeroona Rd Strathfield. Get the latest VW news and views, plus VW socialising, drinks, raffles, trivia and plenty of prizes. Enjoy the Club's bistro and sports bar too. Lots of fun, all welcome. 8:00pm start.

Saturday 19th:- VW Lighthouse to Lighthouse Cruise, organised by Flat Four VW Club (note the new date). This run is open to all VWs, old and new. Come along and join the fun, rain hail or shine. Meet at Wollongong Lighthouse, Endeavour Drive, Flagstaff Hill Park at Wollongong, from 3:00pm. Depart 3:30pm for a cruise to Kiama Lighthouse. Then afterwards to Kiama Leagues for food and drinks. For more info contact Kevin on 0417 480905. **Join the Club VW Convoy from Uncle Leo's Caltex at Liverpool Crossroads, from 1:30pm for a 2pm departure. 75 km and 55 min to Wollongong.**

April.

Sunday 3rd:- Berry Blast From The Past VW show at Berry Bowling Club, 140 Queen St (the old highway), Berry. Gates

open 9am, vehicle entry \$20. Gold coin donation for public entry. People's Choice and Raffle Draw at 1pm. All proceeds to Can Assist. Hosted by the Shoalhaven Volkswagen Club. Contact Dave Becker on 0402 003965 for more info.

Monday 4th:- Canberra General Meeting at the Harmonie German Club, 49 Jerrabomberra Avenue, Narrabundah, from 7:30pm.

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

Thursday 14th:- Committee Meeting and magazine pack at the Strathfield Golf Club, 52 Weeroona Rd Strathfield, from 7:30pm.

Thursday 21st:- CLUB VW MONTHLY MEETING at the Strathfield Golf Club, 52 Weeroona Rd Strathfield. Get the latest VW news and views, plus VW socialising, drinks, raffles, trivia and plenty of prizes. Enjoy the Club's bistro and sports bar too. Lots of fun, all welcome. 8:00pm start.

May.

Monday 2nd:- Canberra General Meeting at the Harmonie German Club, 49 Jerrabomberra Avenue, Narrabundah, from 7:30pm.

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

Thursday 12th:- Committee Meeting and magazine pack at the Strathfield Golf Club, 52 Weeroona Rd Strathfield, from 7:30pm.

Thursday 19th:- CLUB VW MONTHLY MEETING at the Strathfield Golf Club, 52 Weeroona Rd Strathfield. Get the latest VW news and views, plus VW socialising, drinks, raffles, trivia and plenty of prizes. Enjoy the Club's bistro and sports bar too. Lots of fun, all welcome. 8:00pm start.

Saturday 21st:- VW Nationals Supersprint at Luddenham Raceway, Luddenham Rd. Volkswagen and Audi entrants wanted! No CAMS licence required. You must pre-book and pre-pay to take part - **\$250 for the day**. Sorry, no spectators allowed at the track. Contact Luddenham Raceway directly on (02) 9834 2366 for bookings and payment - say you are with the VW Club Track Day.

Sunday 22nd:- VW NATIONALS 2022 at Fairfield Showgrounds, Smithfield Rd Prarieewood. Our biggest VW Show of the year is back! 44 peer-judged categories, plus special Concours and perpetual trophies. VW trade stands, new car display, swapmeet, kids' rides, music and entertainment, great food and drink, VW fun all day. Gates open 7:30am.

Club Veedub AGM. Thursday 17 March 2022.

Our March monthly meeting at the **Strathfield Golf Club** will also be our Club's July 2021 Annual General Meeting (which has been delayed by the covid pandemic). All committee positions will be declared vacant, and new nominations for all positions will be sought.

Voting will take place as required, should more than one nomination for a position be forwarded.

All Club Veedub members are invited to attend, and if you wish, nominate for a position on the committee for 2021-22. The 'General Committee' is a great place to start if you haven't done it before. We are always looking for new blood, new enthusiasm and new ideas. Come on, get involved! We welcome your input to help make our VW club bigger and better than ever.

Whether you'd like to stand for a position, or just have a say on how your club is run, please come along to the AGM. Drinks and snacks will be provided on the night, as well as tea, coffee and biscuits.

Marktplatz.

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

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

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

New ads.



Wanted: Relevant Australian Volkswagen Magazines from 1992-1994. I am looking for magazines that feature the VW Beetle as in the photo attached. I cannot remember the actual dates or the magazines 'Mastheads'. The first article was a studio shoot and the second was done at the '93 Nationals in Sydney, at the soccer federation. Will pay a premium for quality magazines. I lost my copies of these a long time ago. It's now a part of my research into my own car that I let go of

June.

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

Monday 6th:- Canberra General Meeting at the Harmonie German Club, 49 Jerrabomberra Avenue, Narrabundah, from 7:30pm.

Thursday 9th:- Committee Meeting and magazine pack at the Strathfield Golf Club, 52 Weeroona Rd Strathfield, from 7:30pm.

Thursday 16th:- CLUB VW MONTHLY MEETING at the **Strathfield Golf Club**, 52 Weeroona Rd Strathfield. Get the latest VW news and views, plus VW socialising, drinks, raffles, trivia and plenty of prizes. Enjoy the Club's bistro and sports bar too. Lots of fun, all welcome. 8:00pm start.



**Next Club Meeting:
Thursday
17th March.
8:00pm
Strathfield Golf Club.**

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years ago. I have contact with its current owner and said I will forward whatever I uncover in my research. Please contact either by phone 0488 534 444 or email to vinnoh@hotmail.com Thanking you all, cheers Vince

2nd Month ads.

For Sale:- I have decided to take off all the "Off road/ Bash" gear from my '76 Beetle, so if anyone is looking to build up an off-road Bash/ Rally car check out the list. Prices negotiable. Contact Barry Parks on 0425 275 097 or email bpparks1@bigpond.com

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Wanted:- Hello, I am interested in buying a VW Golf Mk2. Do any members have one for sale, or do you know where I can find one? If you can help, please contact me. I am in Melbourne. Many thanks, Walther Richert 0490 062464 or richertw@iinet.net.au



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Trades and services directory.

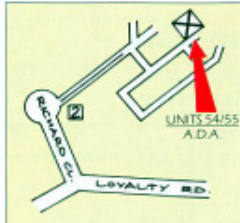
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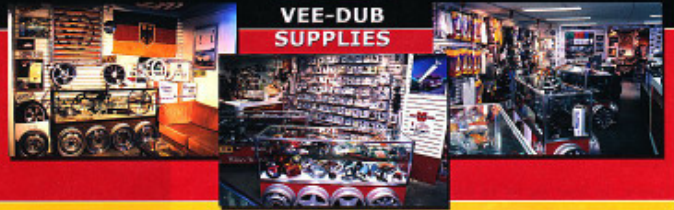


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Australian VW Performance Centre is located in Croydon South, about 30 minutes east from the Melbourne CBD, close to Ringwood end of Eastlink. If you find yourself unable to contact us during business hours, please do not hesitate to email us with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

vwperformance.com.au

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

Phone: (03) 9761 4540 or (03) 9761 7917

Fax: (03) 9761-6216

Email: avwpc@vwperformance.com.au



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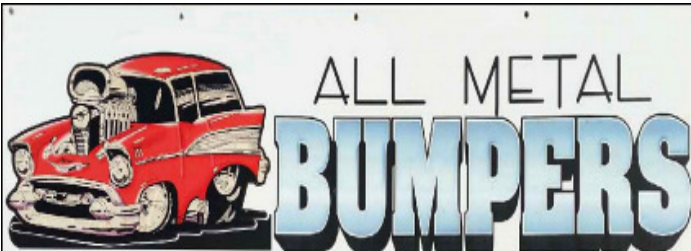
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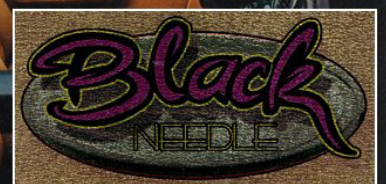


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New Member: Renewal:

Name:

Address:

State: Postcode:

Email:

Phone: (BH)

(AH)

(Mob)

Do you want to participate in CAMS motor sport? NO YES

Which of the following activities are you interested in? Please number in order:

- 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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2022 Golf R.

The 'Mk8' 2022 Volkswagen Golf R hatchback are due to arrive in Australian showrooms in April, followed by the wagon a few months later, with the most powerful engines ever fitted to VW's small car.

Priced from \$66,990 before on-road costs in hatchback form, or \$69,990 before on-road costs as a wagon, the new Golf R twins are between \$11,000 and \$12,000 more expensive than the cars they replace, and on par with the more premium \$69,900 Audi S3 Sportback.

Defending the dramatic price rises, Volkswagen says the new models have more space, technology and performance.

Powering both hatch and wagon is a 235 kW version of VW's ubiquitous 2.0-litre turbocharged four-cylinder 'EA888' petrol engine, driving all four wheels through a seven-speed dual-clutch automatic transmission and Haldex-type 4Motion all-wheel drive, capable of sending up to 50 per cent of the engine's torque to the rear axle.

While the wagon gets the full 420 Nm engine tune offered in Europe - inclusive of an emissions-restricting petrol particulate filter - the Golf R hatch offers only 400 Nm, and comes without a petrol particulate filter.

Volkswagen says the hatch (and the related Tiguan R SUV) were detuned to ensure the performance pairing could be offered in a "timely manner."

The wagon retained its petrol particulate filter because the German factory said it was "not an option" to offer it without.

Volkswagen claims a 4.8-second 0-100km/h sprint time for the hatch - 0.1 second slower than European models - or 4.9 seconds for the wagon.

By comparison, the outgoing Golf R developed 213 kW/380 Nm in Australia, and covered the 0-100 km/h sprint in a claimed 4.8 to 5.0 seconds, depending on body style. By comparison, the related 2022 Audi S3 Sportback uses a 228 kW/400 Nm version of the new Golf R's engine, and quotes an identical 0-100 km/h time.

New for the Mk8 Golf R is a trick R-Performance torque vectoring rear differential, which allows 100 per cent of torque sent to the rear axle to be routed to either wheel, increasing grip out of corners and - as part of the R Performance Package, optional overseas but standard in Australia - enabling a 'Drift' mode, which spins the outer rear wheel to kick the car into a software-controlled powerslide.

The R Performance pack also includes a sixth Special mode - joining Comfort, Sport, Race, Individual and the aforementioned Drift modes - designed for Germany's Nurburgring Nordschleife circuit, plus an extended rear roof spoiler for the hatchback.

Other standard performance features in Australia include 19-inch 'Estoril' alloy wheels, performance brakes (with 357 mm front discs, up from 340 mm), adaptive dampers (which can vary up to 200 times per second), and a Vehicle Dynamics Manager system that optimises the all-wheel-drive system, front-axle torque vectoring (by braking) and suspension for improved performance.

While European buyers can option a multi-mode Akrapovic sports exhaust - replacing the standard-fit, VW-designed system - it won't be available for Australia. Don't rule it out for a future special edition, however, as per the previous-generation Mk7.5 Golf R Special Edition.

Standard comfort features and technology include a 25.5 cm infotainment touchscreen with wireless Apple CarPlay and Android Auto, a 26 cm digital instrument cluster, matrix LED headlights, Harman Kardon sound system, nappa leather upholstery, front sports seats with heating and ventilation, and an electric driver's seat with memory.

A full suite of active safety technologies are standard, led by Volkswagen's Travel Assist that merges adaptive cruise control and lane following assist to accelerate, brake and centre the Golf R within its lane on the freeway, at speeds of up to 210 km/h.

The 2022 Volkswagen Golf R hatch will launch in Australia in April, with the wagon to follow "in quantity" by the middle of the year.

2022 Volkswagen Golf Australian pricing

Golf 110TSI hatch manual - \$29,550

Golf 110TSI hatch auto - \$32,150

Golf 110TSI wagon auto - \$33,750

Golf 110TSI Life hatch - \$34,450

Golf 110TSI Life wagon - \$36,450

Golf 110TSI R-Line hatch - \$37,650

Golf GTI hatch - \$53,300

Golf R hatch - \$66,990 (new)

Golf R wagon - \$69,990 (new)

2022 Tiguan R.

The 2022 Volkswagen Tiguan R is due to arrive in Australia next month as the first petrol-powered, R-badged Volkswagen SUV offered in Australia (the 2008 Touareg R, which made its world debut in Sydney, was a V10 TDI turbo diesel).

Priced from \$69,990 before on-road costs, the new Tiguan R is more than \$15,000 dearer than the current petrol-powered flagship Tiguan, the \$54,790 Tiguan 162TSI R-Line - but adds more performance than ever before to Volkswagen's medium SUV, on par with the closely related Golf R hot hatch, which in wagon form matches the Tiguan on price.

Powering the hot Tiguan is the latest iteration of



2022 Volkswagen Tiguan Australian pricing:

- Tiguan 110TSI Life - \$40,590
- Tiguan 132TSI Life - \$44,590
- Tiguan 162TSI Elegance - \$51,790
- Tiguan 147TDI Elegance - \$53,290
- Tiguan 162TSI R-Line - \$54,790
- Tiguan 147TDI R-Line - \$56,290
- Tiguan R - \$69,990

Amarok W580X.

The local Amarok range is about to be expanded, to send Volkswagen's first-generation Amarok out on a high note before it is replaced by the next generation model based on a Ford Ranger

midway through next year.

An off-road version - the W580X - will be sold alongside the road-biased W580S in Australian showrooms from next month.

The 2022 Volkswagen Amarok W580X has been developed by the Walkinshaw Automotive Group, the former parent company of Holden Special Vehicles, and the same engineering firm behind the Amarok W580S.

As with the on-road focused Volkswagen Amarok W580S released last year, the W580X is shipped from the Volkswagen factory in Argentina, and then a mix of locally developed and globally available upgrade parts are fitted at Walkinshaw's assembly facility in Melbourne.

As with the Volkswagen Amarok W580S, the W580X has no extra power from the single-turbo 3.0-litre V6 diesel (with 190 kW/580 Nm, it already has the most grunt in its class) because the cost to upgrade the engine this late in the model cycle was deemed prohibitive.

Instead, Volkswagen and Walkinshaw focused on upgrading the vehicle's capability, including off-road suspension (lifted 40mm at the front to deliver a level stance), underbody protection for the transmission and rear differential, rock sliders, an LED light bar, 18-inch forged alloy wheels, off-road tyres, and breathers for the front and rear differentials, gearbox and transfer case (to reduce the risk of ingesting water in creek crossings).

The starting price of the Volkswagen Amarok W580X is \$77,390 plus on-road costs, making it the second most expensive model in the Amarok range behind the W580S which has climbed from \$79,990 to \$81,490 plus on-road costs for the new model-year.

Volkswagen's 2.0-litre turbocharged four-cylinder petrol engine, paired to a seven-speed dual-clutch automatic transmission and VW's '4Motion' all-wheel-drive system (often classed as a 'Haldex' system).

Outputs are rated at 235 kW and 400 Nm - the latter 20 Nm down on the engine tune offered in Europe, where it's fitted with an emissions-restricting (but potentially fragile) petrol particulate filter, not yet available on Australian variants.

Volkswagen Australia says the detuned engine (without the petrol particulate filter) was selected to ensure the model could be launched in a "timely manner", with the full 420 Nm tune expected at a later date.

The torque reduction from 420 to 400 Nm reportedly adds two tenths of a second to the 0-100km/h time, now at 5.1 seconds, compared with 4.9 seconds as marketed at Europe. Even so, it's still the fastest-accelerating Tiguan ever sold in Australia, coming in 1.5 seconds quicker than the aforementioned 162TSI R-Line.

Under the skin, the Tiguan R benefits from the same R Performance Torque Vectoring rear differential as its Golf R sibling, capable of directing 100 per cent of the torque sent to the rear axle (up to 50 per cent of the engine's total) to either wheel, "eliminating" understeer and "[leading to] noticeably more agile vehicle handling", according to Volkswagen.

It's joined by a fleet of drive modes (including Race mode, but lacking the Golf R's Drift and Special settings), 21-inch 'Estoril' alloy wheels, performance front brakes, adaptive dampers, a 10mm-lower ride height, and sports steering. There's no mention of the Akrapovic titanium exhaust system available in Europe, however.

Standard features in Australia include a 26-cm configurable digital instrument cluster, a 23.4 cm infotainment touchscreen with Apple CarPlay and Android Auto, nappa leather upholstery, matrix LED headlights, and heated and electrically-adjustable front seats, which feature a 'comfort sport' design, rather than the Golf R-esque 'sports' seat offered overseas.

A suite of active safety features is standard, led by a Travel Assist system that pairs adaptive cruise control and lane following assist to accelerate, brake and centre the vehicle within its freeway lane at speeds up to an autobahn-friendly 210 km/h.

The 2022 Volkswagen Tiguan R will launch in Australia in April.





The only options are a Seikel snorkel (\$1390) and a luxury pack that adds 14-way heated electric sports front seats with Vienna leather (the same seats fitted to the Aventura) and embedded navigation (\$4690).

Both W580 models sit above the luxury Volkswagen Amarok Aventura (the new name for the Amarok Ultimate) which is currently priced from \$73,990 plus on-road costs.

The basic W580 (which started from \$71,990 plus on-road costs) has been deleted and the new line-up will include the W580X and W580S.

While it's too early to gauge, Volkswagen Australia estimates there will be a 50:50 split in demand between the on-road and off-road W580 editions when both are available alongside each other in showrooms.

While the Volkswagen Amarok W580S has road-biased Pirelli tyres on 20-inch forged alloy rims, the off-road W580X has Pirelli Scorpion rubber on 18-inch forged alloy rims.

The W580S continues to come equipped with a sports exhaust, but is not offered on the W580X to allow for more ground clearance.

Both W580 models gain the same subtle fender flares to accommodate the wider stance provided by the revised offset of the wheels.

Walkinshaw says the LED light bar was tested against popular rival brands and outperformed them in internal testing, though it did not specify which lights it outshone.

The W580X gains blue twin-tube shock absorbers, which are thicker in diameter than standard, and uprated and retuned to suit off-road driving and the 18-inch wheel and tyre combination.

The W580S has black shock absorbers (also twin-tube and larger in diameter compared to the standard Amarok), to avoid confusion on the Walkinshaw assembly line and at Volkswagen spare parts counters.

The rock sliders have been engineered to handle three times the vehicle weight, and are not bolted to the chassis - they are clamped to the chassis for "maximum strength and rigidity, and to avoid compromising the chassis by drilling into it," says Volkswagen.

The Walkinshaw-designed sports grille and fog light garnishes are the same on both vehicles, but the W580X has different decals.

Both models use the same donor vehicle: a specially-prepared Volkswagen Amarok Highline 580 with black roof lining, paddle shifters on the steering wheel, dual zone air-conditioning, and sports seats.

Although the Volkswagen Amarok is the oldest ute

among its peers, it has had a new lease on life since receiving the Walkinshaw treatment.

In 2021 the Amarok sold a record 7,659 units in Australia, becoming for the first time Volkswagen Australia's top-selling model ahead of the T-Cross (6,104), Polo (5,125) and T-Roc (4,838). Semiconductor shortages across the passenger car ranges and changing buyer tastes saw the Golf - the top-selling local VW model for almost 30 years - drop to just 1,926 sales, the lowest total since the Mk3 in 1996.

Polo price rise.

The starting price of the Volkswagen Polo is expected to increase to about \$30,000 - almost \$10,000 dearer than its previous best drive-away deal - when the updated model arrives in Australian showrooms next month.

Volkswagen Australia has confirmed it will delete the base model - which currently starts from \$25,990 drive-away with an automatic transmission - when the facelift of its Polo city hatch arrives in April 2022.

Volkswagen says the change is in response to customer preference for better-equipped models.

However, industry insiders have accused global car giants of increasing prices amid the semiconductor shortage - by deleting more affordable models to increase profit margins.

Volkswagen Australia product marketing manager Michelle Rowley said the new streamlined Polo range will have "more standard equipment and fewer options" to make it "is easier to understand and easier to buy."

"Our best-selling variants are the upper specification variants," said Rowley. "Customers can see the minor price difference per month or per week. We're not a \$19,990 brand any more."

Volkswagen says Australian customers can expect to see "a more premium and concise range with the removal of the entry model" when the new Polo arrives in local showrooms in April 2022.



The Volkswagen Polo's imminent price increase is the latest in a long line of price rises in the city car class.

After almost half a decade priced from \$15,990 drive-away, the new-generation Toyota Yaris is now in excess of \$25,000 drive-away, and Hyundai and Ford have dropped their cheapest city cars except for the most expensive "hot hatch" models.

Volkswagen explored the affordable mini-car market in Australia from 2012 to 2015 with the Up!, which sold for just

\$13,990 (3-door) or \$14,990 (5-door) . However it was handicapped by being manual only (no auto or DSG version was available) and just 2,295 were sold here in four years.

Australian buyers have always preferred more premium models, given the choice. Even in the 1960s, when the De Luxe 1200 was £899 and the 'austerity' Standard 1200 Beetle was just £799, buyers much preferred to pay more for the De Luxe. In the 1970s, buyers much preferred the \$2,390 1600 Superbug to the \$2,225 VW 1300, and in 1976 the new Golf LS at \$4,400 outsold the \$4,100 1600 Beetle by over 4 to 1.

Volkswagen says existing engines will carry over in the new range, but prices and further details will not be revealed until closer to the new Polo's showroom arrival.

More price rises.

In addition, Volkswagen Australia has increased prices across the majority of its passenger car and SUV line-up for 2022 by up to \$2400 - compounding price rises just five months ago of up to \$1800.

Now in effect, the latest round of price rises affects most Volkswagen passenger vehicles - namely Golf, Passat, T-Cross, T-Roc, Tiguan and Touareg, with the Polo, Arteon and Tiguan Allspace unaffected, along with most of the commercial vehicle range (excluding Caddy, detailed here).

Increases range from \$740 to \$1300 (before on-road costs) for most affected models, though some Touareg variants have risen in price by up to \$2400.

These add to an earlier round of price rises of between \$200 and \$1800 in September 2021 (for the start of Model Year 2022), attributed largely to the addition of DAB digital radio.

In addition to the price rises, semiconductor and COVID-related constraints have seen Volkswagen Australia close order books on a selection of variants, and remove them from its website: the entry-level Golf 110TSI hatch (with both manual and auto gearboxes), Touareg 170TDI large SUV, and mid-spec Tiguan 147TDI Elegance medium SUV.

As the global semiconductor shortage reduces new-car production output, a Volkswagen Australia spokesperson said that better-selling model variants are given production priority - leaving no room for the three variants deleted from the VW website, "none of [which] are the volume sellers in their respective ranges". These are NLA (No Longer Available).



While new orders for the Tiguan 147TDI Elegance and Touareg 170TDI will eventually resume, the base Golf may not be so lucky, as buyers reportedly look to more expensive variants, and Volkswagen Australia shifts away from base-model cars.

As a result, the entry price into a new Volkswagen Golf is now \$34,490 before on-road costs for an entry-level 110TSI wagon - or less than \$50 shy of \$39,000 drive-away. Eight months ago, a six-speed manual Golf hatch retailed for \$29,550 before on-road costs, or around \$33,000 drive-away.

2022 Volkswagen Australia passenger car prices (affected model lines only)

	Model	2021	2022
Golf	110TSI hatch manual	\$29,550	NLA
	110TSI hatch auto	\$32,150	NLA
	110TSI wagon auto	\$33,750	\$34,490
	110TSI Life hatch	\$34,450	\$35,290
	110TSI Life wagon	\$36,450	\$37,290
	110TSI R-Line hatch	\$37,650	\$38,490
	GTI hatch	\$53,300	\$54,490
Passat	140TSI Business sedan	\$47,690	\$48,990
	162TSI Elegance sedan	\$52,890	\$53,990
	162TSI Elegance wagon	\$54,890	\$55,990
	Alltrack 162TSI (base)	\$48,090	\$48,990
	Alltrack 162TSI Premium	\$59,890	\$60,990
	206TSI R-Line wagon	\$64,890	\$65,990
T-Cross	85TSI Life	\$29,200	\$29,850
	85TSI Style	\$32,100	\$32,800
T-Roc	110TSI Style	\$34,700	\$35,500
	140TSI Sport	\$41,800	\$42,700
Tiguan	110TSI Life	\$40,590	\$41,490
	132TSI Life	\$44,590	\$45,490
	162TSI Elegance	\$51,790	\$52,990
	147TDI Elegance	\$53,290	NLA
	162TSI R-Line	\$54,790	\$55,990
Touareg	147TDI R-Line	\$56,290	\$57,490
	170TDI	\$82,990	NLA
	210TDI Elegance	\$101,290	\$103,690
	210TDI R-Line	\$110,290	\$112,690

More VW campers.

The Volkswagen Campmobile has come back to life with three modern alternatives - in small, medium, and large body styles - to capitalise on the sharp rise in demand for campervans as a record number of Australians choose to holiday at home amid international travel restrictions.

And cashed-up Australian buyers are paying in excess of \$100,000 to drive a self-contained 'holiday home.'

The Volkswagen 'California' based on the Transporter mid-size delivery van has already sold out, with more stock arriving this year.

It is due to be joined mid-year by a baby version of the Volkswagen California, based on the latest model Caddy compact delivery van - which is about the same size as a small car.

By the end of this year, Volkswagen Australia will introduce a full-size campervan big enough to stand up in, based on the Crafter delivery van.

The Volkswagen Crafter campervan is not likely to adopt the California name as it will be a locally-developed



Golf infotainment update.

The 2022 Golf has received an overhauled infotainment system in Europe, amid customer and media criticism since its launch two years ago - and it's in line for Australian showrooms this year.

Set to enter production for European markets "in the next few weeks", the Golf's infotainment system is now backed by a new central processing unit (CPU) and graphics cards, claimed to deliver a 25 per cent increase in processing power and a three-fold increase in graphics performance.

Volkswagen says these translate to more seamless scrolling action through lists, and shorter load times for key apps, with destination searches within the satellite navigation system "usually ready in less than five seconds - much more quickly than before."

On the software side, when the touchscreen is pressed the infotainment system now disables the touch-sensitive climate and volume control buttons that sit below the screen, allowing a user's hands to be rested on them - preventing the buttons from being activated accidentally when the touchscreen is in use, a key criticism of today's car among owners and media.

Proximity sensors are used to disable the shortcut buttons around the hazard light switch when the user's finger "comes within a few centimetres of the screen".

The "Hello Volkswagen" voice control system has been treated to a major overhaul, gaining improved support for natural phrases such as "I'm cold" and "Where can I find a Japanese restaurant in Berlin?", the ability to ask follow-up questions to the occupants, and support for "interruptions" to a passenger's command.

Online or offline responses to user requests are up to four times faster than before, with Volkswagen adding "it takes less than five tenths of a second to process an online request on the server, and the feedback arrives in the car in less than a second." The system's rate of comprehension has also increased to 95 per cent of spoken phrases.

The updated infotainment system will enter production in the 2022 Volkswagen Golf for European markets in the coming weeks, with plans for existing vehicles to gain the update to be announced later in 2022, as part of a "voluntary service measure".

Exact Australian details and timing are yet to be confirmed, though it's suggested the update wouldn't arrive until Model Year 2023 at the earliest - suggesting a local arrival no earlier than the second half of 2022.

model using an Australian caravan and camper van supplier.

Volkswagen Australia said the first 150 examples of the mid-sized California (based on the latest Transporter) sold out instantly, and the company is now scrambling for more out of the German factory, itself struggling to keep up with global demand.

The head of Volkswagen Australia commercial vehicles, Ryan Davies, said: "We dipped our toe into the campervan market, and we sold more than 150 examples of the California (based on the Transporter van).

"That's a massive coup for us," said Mr Davies. "All of those cars have averaged well over \$100,000, so having a successful entry into that segment is pleasing to see."

The Volkswagen executive said showroom-ready "turn-key" camper van solutions have "more relevance now that Australians want to travel locally rather than internationally, and we expect that's going to continue."

While its small and medium camper vans have been sell-out successes, Volkswagen says it has one niche left to fill.

"We've got a missing product in the camper van range, the top end with the Crafter," said Mr Davies.

"We've been working with a local converter to build a full-size, fully self-contained camper van built off the Crafter long-wheelbase all-wheel drive, which is a very unique product in this market."

While Volkswagen remains tight-lipped about the details on the 'uber-Kombi', it's understood the company has canvassed the possibility of a co-operation with Melbourne-based caravan specialist Jayco, not long-time VW converter Mt Kuring-Gai-based Trakka as you might expect.

Volkswagen was the first maker to introduce a factory-supported camper on the Australian market with the Campmobile in 1968, based on the new T2 Transporter (although aftermarket conversions had been available on the T1 earlier). Campmobile construction was contracted out to E.W. Sopru Pty Ltd of Adelaide, and Dormobile Pty Ltd of Camperdown, and the finished campers sold new through VW dealers with a full VW warranty. VW Australia's then parent company, LNC Industries, soon took full ownership of Sopru and opened additional workshops in Melbourne and Sydney (Silverwater and Rydalmere). Over 12,000 T2 Campmobiles were sold in Australia from 1969 to 1980, the biggest selling campervan in Australian history. Many more were built by other aftermarket converters such as Sundowner, Swagman, Discoverer and Trakka.

Pending any delays, the Volkswagen Crafter-based camper van should be in Australian showrooms by the end of the year.





planned finish at the Questacon carpark had to be abandoned at the eleventh hour. Luckily, the organisers secured the National Arboretum as both the start and finish point for the cruise.

The VeeDub enthusiasts decided to meet beforehand at "The Flags" on Lake Burley Griffin, so as we could all arrive together and park in formation for the start of the cruise, keeping us all together for the cruise itself. A good plan in theory; however with over 350 cars, the best of plans to keep everyone together soon fell into disarray. As the cruise travelled at a fairly leisurely pace, a number of the modified cars developed overheating issues and would pull out of formation and speed up to get some air through their radiators. Then they would re-join the que, in many instances in the middle of the VW procession. Of course there were no overheating issues for the

2022 Camp Quality Classic Cruise.

What was supposed to be held last year (and all the merchandise and advertising material still listed as 2021), the local arm of Camp Quality in Canberra finally got to conduct the Camp Quality Classic Cruise - ACT on 06 Feb 2022.

Cookies Cycles invited all VeeDub enthusiasts to join their team, with David Cook (the owner of Cookies Cycles and Canberra Chapter member) donating half the required minimum donation to all those who joined the team. As well as the VWs, the team also welcomed some other makes who had some affiliation with Cookies Cycles, helping the team be the third highest team fund raisers of the event. Well done to all involved!

Due to an influx to Canberra over the weekend of protesters descending on the Parliamentary Triangle, the





air-cooled cars and we continued to plod along at the leisurely pace set by the leading cars and just enjoyed the drive, many admiring looks from spectators and watching other wonderful cars cruise together for a great cause.

Upon reaching the final destination, all the cars were parked up and entrants could wonder through the cars to admire the machinery.

Hot food put on by Rotary and of course a coffee van was in attendance to ensure all were well fed and had the caffeine fixes taken care of.

The organisers informed the crowd that the amount raised by the cruise had topped \$120,000, with the donations taken on the day still to be counted.



A great way to get back into some automotive events, with a cruise for all vehicles to raise funds for childhood cancer sufferers. We hope this was the first of many car events that have been missed in recent times, thanks to the dreaded COVID pandemic.

Willie.



10 The Sydney Morning Herald, Monday, August 12, 1968

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Boris' Picnic Day.

As you knew, our usual Boris' Picnic Day at Ramsgate could not happen at the usual time late last year, due to the ongoing COVID restrictions.

Then with things opening up again this year, the Botany Bay council told us that it would not be possible to book the usual carpark for the day. Parking was restricted to 3 hours maximum for all cars. Even if you drove off and returned, that still counted as 3 hours. Plus we could not have the area to ourselves - the public had equal access rights. And then they wanted a mountain of permits, risk assessments, QR codings, covid-safe practices, traffic control, insurance and other paperwork. It was just too hard.

Instead, I went back to my 2020 search for a new venue in the country, not only to keep a social distance from other crowds and zealous onlookers, but also to get away from the City for a nice country drive everyone was longing for after dreary daily repetition of staying at home and/or going to work over the past eighteen months or so.

We had a very successful picnic at Warragamba Dam's lower carpark in 2020, so it was a no-brainer to return there again. It has a large open parkland with amenities, plenty of shady trees and undercover picnic tables and a generous size car parking lot. And it's easy to find.

So on Sunday 20 February off I went with a Single Cab Kombi full of equipment and enough food and drinks to feed an Army. As I arrived in the park just on 8 o'clock there was a few hungry people already there waiting to help me set up. Zelko and Sandy got straight away BBQ-ing the sausages and nicely cooked caramelized onions as more and more Volkswagens found their way in to the car parking area.

At 12 o'clock more than 50 VWs were in attendance,



safely distanced over the big car park, and an unrecorded number of happy people scattered all over, standing in small groups of two or three and looking over the shiny VWs. The long period of lockdowns and 'working from home' had been beneficial to a number of VW owners, as there were quite a few recently finished cars we hadn't seen before.

The day was enjoyable for all brave enough to escape from the nonsense we were told about by the World New Order over the fast few years, and finally got back together again.

I called it quits at about 1 pm when all the sausages ran





out. Food and soft drinks were free, but a donation bucket was there for the visitors to drop in a note or a few coins. Club Vee Dub Sydney was the beneficiary and will no doubt use the funds toward a purchase of BBQ upgrades and detailing of the Club trailer.



As the VW drivers were there to visit the dam, many of them drove up the short road to the top car park and went for a walk. Part of the dam wall is now open to visitors.

Since this was technically the 2021 picnic day delayed, I'll probably put on another one at the end of this year. And at this stage I would say we'll probably stay at Warragamba as it's an excellent location.



All the best of health to all and hope to see you at the VW Nationals soon and many more times after.

Boris Orazem

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ACT German Cars and Coffee.

On Saturday 12 February, the ACT Mercedes Club invited all German car clubs to a Cars and Coffee meet here in Canberra. The venue was the Kingston Foreshore, meeting in the large carpark behind the promenade along the foreshore.

The weather was great and the cars even better. Mercedes had quite a good turnout, with approximately 12 cars showing up. Volkswagens were also well represented, with a similar number attending. Two Porsche's made an appearance; however these were owned by Club VeeDub members, whose Beetle is currently off the road, so were forced to bring along their matching 911s instead. Poor buggers. Unfortunately this event clashed with another event on the BMW club's calendar, so they were a no show to this event.

We were lucky to have two members from the Sydney Chapter, living in the Southern Highlands make the trip to join us. It was great to see them and we appreciated the effort



to come such a distance for an informal coffee meet.

Once parked up, members wandered off through the Kingston Foreshore retail precinct to pick a café for their caffeine fix (with many also grabbing an egg and bacon roll or something sweet) before congregating around and admiring all the cars on display.

The members from the Mercedes Club were very interested in our cars, with many conversations and questions about the cars. Although their hearts lay with the Mercedes brand, the number of them who had owned, or a family member who had owned a VW in their past resulted in a fond association with the VeeDubs. Many memories were sparked





Please keep an eye on the Facebook page for information on all upcoming Canberra events.

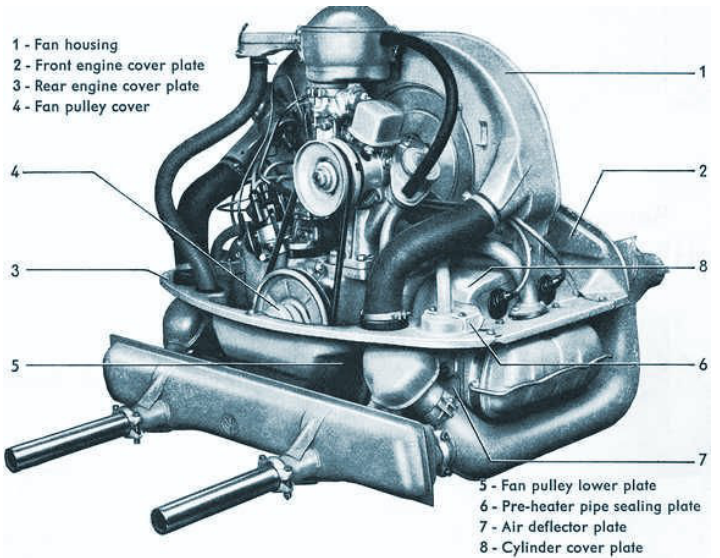
Willie

Exchange Engines for VWs.

The Daily Mirror, Friday 13 September 1963

Owners of older Volkswagens can now have a factory-rebuilt motor installed.

The change-over can be made in 1½ hours at any of the 300 VW service agents in Australia.



Engines are completely rebuilt at a new £100,000 shop at the company's Victorian factory.

Cost, depending on the condition of the exchanged motor, is from £149 10/-.

Both the 36 bhp engines fitted between 1954 and October, 1960, and the 40 bhp engines fitted since then can be exchanged.

The exchanged engines carry the same guarantee as a new engine.

and many stories of family cars, family holidays, first cars etc were regaled.

The event was seen as a great success, with plans now in place to make this a more regular occurrence. Discussions were also had as to having more combined events / cruises to build the relationship between the clubs and to ensure larger numbers involved with events that will assist in securing group discounts and greater rewards for the organisers.

The Project of my Life - Progress 3.

There are a couple of panels on every Beetle which are very hard to get to for the process of remaking in fibreglass. I'm talking about the inner louvres which channel cooling air to the engine compartment, along with the associated rain-water channel. I've never seen either for sale as separate items; I suppose if these bits need replacing, the rest of the body is toast anyway. Close inspection of an online ETKA exploded diagram shows that for part-number purposes, both panels are incorporated into the roof panel. Getting them out is a destructive process. A whole Beetle is needed to sacrifice itself for this purpose, and luckily, I have a donor. It's an extremely rusty 1964. Small-window and big-window Beetles have very few stamped steel pieces in common, but as far as I can see, these are. I cut through the rear-window pillars and along the base of the window inside, made a little easier by copious rust, and pulled out a chunk of metal which included the external grille.

Any time you need to separate spot-welded panels, you can drill through the welds with a special drill bit, leaving holes in both parts, or you can sacrifice the neighbouring panel for the one you want to keep and just grind away at those spot welds until all superfluous metal is lying on the ground as ferrous dust. This is what I did for a few hours. The spot welds were difficult to 'spot' because of rust and many layers of paint.

Eventually louvres and rain channel emerged from the process, severely rusted but with their essential shape intact. Lots of cleaning with a clean-and-strip disc and gobs of body filler allowed me to get the shape back into something resembling a new panel.



The bottom half: horribly pitted with rust. The top bit: lovely and smooth thanks to many applications of filler and abrasive paper.

Now you would never do this normally, but this steel/oxide piece will ultimately be thrown away. I just want it to offer up its perfected shape before doing so. In fact, I've made a mould already and a product of that mould, which turned out really very nicely. I'm hard at work smoothing the non-mould side which has a chopped-strand-mat finish in order to make a mould of that side too. The rain channel, even though it sits high up and is barely visible, is a channel after all, so it turns around on itself. I don't want any bare fibreglass panel to be visible on the completed car, because that would give the game away, so the finished item will consist of two pieces bonded together. I've also simplified the shape a bit for easier mouldability and deepened the channel, as I had to make extensions to replace rusted-out bits anyway. I love being a co-creator.

When I eyeballed the louvred panel, I thought 'I'd like to know if this is a choke point and maybe I can improve on it.' I've gone to the trouble of measuring the cross section of one big (inside) and one small (outside) vent with graph paper. I only did one sample vent of each size, and there is a bit of variation from aperture to aperture, but it would have taken me hours (more) to get a totally accurate representation. I'm sure this is good enough.

	Cross section in mm ²	Number of vents	Total cross section in mm ²
Inside vent	2008	8	16 064
Outside vent	892	4	3 568
Total all vents			19 632

How does a total cross section of 19 632 mm² for the louvres compare with the cross section of the outer air inlet grille and the air inlet for the fan itself?

Surface area of air inlet grille: 38 750 mm²

Inlet diameter of cooling fan: 150 mm => 17 673 mm²

The louvre cross section is much smaller than that of the external grille and only just larger than that of the fan inlet! And air approaching the louvres has to do an immediate U-turn; hardly laminar flow. No wonder they put slots into the engine lid. I think there's definite room for improvement here.

There are 12 louvres in bunches of 2, 4, 4 and 2. There's room for another louvre at each end, so my panel will have 14. How I added the extras: to make a fibreglass impression of a shape in a really quick-and-dirty way, you can stick masking tape to it, then glass over it. The hardened resin/fibreglass pulls off as the sticky, icky tape adhesive lets go. Masking tape is like a third hand to me. I also joined the two inner sets of louvres with painstakingly crafted applications of filler, so each pair of four louvres has now been siamesed. To prevent a case of louvre flop in the middle, I'm making a simple flat piece which will slot in longitudinally and be bonded to the underside without impeding air flow. Overall the cross section for air entry is significantly larger, still to be measured if I could be bothered. I'm estimating a 25% increase.



Prototype of my heavily bogged-up, improved louvre panel with 14 larger entry points. I measured the whited-out areas which represent factory holes.

A tangent: what is body filler / bog / nikki / bondo / splonk anyway? Simply stated, it's talcum powder mixed with polyester resin, which is what most fibreglass is held together with. You can make your own cheap filler with industrial talcum powder and resin and catalyse it with MEKP instead of benzoyl peroxide; both do the job, but the resulting hardened filler is difficult to smooth down, so I use commercial body filler in large amounts.

The bottom side of the louvred panel sits up high in the car and you would need to bend your head at an awkward angle to see any ugly raw glass finish, but still, I'm making a presentably smooth panel for this side as well, mainly because this side holds the engine lid on. There are two symmetrical pieces spot-welded on with threads for the U-shaped engine-lid brackets to bolt to. My first approach was to make a mould of this piece and bond two of these products to the louvre panel, but plan B entails making a mould of the whole underside minus the louvres, plus the aforementioned brackets but minus the centre bracket which anchors the big return spring; there's no way that fibreglass can stand up to the force of that thing. The advantage of the plan-B approach is that when the top and bottom sides are mated together, the engine-lid-holding brackets will be accurately located; plan A would have meant fiddly manual positioning. You need something seriously strong to hold your engine lid on, so these shapes will line up with square-tubing extensions welded to the steel frame with rivnuts providing the thread.

Gravity and the spring exert too much force on fibreglass pieces, so this thing will hold up my lid.



Gravity and the spring exert too much force on fibreglass pieces, so this thing will hold up my lid.

My angle grinder has been getting a workout. I cut the dash out of the hulk; couldn't go as low in the pillars as I would have liked because of rust. I got to spend a few days filling every hole up: the big one where the windscreen goes, the glovebox lid, the speedo hole, the radio hole, the speaker-grille apertures, the square hole where a fuel gauge was once found and the openings for the door hinges and check rods. Why?

Because when you're making a mould, you can't have holes in it, as the product would stick there and cause damage to the mould and/or itself. Any necessary holes then need to be cut into the product. Also, filling in the holes makes the mould stronger and stiffer. If you're sharp of eye you will notice that not only have the heater and ventilation outlet holes been filled in, they've been reshaped as though they never existed. A heater can be completely dispensed with in the tropics and I'll take care of the ventilation by incorporating outlets in the 'padded dash' product I intend to make. The ashtray has been assigned to the ashtray of history.

Small details like that are hard to incorporate in fibreglass in any case.

Making a mould from exterior surfaces like the roof and side panels is straightforward:

1. Prototype, or 'plug': get the surface straight and the finish perfect, fill in holes, add flanges
2. Make the production mould
3. Make products

For interior panels, areas which are welded to other sections or those which will require shape modifications because of the tube frame, I use a five-part process:

1. Make any mods you can, get the surface straight and the finish perfect, fill in holes, don't worry about metal high spots
2. Make a temporary mould; sand down any high spots, fill in any low spots which were metal high spots in (1)
3. Make a temporary product and fit it to the mock-up of the car; make extensions and mods to it; add flanges
4. Make the production mould
5. Make products



Stage 3 of the 5-stage process: a product of the mould of the modified original.

Stage 3 gives you the leeway to make modifications easily, because fibreglass is a very forgiving material. Once you've sanded down to bare metal, you've gone as far as you can go, whereas with glass, you can back it up with more layers behind and keep sanding. You can quickly add other bits to it and hide the join with filler; much easier than steel where you need to weld and deal with the effects of heat. Just don't expect it to have much strength; it's the shape you're after.

To explain about the flanges mentioned above, it's good practice to add flanges about 50 mm wide all around the edges of your plug. 90° concave is best, as fibreglass mat has no trouble sitting inside tight concave spots. This translates to convex flanges on the mould which you don't lay up glass onto. The advantages are that the mould becomes much stiffer and stronger, you have a trimming edge on the mould so you can green-trim if you want (I don't), or you can easily break the edges of the hardened product off the mould, as you get leverage from the portions overhanging. Any time you're going to make multiple products from a production mould, you will be thankful for the effort you've put into adding

flanges.

In the previous photo of the dashboard, you can see a detail where the very top part has been extended to mate up with the roof panel. I added this, as the bonding surfaces will be increased, adding to more strength and stiffness of the finished body. However, if you look at the original steel panels, there is no such connection all around the areas where the inner panels mate up with the roof. Why? Spot-welding these parts would lead to ugly marks on the external surfaces of the roof which would need expensive rectification. Fibreglass doesn't have this problem, so there is no need for me to slavishly copy original shapes. Once again, I can apply a bit of design modification as I go to improve the finished product. The original body panels were designed very much around fitting the jaws of a spot welder around the two panels to be joined, so compromises had to be made. I have a bit more freedom in the shaping of the component pieces, but in both cases, convergent angles must be used so that either the steel panel comes out of the metal dies or the fibreglass product demoulds from the fibreglass mould. If you get those angles wrong, you're in big trouble.

My Beetle will have a hydraulic clutch, which needs a source of brake fluid. It would be so much more convenient to have one reservoir to tip the fluid into and I also must have a low-fluid indicator. How to do that?

My first thought was the reservoir from a 1976-1982 Audi 100; it has the extra take-off for a hydraulic clutch, has the same outlet spacing as on a Beetle master cylinder, accepts an ATE standard float-level switch, but ... there are probably none of those to be found on the planet any more. I settled on a piece which has been fitted to various recent Audis and Passats, largely because it has a roughly rectangular shape.



the missing electrical connector socket on the right

What I got hold of is a cheap Chinese one, but the quality is up to scratch. It has provision for a fluid-level sensor in the base, not included. The lid has a standard German thread, so I thought I would fit my float-switch lid to it, ATE sourced from BMW. No go, because there's not enough room for the float to drop. I managed to find a sensor for an Audi A4 or A6 on eBay in Latvia, of all places. It slides into the housing in the same way and incorporates a Bosch-type two-pin socket, which, FYI, is called "Junior Power Timer". I love VW/Audi parts interchangeability. The way the system works is clever. The float holds a magnet. When the fluid level drops, the magnet exerts its field on a reed switch incorporated in the sensor part, through the plastic. That way brake fluid goes nowhere near the switch contacts. I have modified the Beetle's reservoir bracket to hold this new



stock reservoir bracket in fibreglass on the left; heavily modified bracket on the right

container.

On the new reservoir, the clutch-fluid outlet diameter is fine at 8 mm, but the outlets for the brakes are designed to plug straight into the master cylinder and are suitable for a 12-mm grommet or hose. Fortunately the ID is exactly 8 mm, so I plan to ram some nylon tube up the inside of the outlets and superglue it into place, then run these down to the master cylinder. Beats those original bent bits of steel tube which are often in bad shape.

Around 1974, when continued sales of the Beetle in the US became contingent on a new design for bumper bars which merely broke pedestrians' legs rather than necessitating amputation, some Wolfsburg engineer must have had a bright idea: "let's rationalise everything to do with bumpers. Until then there were separate bumpers for 1200 Econo models, which is a whole lot of extra part numbers, and Beetles with square bumpers required four different brackets, LF, RF, LR and RR. The universal bracket was introduced (though US-spec Beetles got a much more elaborate hydraulic one). I hope that engineer got a bonus.



I like the idea of universality and got myself a pair of these. They're lighter, one-piece instead of three and can't rust inside like the multi-piece items do. These simpler brackets weigh 600 g each instead of 1.4 kg and I've got the weight of the fibreglass replica down to 300 g. I've made a mould of each side and am making products out of woven fabric. The two products are clamped together while still uncured. I know that, in the event of a collision, fibreglass doesn't absorb energy progressively, but fractures suddenly. What I would like to see: aluminium universal brackets. I'd buy a set.

I'm finally acting on an idea I thought about a long, long time ago: incorporating air inlets in the lower front part of the mudguards where stone guards would normally go, and ducting air to the engine bay. At speed, air at the base of the guards is at a higher pressure than, say, over the top of them, as it has to change direction to slide around the protruding panels. The easiest solution would be to incorporate the ducting entirely in the mudguards so that the whole thing unbolts from the body. I'll have to be careful to allow sufficient clearance for the wheel throughout its travel, both swing axle and IRS. The Beetle would need holes cut in the sides of the engine bay to line up with the ducting.



A project in progress: this is where air will enter at the base of the mudguard.

I could try using the left side as an induction air pickup; the ultimate cold-air intake relocation, with the possibility of a tiny ram-air pressure improvement. I'll have to wait and see if there's space for hooking up the air filter box with a flexible tube, or if the space occupied by the throttle body shoots down that idea. Does anybody have figures for temperatures and pressures inside a Beetle engine bay at speed? That would be some interesting data.

While on this topic, I was contemplating using the thermostatically operated hot/cold-air blend door built into the air-filter snout, as it's a really nice design and all the parts are there, still working after nearly 50 years. I did a bit of research first. The thermostat closes, shutting off heated air, as the temperature rises to 29°C. The system would barely get a chance to work in the tropics. Then I wondered what would happen if I left the thermostat out and let the engine breathe hot air except at full throttle. The answer, gained from multiple sources: fuel economy suffers. The system has its place in cold-weather countries, especially with carburetors, but I'm leaving it off.

I just got my Andrig fan. I love it when somebody goes deeply into offering a unique solution to a VW problem. Andrig Miller (search for 'Andrig's aircooled technology') has redesigned the upright-engine fan. His version is injection moulded, very light in weight and pumps more air than the stock steel squirrel-cage fan. Customers have stated that there's an improvement in engine response akin to using a lightened flywheel, as it's easier to spin the much lighter fan up to speed.



You would think this fan would just spin and do nothing, as the blades are not curved, but centrifugal force moves the air powerfully outwards.

I would have needed to upgrade from the stock fan in any case. I'm using a serpentine belt system which only comes in a stock crank-pulley diameter. The engine is going to reach rotational speeds somewhat higher than stock. Serpentine belts do not allow the sort of rubber-on-metal slippage that V-belts do, a phenomenon which starts to occur around 4000/min on upright engines. I'm afraid that my stock fan would disintegrate with all that going on. Andrig's fan won't.

\$US89 and the best possible online buying experience: use your credit card, delivery to anywhere at low cost because it's light. Andrig has put an extraordinary amount of effort into this creation and supports it with integrity. You will find some other very interesting products on his site as well: fixed thermostat flaps, light tool-steel cam followers and a complete replacement A-arm front suspension.

I've made a trip to KL to finally see Mr. Hafeez, the engineer who has been doing the modifications to my rolling chassis. I'm very impressed with his work. His dining-room table has been turned into a repository for all the VW parts I've sent his way, as well as the floorpan at the front entrance, the complete body in the front yard and the cut-up Mexican shell at the side. We're going to build my engine in his lounge room and he has already prepared an engine stand for the purpose, using a Transporter bell housing. No, he's not married.

I finally got to see the products of his labour in the flesh. I had asked him if he could get a set of door hinges made in aluminium. He draughted designs and went looking

for fabrication shops which would take it on. Usually the answer was "too hard; it will take too long", but eventually he found a workshop willing to do the job. The alloy used is T651, normally used for aircraft wings and fuselage. Expensive stuff, but strong as steel. The inner bores are sleeved with copper. The finished product is a thing of beauty, a joy to behold. A set of four steel hinges weighs 2.2 kg. That's a lot when you think about it. These weigh only 850 g and will, of course, be fitted to my light-weight fibreglass doors. I specified to fabricate two sets, to make it easier to find someone willing to take on the job.



For sale: set of four T651 aluminium door hinges for Beetle. POA.

Rod Young
rod.young2@icloud.com

Pigs can fly.

All collectors, mechanics, panel shops, and car dealers have an area set aside for dead cars.

In the automotive industry this area is called the dead car bay - or the 'pig pen.'

Cars in the pig pen are waiting for either parts, time or money - or any combination of these.

In the industry, there is also a saying - "Once a pig, always a pig."



At this stage, you are most likely thinking that I'm going to tell you to avoid pigs, but it's just the opposite.

Sure many of these cars actually are pigs and not worth touching, but not always.

If you can pick the correct car, one that just needs a lot of love, pigs can fly again.

With loads of new parts and lots of time, these cars can be just as good as any other car, or maybe even better?

Myself, I will always be targeting peoples' dead cars, for a couple of reasons.

Sometimes people get stuck with pigs and they might just let them go at cost price.

Space is always a problem, and if people don't have the time to repair, these cars can be ripe for the picking.

If you have heaps of cash, it's best to buy a collector car in good condition. But what if you don't?

My advice is to not go for the gems in peoples' collections, but go for their unloved pigs.

Ask them - what's in your pig pen today?

Ashley Day.

3 years in the future.

I've always tried to be at least 3 years ahead of everyone else. I've written about this before.

So what am I collecting at the moment to prepare myself for the future and stay ahead, you might ask?

Well believe it or not, in 3 years' time, I think the New Beetle will make a resurgence of sorts.

Although seen as unpopular at the moment and maybe just a car for your daughter, all this is maybe about to change.

What's going to change the way people think of these Volkswagens?

For several reasons, I reckon, the New Beetle will be a useable classic.

- 1.- They're well-built and reliable.
- 2.- They're easy enough to work on.
- 3.- They're fun and easy to drive.
- 4.- They're cheap to buy.
- 5.- They have a classic Volkswagen shape and they have



personality.

6.- Parts are easy to get.

7.- They are just old enough now to be kind of cool.

8.- You can drive it to a VW show and also just leave it parked at Coles.

Add on top of that, when they eventually bring out the new electric 'buzz' e-Beetle, some people will start looking for one of the older ones.

So what are you looking for?

First generation cars are easier to work on; they are based on a Golf 4.

Normally, I'd say not to get an automatic, but the old-school 4-speed auto does suit this car and it's more reliable than the later DSG system.

It's easy to think about a petrol or diesel turbo, but I don't think diesels suit the New Beetle.

I like the normally aspirated 2 litre petrol engine in this car, it's less complicated and you have plenty of space to work around under the bonnet. The 1.8 turbo has no spare space in the engine bay.

Remember, these cars are just cruisers not race cars.

Don't buy one of these cars for your daughter; trust me, they want something newer. The New Beetle was sold here from 2000 to 2012, so the most recent one you'll find is already 10 years old. Most of them are much older than that.

Buy one of these for yourself.

I reckon every Volkswagen collector should have at least one, it's just a natural progression from the old Beetle.

If you want to know a little more about the New Beetle, I recommend buying the New Beetle book by Ivan McCutcheon. It only costs \$14 on eBay. Or borrow it from the Club library.



I really like the New Beetle, it's just like a Golf, only it has way more character.

In some ways it does stay true to the original Beetle's shape, only with much more modern Golf-based mechanicals.

Ashley Day

Playing wheels of fortune.

There are a lot of people that play all sorts of games when buying and selling classic cars or parts.

It's actually very common.

How common? Maybe 80 per cent of the time.

The thing is, that when you start to play games it never works out well for anyone.

I'm not saying that I have never played games, and so this is how I know that if you play games, you will eventually get stung.

It's always important to be honest and upfront from the start of any deal.

I'll let you in on a secret, people like honesty in this crazy world.

People over the years have said to me, I only sold you the car because you were honest.

Also honest cars sell themselves and don't need any games.

Many times, I have also lost out on cars because I told the owner it was destined to be wrecked for parts or sold on for profit.

What I'm trying to say is, it's best not to play games or get involved in other people's games.

What are just some of the games that people play.

No. 1. Shill billing or fake bids on eBay.

No. 2. Wheel of fortune. People that want to sell something but as more people become interested, they start putting the price up and up. This is the game I particularly hate playing.

No. 3. Bragging rights. Some people will spend a lot of money just to impress everyone else or have something nobody else has got.

It's not worth playing that game either.

There are literally thousands of other scams, but I'll keep it simple for now.

That's why it's not that easy to find genuine bargains or genuine people.

I understand that nobody wants to sell their car or parts too cheap, but really?

If you find that someone is playing wheel of fortune with you, walk away, forget about it, keep your money and move on to the next bargain.

Honesty will always work out for you in the long run, trust me.

Ashley Day.



1997 AMP Bathurst 1000.

When the V8 'supercars' category was introduced in 1993, it worried more than a few people in Australian motor sport that it may be a fairly short-lived creation. Sure, there were good reasons in favour of the introduction and continuation of the category. But on the other hand, any dispassionate observer could see plenty of environmental, cost, marketing and competitive factors which could easily accumulate to bring the category down.

By repute, some members of the Mount Panorama Consortium fitted the latter category, and were uneasy about their exposure to the V8s. They were keen to get super tourers back into the same race as the V8s, although TOCA's Alan Gow openly rejected that idea.

And yet the alternative - to choose an exclusively super tourer Great Race - would have been an inconceivably brave move, given the public response to both categories in 1993-96.

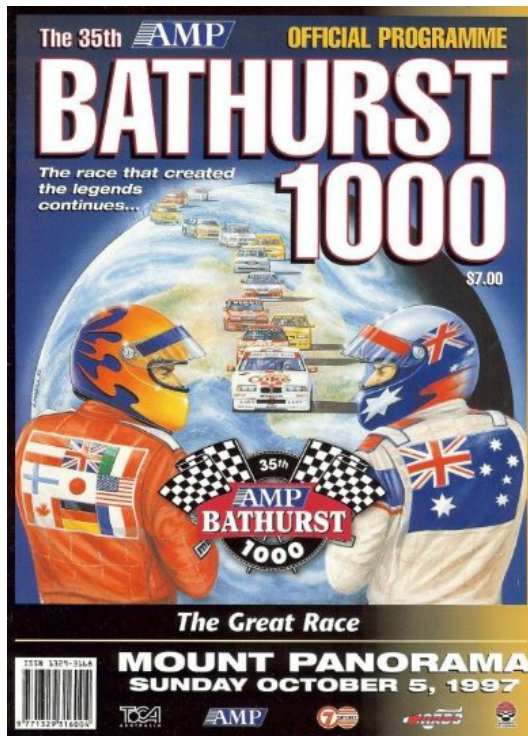
And then suddenly, the Consortium had no choice. If they wanted a race in 1997, super touring it had to be.

Events moved quickly in late 1996. By the time of the Sandown 500 and Bathurst 1000 that year, the whiff of revolution was unmistakably in the air. TEGA's new ally IMG had devised an overall marketing plan, central to which was being able to procure television coverage of the ATCC at a sane hour in the southern states, where the demand for Australian Rules hung heavily on the attentions of Channel 7. That network was effectively unable to respond, so a package was offered to Channel 10 whereby it would be able to televise, during the afternoon, all the V8 races during the year, apart from AGP support race which was tied to Channel 9.

But, of course, Channel 7 had the long-running contract to televise the Great Race. Barring a change of mind at Seven, the only thing for it was for Channel 10, if it wanted to televise Bathurst, to put on a separate event. With some conspiratorial support from Bathurst Council, it arranged to do just that - and then frantically tried to kidnap some heritage to show that this was still the 'same race' which had been run for so many years.

The main submission, predictably, was that the race had truly always been about Ford vs Holden. The supporters of this view casually brushed aside inconvenient aspects - the first eight Great Races in which there was little competitive Holden presence; the Cooper S, Jaguar and Nissan (twice) triumphs; and the fact that half the cars in the history of the race had been selfish enough not to be Fords or Holdens - as mere historical aberrations.

On the other hand, those who stuck doggedly to the date of the race - the October long weekend - as being crucial to its history were hardly playing a strong card either; did they really think, for instance, that the Automobile Club de L'Ouest was on shaky ground when it claimed that the 1968 24 Hours, which was held in September instead of the traditional June, was a true part of Le Mans history?



The better argument for Bathurst traditionalists was to assert that the ARDC - just like the ACO - had made the race into what it had become. Indeed, it was bizarre that the V8 brigade even attempted to claim that they "owned" the race: the whole point of the dispute was that they were setting up a new race, having failed to come to terms with the organisers of the existing one.

But back to the racing. The super tourers first had a separate Australian Championship in 1994, although it started on a most unfortunate and hesitant note when some of the early races seemed much more closely (but slowly) contested than the potential of the cars and drivers would otherwise have suggested. Tony Longhurst and BMW were the 1994 ASTC champions. The 2.0-litre Europeans did compete in the 1994 Great Race

against the V8s, but it would be the last time this happened.

In 1995 Audi joined the action, returning for the first time since Chris Heyer and his Audi 5+5 ten years before. Brad Jones had made an effective submission to Audi HQ in Ingolstadt to be able to run their cars out here, and he and Greg Murphy were on the pace from an early stage. Volvo also entered the category in 1995, running their unique station wagon - previously seen lurching around in the 1994 BTCC - for Tony Scott.

Paul Morris and his BMW 318i won the 1995 Championship fairly comfortably, while the second works BMW driver Geoff Brabham finished equal on points with Jones. The racing was distinctly more competitive than in 1994, never more so than at Lakeside when Morris, Jones and Murphy managed to negotiate the kink, three wide at full speed and live to tell the tale.

The 1996 season was better again, especially with the addition of the biggest name in Australian motor sport: Peter Brock. He had stipulated in his Holden contract that he should also be allowed to run a Volvo (an 850 sedan, not a wagon) in the ASTC.

As it turned out, the combination didn't live up to expectations, only claiming sixth in the title. The crown this time went to Jones and Audi. He and Murphy had upgraded from the B4 Audi 80 to the new A4 quattro model, and the team leader in particular managed to maintain a slight edge



over the BMWs during the season. At the 1996 Bathurst support race, Brad Jones' AWD Audi couldn't quite catch wet weather supremo Jim Richards' Volvo in pouring rain.

However, for 1997 the balance of power between the three - or at least the two German marques - had changed somewhat. Brad Jones Racing suffered a double disadvantage when Audi was hit with a 30 kg weight penalty, largely on the back of Frank Biela's dominant effort in the 1996 BTCC, while at the same time being left to run a car which was no longer being developed in Europe (the DTM Audis were now all S4 V8s). These two factors by themselves may have been enough to tip the scales back in BMWs favour, but a third factor - more works involvement from Munich in the Diet Coke team - only served to exacerbate the trend.

The Championship had not yet been completed by the time that Bathurst intervened, but Morris and Brabham were at that time running first and second in the points, notwithstanding also acquiring an extra 30 kg during the course of the season. Brad Jones' new team-mate Cameron McConville was lying third ahead of Jones. For its part, Volvo now had Jim Richards instead of Peter Brock, but with European development of the 850 stagnating just like the Audi A4, Richards was trailing in fifth.

As attention turned to Bathurst, with the super tourers promoted from the support act to the Main Event, there was considerable speculation about how many works BMWs would run. The race unfortunately clashed with the last round of the German series, but even so, it seemed for a long time that a European crew would find its way into a third car. Not so in the end. Craig Baird was chosen to partner Morris, while Geoff Brabham was given his brother David for Company.

Frank Biela, Audi's leading driver in Europe and a previous Great Race runner-up (in the Moffat ANZ Sierra with Klaus Niedzwiedz in 1989), was always going to be an obvious choice for Brad Jones Racing, and in fact would partner Jones himself. McConville would share with Jean-Francois Hemroulle, a successful Belgian driver.

Volvo expanded to two cars, but still run by the Australian operation under George Shephard. Their BTCC ace Rickard Rydell would team up with Richards in one of the last 850s to be built, while the team's regular car would house another Swede, Jan Nilsson, and Cameron McLean, who was doing an excellent job in the ASTC in his private Opel Vectra, but had decided against entering it for Bathurst.

So who would the Australian teams be facing? There were the usual smokescreens, half-truths and withdrawals, probably the most notable of which were the BTCC outfits of Ford and Honda, both of which had originally been mooted as starters. But funnily enough, one team always thought not to be coming ultimately did so, the top-notch Williams Renault team, which had swept all before it in Britain during the year. The deal was brokered by Graham Moore, who therefore took a seat in the second car next to Alan Jones, delighted to be renewing his association with the team with whom had won the World Championship 17 years before. BTCC dominators Alain Menu and Jason Plato were in the lead car.

Peugeot also fielded a two-car team, splitting its regular drivers Tim Harvey and Patrick Watts between the two cars, the former paired with Paul Radisich, and the latter with Neil Crompton, fresh from finishing third in the North American Touring Car Championship.

Another Australian to land a drive with the Euros,

although in more controversial circumstances, was Brock. Earlier in the year, he had announced his retirement, effective from the end of 1997. There were numerous factors in his decision, but the bold new V8 brigade cannot have drawn much comfort from the fact that the fight over the Bathurst race(s) was one of them.

When it appeared likely that Brock may get a drive with Vauxhall, all sorts of pressure was brought to bear on him to cease and desist. Typically and commendably, he ignored it, declared he was not going to be dictated to by anybody in his final year, and duly lined up alongside team owner Derek Warwick. John Cleland and James Kaye were in the other Vectra.



Significantly, the three BTCC works teams had made little or no modifications to their cars, calculating that what was good enough for the rough and tumble of a British sprint would also suffice for 1000 km around the Mountain.

Amongst the privateers, the best bet clearly was the Nissan Primera of Steven Richards/Matt Neal. Another European driver of note was former F1 pilot Julian Bailey, sharing a Honda Accord with Warren Luff. The quality of the 27-car field fell away after that, but there was certainly much of interest, with six works teams, 12 different marques, two Le Mans winners and a cosmopolitan collection of touring car Champions.

Proceedings started with a bang on Wednesday. Alain Menu quickly despatched all those old clichés about the Mountain being too intimidating for foreigners, by whipping around under the lap record in his first few laps. Most of the other Euros, who were most enthusiastic about the challenge provided by the great old circuit, also came to grips with it very quickly.

By way of stark contrast, the vastly experienced mountain man Peter Brock made an error that afternoon, rolling the Vauxhall into the Chase sand trap. Even the venerable Bob Holden came unstuck, sticking the Faber-Castell BMW into the wall at The Cutting. So two Bathurst legends, both of whom had triumphed in the face of the great European invasion ten years earlier, were off to a rather less than promising start this time. Perhaps it was an omen. But just as in 1987, when Rouse and the Eggenberger Sierras had been so devastating early in the week, nobody could have foreseen that this would be about as good as it got for the visitors.

The imports did not even claim fastest time in qualifying or the Top Ten. By Friday afternoon, top of the list was a slightly surprising but most impressive, Geoff Brabham on 2:17.42. He was not much quicker than Menu, who

assumed the air of a true Bathurst veteran by making all the traditional noises about Saturday, not Friday, being the day which counts for the grid. That may be true, but the fact that the fastest ten cars from qualifying were covered by just 1.42 secs - the closest spread in the history of the race - was a great advertisement for the category, especially with all six works teams being represented in the ten.

The Channel 7 telecast again had Gary Wilkinson as the host, with Allan Moffat providing expert commentary and legendary British F1 commentator Murray Walker as guest. Brad Jones took Murray for a fast lap of the circuit.



Menu was still hot favourite for pole, but was to be again denied by a BMW, Paul Morris producing a wild old lap to just edge out the Renault. Harvey and Warwick were third and fourth, so for the first time in the history of the race, there were four marques in the first four grid positions. With the frontrunners being so mechanically diverse, yet close in performance, the race looked like being a ripper.

As it turned out, it was - but it hardly started out like that. Jason Plato, who was sent out to open the batting for Renault, showed complete disregard for the opposition attack, scoring the automotive equivalent of a century before lunch on the first day of a Test match. Admittedly, he took a little time - say, about 40 seconds - to get his eye in, during which time Paul Morris led the field through Hell Corner. But Plato then sat it out with the BMW around Griffin's, took the lead on the run up to The Cutting, and was Gone.

He dropped straight onto a pace of 2:17 - 2:18, with a couple of rather daunting sixteens thrown in for good



measure. Morris held second place until lap 3, when Radisich bolted past in the Peugeot. The Kiwi's speed was partially buoyed by the unusual plan of starting on half-full tanks, in an effort to keep the Renault vaguely in sight in the opening stages. The plan was not a success, because Plato continued to build his lead at about a second a lap, such that when Radisich made his scheduled stop on lap 15, he was already about 11 seconds behind. A very slow stop saw Harvey hit the track in 14th.

Fourth in the early laps was Brock, not far ahead of Geoff Brabham and Patrick Watts in the second BMW and Peugeot respectively. Watts, who had provided no ammunition all week to those who sought to describe him as erratic, was maintaining a smooth and fast pace; it was good enough to carry him past Brabham as they climbed out of The Cutting on lap 7.

Steven Richards settled into seventh, ahead of Brad Jones, John Cleland, Cameron McConville, Jim Richards, and Graham Moore (who had taken the start instead of an unwell Alan Jones). Cameron McLean in the second Volvo was well back, thoroughly embarrassed to have stalled at the start.

The tactical possibilities were fascinating, certainly more so than in any Great Race since 1990. Would the European team managers be vindicated in their decision not to beef up their cars? If so, what was a safe race pace for a front-wheel drive car? Could the all-wheel drive Audis make up by fewer pit stops the time they would lose on the track? Would rear-wheel drive be an advantage for the BMWs?

The first stint left no doubt in anyone's mind as to how Williams Renault believed they could answer the first two questions: "yes" and "very fast." After Radisich's pit stop on lap 15, Morris resumed second spot, but his deficit to Plato continued to widen even though the Englishman had backed



off slightly to be running mostly in the 2:19 area. At 20 laps, the Renault was 18.8 sec ahead of the BMW; at 25 laps, it was 22.5 secs; at 30 laps, it was 27.1 secs.

Brock, Brabham and Watts continued to hold third, fourth and fifth for the balance of the first stints. They were all running fairly close to each other at around the 2:20 mark, which was enough to drop Brock nearly 19 secs behind Morris by lap 30.

By that time, Steven Richards in sixth was 24 sec behind Watts, but nine sec ahead of Brad Jones, who had McConville right behind him. In other words, the two Audis had dropped eighty seconds behind the leader in the first 30 laps, or 2.6 seconds per lap. The savings in pit stop time would have to be absolutely prodigious to overcome that sort of disadvantage.

Some more clues were about to be provided in that respect, as the routine stops commenced with Plato and Brock coming in on lap 31. Menu was away in reasonably quick time, which was a lot more than could be said for Warwick. The team's other Vectra had been sitting there since lap 12, its crew working on replacing a power steering pump. This factor, combined with the presence of the Renault in the next pit, the limited steering lock of super tourers, an unwanted scrum of cameramen and a sticking air gun rendered the crew quite incapable of performing a speedy pit stop. Warwick had dropped a lap by the time he finally stormed up pit lane. His day was not to get any better from there.

On the next lap, 32, Morris come into the pits - but it was not a scheduled visit. A flat tyre brought him in when Baird was not ready, so Morris was sent back into the fray after the stop. That lap also saw Watts hand over to Crompton, and Moore pass the tenth-placed Renault to Alan Jones.



At this rate, the Renaults, Peugeots and Vauxhalls would be able to just get through on four stops. On the other hand, the Audis (while wistfully dreaming of three stops) would do it comfortably on four, not pitting until laps 36 (McConville) and 38 (Jones). But the problem facing the team was clearly shown when Brabham stayed out until lap 37 in the BMW; the fastest laps of both A4s in the opening stint had only been 2:20.5, whereas Morris and Brabham could both run easily in the 2:19 area or faster. The equation hardly looked favourable for Audi if the BMWs had the same longevity, but more speed.

To be different again, the other local team, Volvo, had more of the former and less of the latter than the two German

marques. McLean had pitted on lap 16 with suspected suspension problems, then ran 38 laps before his next stop, while Richards eked out 40 laps before handing to Rydell. Richards' fastest lap had been 2:20.04, but he had mostly been running at 2:21-2:22, with McLean another second or two slower, so reliability looked like being the only salvation for the Swedish cars.



Richards' stop had been made under the safety car, after the race's first significant retirement on lap 39. Alan Jones understeered on some oil into the wall at The Cutting, McLean neatly spinning the Volvo in avoidance. The intrusion of the safety car caused Jones to lament that "I've not only shunted the car, but I've lost a 40 second lead for the team." Menu had taken up where Plato had left off, continually slamming the little yellow car around in the 2:18 bracket, easily moving away from the BMWs.

Jones should not have concerned himself about his Swiss colleague's ability to re-establish his lead. Menu had no trouble homing straight in on those 2:18 laps when racing resumed on lap 44, which was more than enough to pull him away from Morris at a startling rate. The lead was out to 31 seconds by the time Menu finished his stint on lap 64.

David Brabham was running third throughout this period, while brother Geoff commented, perhaps with a touch of irony, that "I'm sure they [Renault] know what they're doing so far as their car capability is concerned." Crompton was fourth initially ahead of Biela, although Radisich passed the German for fifth on lap 51. Hemroulle was seventh, but Rydell dropped from eighth to tenth when he pitted with a sticking throttle on lap 53. Volvo had effectively joined Vauxhall in no longer being able to win the race.

So that left four teams - two Europeans, two Australians - to contest the last two-thirds of the race. And not only did they have varying strengths and weaknesses according to the mechanical specifications (especially the drivetrain) of their cars, but there were also points of difference in other areas.

For instance, the Euros were tending to make fairly heavy weather of their pit stops, a fact confirmed when Renault took 52 sec to service the Laguna on lap 64. BMW, on the other hand, took just 24 sec to turn Brabham around on the same lap. However, keen observers were wondering why Brabham was there at all, having only run 27 laps since his last stop; was the car, which took on oil, in trouble, or was it a demon tactical move to run a short shift in the middle of the race? If the latter, why not wait a bit longer to see if a safety car eventuated?

It would have been opportune if they had, because on



lap 67, the safety car came out to fetch a stranded Mondeo near The Cutting - which promptly de-stranded itself by the novel method of rolling backwards down Mountain Straight to the pits. As you would.

Before that happened, Morris and Crompton had made pit stops under racing conditions, but the advent of the safety car also brought both Audis and the other Peugeot into the pits. The four wheel drivers thereby firmly deprived themselves of the chance of getting through on three stops, but the Pug faced terminal rather than tactical problems; it was back a lap later with broken suspension, and was out.

Another notable casualty at this time was Steven Richards, who had run very well in the Primera. He had a brake disc rotor explode at high speed, wreaking havoc with the suspension and necessitating a lengthy stop. He returned to the track much later, but finally called it a day after 84 laps.

The field only raced for a few laps before the safety car was again despatched - because the same Mondeo was again rolling backwards down Mountain Straight! The Audis and Baird pitted for more fuel.

When the safety car pulled off at the start of lap 82, Plato led from Brabham, Watts, Baird, Jones and McConville. Plato followed the now-familiar pattern of setting down a string of laps in the 2:18s to reassert his authority. Brabham was in the 2:19s, with Watts and Baird running about two sec slower.

That was soon the least of the worries for Watts, who came in on lap 88 for a long stop with rear hub problems. He dropped to seventh, behind Richards. Peugeot's challenge was over. Of the original six makes, three could now still win - a front wheel drive, a rear wheel drive, and an all wheel drive.

David Brabham pitted out of second place on lap 94, both the BMWs now drinking rather too much Castrol for comfort at every stop. This time, the brothers' car had gone



just 30 laps in a stint. They plainly now did not have the range of the Audis and would almost certainly need two more stops, whereas if Jones could run 82 laps on two tanks, he'd be home on one. The advantage between the two Australian teams was starting to shift - but it was all irrelevant if the lead Renault kept running.

On lap 99, it became decidedly more relevant. A recalcitrant brake caliper piston delayed the leader's pad change, such that when Menu resumed, he was just under three mins behind Baird, who would need two more stops to the Laguna's one.

A sprint seemed to be the likely tactical response by Renault to this setback, so there was keen anticipation to see how fast the little French car really could go. But the result was 'only' a further string of 2:17s, not much faster than it had gone all day. The realisation began to dawn that Williams had chosen a race pace which was only about a second a lap slower than flat out. Notwithstanding all the brave (and not entirely accurate) comments which had been made for years that the race these days was an all-day sprint, this approach from Renault was radical in the extreme, especially for Mountain first-timers.



And ultimately, it failed. On lap 113, when he was just 1m 51s behind new leader McConville, Menu bounced heavily over the kerbs at McPhillamy, headed for the pits, did one more solitary lap, and then packed the yellow rocket away with differential trouble. From the first laps on Wednesday right through to lap 113 on Sunday, Williams Renault had waged a breathtakingly aggressive and confident attack on the race. Sadly, on this occasion, fortune did not favour the brave.

So the Euros were all out of the running. Two marques - BMW and Audi - and two Australian teams - were left gunning for the win, each still with two good cars.

McConville vacated the lead on lap 117, handing back to Hemroulle with one more stop still needed. Three crucial laps later, Jones made it to exactly half way of those 82 laps he needed from his last two Stints; Biela set off in third place on his 41-lap journey to the flag. When Geoff handed to David Brabham on lap 123, Biela moved to second, 32 sec behind Baird.

Biela was relentlessly producing the 2:21s the car had run all day, but up front Baird could still do the occasional 2:19. By lap 140, the lead had stretched to 48 sec, almost enough to allow the BMW time for its imminent last stop. Hemroulle was only a second behind Biela, with Brabham about 10 secs behind the Audis, and closing. It was a gripping

equation, a time for a steady nerve and clear thought.

Disastrously, these qualities were utterly lacking in the BMW pit. When Baird came in on lap 142, it was decided to leave him in the car to save the precious seconds entailed in a driver change. In the heat of the moment, it was completely overlooked that this would doom him to driving for more than three and a half hours without relief, a practice clearly forbidden by the regulations.

There had been some curious tactical decisions during the day - Peugeot's half-tank start, Renault's whole approach to the race - although each at least had some grounds for justification. But the failure to get Craig Baird out of the leading BMW on lap 142 of the 1997 Bathurst 1000 was inexcusable, the worst management blunder in the history of the race.

Of course, on appearances, Baird now had the race won. He emerged from the pits just ahead of Biela, and it had been apparent all day that the BMW was faster than the Audi. Hemroulle definitely had one more stop to come, while Brabham would have to run 38 laps - further than either BMW had run in one hit all day - to avoid doing likewise.

But that didn't mean the third and fourth runners would stop fighting; just to the contrary, in fact. Brabham clawed his way up to the Belgian, outdragging him out of Griffin's on lap 145. But Hemroulle struck back a few metres later, launching a somewhat unscientific attack on the BMW as they entered The Cutting. Both cars spun to a halt, sprawled for agonising seconds across the road. Out went the safety car - but to no purpose, as they had both staggered off, Hemroulle into the pits, and Brabham to an appointment with the black flag to remove his trailing rear bumper.

As it turned out, Hemroulle's ill-considered charge probably cost his team-mate Biela the race. On lap 144, before the clash, the German was 7 sec ahead of Brabham. On lap 148, as racing resumed, the gap was still seven sec - but Brabham had run three crucial laps at reduced speed behind the safety car. In a car whose range was already suspect, it was the critical break which he needed. Now all he had to do was gain seven seconds on Biela in the remaining 13 laps, which was hardly going to be an insuperable task. So it proved, Brabham taking Audi's main man at Griffin's on lap 155.

So Baird crossed the line just four secs ahead of the **Brabham BMW**, but with disqualification awaiting the Kiwi only a few hours after the flag fell. Frank Biela was another 12 secs behind the Brabham bros, after a brilliantly planned and driven race that had so nearly landed Audi the big prize. Hemroulle scored a puncture on the last lap, limping home a minute behind his team leader, so **Audi finished 2nd and 3rd** officially. The Volvos were fifth and sixth on the road, two and three laps down - a run and result which was about as good as they could have expected.

Warwick and Brock drove hard to seventh, delayed 13 laps by an accumulation of that chaotic pit stop, exhaust



problems and a broken driveshaft. Like Brock, Bob Holden also finished off the week much better than he started it, contributing one stint to the successful efforts of Justin Matthews and Paul Nelson to be first privateer home, eighth outright. Ten years on from the last great European invasion, Holden had again come up with an excellent result.

In a year when the fight over the race's heritage had been more bitter than ever before, it was somehow satisfying that Bob Holden, whose roots go way back into Great Race history in many different marques - including Fords, but never Holdens - was again part of a crushing Australian victory in the face of top-level competition from foreign crews competing with their own equipment, on their own terms.

The super tourers had produced a sensational race, every bit as good as promised, in which the diversity of the cars - the very essence of the category - played a prominent part in the tactics to be adopted, and in how the race unfolded. It was an absolute triumph for the class.

Predictably, those with closed minds and interests elsewhere were quick to deny the fact. It remained hard to characterise the race as anything other than a tentative step down the long, troubled road to greater manufacturer and public acceptance.

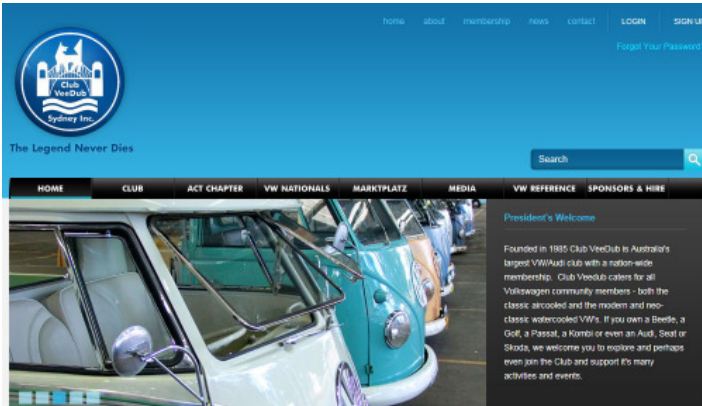


From our website 29.

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

Anyone can post messages on our website, at our Contact Us page: www.clubvw.org.au/club/contact-us/

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



22/5/18 Hi I am converting 181 to LHD for a US film ! Would any members have any LHD parts for Steering and pedals. Etc Geoff

23/5/18 Hi I am just trying to find some info on prices to enter the nationals this Sunday I am trying to sell my '01 beetle and would like to park it in the front section where the sale cars are usually put. Just wondering how much it costs to enter my car there and what is the latest time I can get through the gate Thanks, Zac

25/5/18 We have a T3 1989 Transporter camper van that needs some TLC. I have just joined your club and hoping you can provide a list of reputable mechanics for our Van. We live in St Ives NSW, Sydney 2075, thanks Jo

29/5/18 I went to the VW Show and Shine last Sunday and didn't get the magazine Zeitschrift at the gate. Will it come online or do you have any spare copies I can pickup? Great show again. I go every year of course! Thanks David

29/5/18 Hi Club Vee Dub. I entered my car at the VW Nationals last Sunday (blue Manx buggy) but had to leave at 1:30pm before the winners were announced. Is there a listing of the winners? If so where can I find it? Kind Regards, Colin.

31/5/18 Hi, I have a 67 beetle that I am looking at moving to Classic Registration (Classic rather than Historical as it has the 60 day per year you can drive it without it being to a club event etc). Do you have any information you can send me on this type of registration - ie how long would I need to be a member before I could apply for it etc? Thanks, Kerry

31/5/18 Hello, I was fortunate to win 2nd in the 68> Beetle modified at the nationals on Sunday, I was unable to attend to pick it up on Thursday, would it be possible to have it posted at my expense. Thank you, Darryl

12/6/18 Hi Guys I'm just enquiring about what you think market value is for a 1990 t3 transporter with 2.1 auto that is a full panel van ? I've been unable to find another panel van to compare to. Hopefully you can help me out :) Brent

13/6/18 I have a Volkswagen and the title says it's a 1967 beetle the engine does not match the numbers are 126-027524 and can't find any information ..If you can help me it would be greatly appreciated.thank u. Jeremy

13/6/18 hi, I called a few weeks back about joining with my and my wife's 1956 Oval Beetle. I spoke with a fellow at the time regarding historic rego, and I have taken the steps to organise the paperwork that needed to be obtained. I understand that I need to join and be a contributing member, but there was a mention of scanning and emailing through photos pink slips and historic declarations etc. So anyway now I have finally got around to emailing you I'd just like top touch base to get the ball rolling with regard to these matters. Yours sincerely Duncan

18/6/18 Could you please give me any hints on how to find some information on a barn door I have retrieved 20-084512 Kind Regards, Peter

18/6/18 Hi I've just found your Website & hopefully you can help me. I have a 63 Kombi Ute which I would like to get going again! It's been parked in the 'Barn' for about 28 years!! It has hardly any rust but needs a new fuel pump, accelerator cable, brake cable etc! I am on the Central Coast and am unable to find a Mechanic that has any knowledge. I did find one, but he wanted to Buy the Ute & then he said it's not worth his while fixing it as parts are hard to come by & any parts these days are rubbish! Hope you can help or give me some direction. Appreciate your time. Best Wishes Heide

20/6/18 I have an old single cab pickup with engine no. 8513993.can anyone tell me the year model? Rose Marie

25/6/18 Hello there, I am wanting to know if a starter motor from a 1998 T4 Caravelle 2.5 Auto Petrol will be compatible with 1995 T4 Caravelle Auto Petrol? Any info would be greatly appreciated. cheers, Andrew

25/6/18 Mechanic to service my 64 beetle Harry

3/7/18 Hi, I'm in the UK, I'm just about to buy a 1965 Australian bug, that was imported to the UK in 2006, it all seems good, except the VIN plate is missing from the spare wheel well, the vendor has told me it's normal for the VIN plate to be missing on Australian bugs, also the way the VIN is stamped on the chassis looks different to European bugs, is that normal? The Australian reg nr was DXT 865, and it was from New South Wales, It has the original bill of sale, and seems to be a very original car, but the VIN plate missing worries me. Luke

4/7/18 Hello, My wife has an old Karmann Ghia that was left to her from her grandfather. It is in a bad condition and needs complete restoration. We're currently looking for a place to store the car, but a man has come by and offered us \$5000 for the car body. I was wondering if I could maybe get an e-mail address so that I might be able to send you some photos to see if you might consider the car restorable, or if it has deteriorated too much to be restored. Also someone might be able to say if \$5000 is a fair price? I understand it would be difficult to tell by simply looking at photos, however that is all I can offer. My wife and I are unsure who else to really ask. If you could give us some advice or point us in the right direction it would really help. Thank you. Neil

5/7/18 I have a 1955(according to the plate)split type 2 for sale, any interest from your members? I would like to sell it Stephen

8/7/18 Hi. I am hoping you might be able to help. I have a VW scat motor with soles twin carbs and am trying to find a mechanic in sydney who can tune them properly. Is there anyone northside of the harbour? The motor is in a trike, so its related if by engine only. Appreciate any help you can give. Cheers Darryl

26/7/18 hi,would you be able to assist with identifying a type 1 gear box code: 7921246.N.B there is no letter prefix with this code Kristien

27/7/18 Is it still possible to buy a 1960s or 70s VW Beetle in drivable condition? Kim Lam

30/7/18 Hi.I just bought another 1987 Mk2 GTI 3dr after a long break. I use to be with Club VW in the 90s with MK1s and 2s and still have my pin and I took out 2nd place national in 1997 standard Golf upto 84 with my 84 GTI. I wanted to join again but how much is it and do I have to wait 12 months to register car with the club. Best Regards Warren

7/8/18 I have a intereurope manual for vw 1200 to 1600us good condition any one interested James

8/8/18 Hi, I have a 1961 VW Kombi 23 window bus and it has the prefix DMB. I would love to know more about the Australian codes used such as DMB and if you know roughly how many Australian DMB buses were made or are still getting around? Thanks heaps! Graeme

9/8/18 Hi I've purchase a 63 restored Kombi from Qld to replace a 57 corvette I've had historically registered for 7 years. Are you able to verify the 12 mths membership requirement in some circumstances Regards Mervyn

14/8/18 Hi there, I have recently purchased my dream car! A 1977 Vw mk1. Being brought up with only volkswagens as family cars I have a real passion for these german masterpieces. I would love to have this vehicle club registered not for its benifits but to be a loyal member of Club Vee Dub. This car is not my every day car as I drive a 2015 vw daily, this would only be driven on weekends and to shows I am definitely interested in attending with many family members apart of Club Vee Dub. I am aware that to register my car with

your club I have to be a member for a minimum of 12 months however am wondering is there any exceptions or any advice you could give me. I am not a current member of your club and understand if there is nothing you could do for me. Thank you very much for your time, Thanks Monika

16/8/18 Hello, I was hoping you might be able to help me find a kombi to hire near Young NSW? I'm looking for one for the weekend of 19 January 2019. I'm getting married then and I'd love to surprise my partner with a kombi for the day (he's currently doing up his VW beetle for the big day). Any help or ideas on who to contact would be great! Thank you. Rebecca

26/8/18 Was the face-lifted T3 Volkswagen Caravelle van with the rectangular headlights was released on 1987 or 1988? James

31/8/18 Hello, My copy of Bug Me Video Vol. 3 Engine Rebuild DVD is wearing out in places (freezing, glitching) Is there a retailer in Aus. with this product for sale. With Thanks. Peter

31/8/18 Hi there, I'm looking for a VW beach Buggy. I'm going to see one in Port Macquarie tomorrow 1st sept to look at one and wonder if anyone knows anyone that could do a mechanical examination of a buggy engine for me. It is a 1964 buggy with a Stan pobjoy motor that was set up in 1995. Any people that can help or advice would be appreciated. Peter

5/9/18 Searching for a Golf Mark 1 convertible left roof latch...any ideas how I go about it with your members? Cheers Kel

12/9/18 Hi where would i find the paint code on my 89 T3 transporter Richard

14/9/18 Hi There, I'm hoping that you may be able to assist me in finding a wedding anniversary gift for my husband. He has been restoring a type 3 1970 Notchback, I wanted to give him a blueprint of his vehicle. I've been able to find a blueprint but it's a 1966 model and I'm after a 1970. Any assistance would greatly be appreciated. Regards Mary

18/9/18 I have a 1969 VW Beetle 1500 which I have not used for a few years as it is not in top condition but I have kept it for sentimental reasons. However although I have had several offers to buy it I would prefer someone who might like to restore instead of breaking it up for spare parts, so wondered if anyone in your club might be interested? I am currently away on holiday but will return on 9th October. Pearl

20/9/18 Hi, I have a 1964 beetle that I need to sell if you guys know of anyone that might be interested. It's all original and in great condition. I'm only selling it as a result from a divorce otherwise I would of kept it for a weekend driver. Thank you Mardi

19/10/18 Hi I have a 1976 Kombi Micro bus and would like to join the club. Dennis

Jeff's Facebook finds.



Remember all those times when you wished the weekend would last forever. Well, Wish Granted. Happy Now?



The Custom, now cheapest selling Volkswagen.

1967 New VWs boost sales

VOLKSWAGEN sales in the Sydney area were trebled last weekend compared with the previous one.

This is due to revived enthusiasm by dealers and renewed public interest following the release of the new models (and prices) the previous Monday.

Biggest seller is the 1300 c.c. Custom model, which sells for \$1698.

The Custom replaces the 1200 standard model and is \$60 dearer, but includes the bigger engine and seat belts.

Other items in the Custom include a glove box lid, an interior light and non-rusting stainless steel bumper bars.

VW stocks were so depleted this week I found it hard to obtain a car for a short test run.

However, Mosman Service Centre partners Messrs Geoff and Nev Perks registered a demonstrator especially for me and I drove it out of their premises with a mere eight miles on the clock.

The 20 per cent more power was immediately evident, with horsepower increased from 41.5 to 50, and top speed up from 72 to 75 miles per hour.

This gives greater torque, with subsequent improved low gear performance and an extension of engine life.

Chrome is used for hub caps and running board

strips, while screen washers are of the plunger type.

As on the standard model, the Custom lacks a fuel gauge, but has the reserve tank switch under the dashboard.

• Test car from Mosman Service Centre.

Woman at the Wheel

BY GENEVIEVE

ISN'T it amazing how everybody takes advantage of a woman driver? The pedestrian seems quite certain the woman will slow down or stop for him (or her); the other driver (usually a man) nearly always tries to get past or push through.

But who cares? I enjoy giving most pedestrians "a go." If other drivers want to rush rudely, let them — it's their lookout.

And being a woman driver is often fun — for every bit of road nastiness, I encounter two acts of courtesy (which I always acknowledge).

Volkswagen Clearance

Yes; stocks must be cleared this weekend. New car sales force us to make this clearance. Never have we had such a large range of TOP VALUE USED VWs. Prices are lower than ever. Models available from \$250. You can't beat HAACKS FOR VW DEALS.

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Aerial view of the Volkswagen plant at Clayton shows areas of proposed expansion. The marked areas show proposed sites of: 1. Phase 1; 2. New vehicles compound; 3. Non ferrous foundry; 4. Phase 2.

VW Australian Expansion

Volkswagen Australasia plan to carry out an expansion programme costing over £20 million at its Clayton, Melbourne, plant over the next five years. Within three years of the start of the programme in January 1965, the Australian content of the VW 1200 would be raised from the present level of 72 per cent to over 90 per cent. The Australian content of the VW 1500 will be similarly increased. The 200,000th Australian-made Volkswagen is due off the production line at Clayton shortly.

Australian Motor Manual—January, 1965—5

8:06 VoIP LTE



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PLUS—Model Rod Display Featuring Miniature Drag Racing with Electric Models. Also Grand Prix racing with scale model Ferraris, Coopers, Vanwalls, etc.

WET OR FINE! ALL UNDER COVER



The late news.

Well that's all for this month. But before we go, here is the late news.

This year's round of school class photographs have caused controversy, with the inclusion of headmasters in the photos. Teachers are asking - should they stand by their principals?

The 'blindfold bandit' struck again today, blind-folding three policemen and stealing their spectacles. Police are groping for a tall man in a grey overcoat.

There was concern at Westmead Hospital today when a woman phoned in hysterics, crying that her three-year old had accidentally swallowed a condom. Just before the ambulance departed for her address, however, she phoned back to say it was ok - she had found another one.

Former US President Bill Clinton has spent the last week in hospital for a minor complaint, cared for by a nurse in a blue dress. Doctors say he is now ready for a discharge.

Busty lingerie model Simone Holtznagel was rushed to hospital today with a temperature of 41 degrees. The doctor who examined her was rushed out of the hospital with a temperature of 42 degrees.

An Irish tourist was badly injured today after he leapt off the cliff at The Gap, with just a small parakeet tied to each arm. He plunged straight down to the rocks below. He told the paramedics that it was definitely the last time he would try budgie jumping.

The new bridge across Bass Strait, from Melbourne to Launceston, had to be demolished today. Too many people were fishing from it.

At a United Nations function this week, the drunken host stole a pen from a man from Pennsylvania, a wig from a lady from Wigan, and a tie from a man from Thailand. Ladies from Brazil and Nicaragua left in a hurry.

Former prime minister Kevin Rudd told reporters last night he was taking six months off politics to tour Australia in a 4WD and a caravan. When asked what route he was taking, he replied "Oh I think I'll take the wife. She stuck by me through the last campaign."

A man appeared before Taree District Court today charged with dangerous driving. His car got out of control on a winding country lane and narrowly missed a very thin pig. He told the court it was a narrow squeak.

A strange thing happened during an orchestral performance at the concert hall in Bermuda tonight. The man playing the triangle disappeared.

This is a message for the seven honeymoon couples locked down in a hotel in Tweed Heads: Breakfast was served three days ago.

Wine growers in the Yarra Valley fear that this year's vintage may be entirely spoiled due to the workforce of grape treaders being sacked. They had been sitting down on the job.

And now for today's weather. Sydney 28, Parramatta 32; Penrith 30, Newcastle 34. Parramatta now go on to meet Newcastle in the final.

Chinese president Xi Jinping was recently quizzed by western reporters, concerned about the lack of democracy in China. When asked when he had his most recent election, he replied 'Just before breakfast this morning.'

A strike on Sydney's container wharves was threatened today when workers were demanding shorter hours. Management quickly agreed - and cut their lunch hour to thirty minutes.

A couple were rescued from a sinking cruise ship today. They had been in the middle of playing deck games when they were called to abandon ship. They told reporters it was quite an interruptus.

And now for sport. At the NSW State Rail tennis championships this week, a Junee-based engine driver was forced to retire from the mixed doubles after a low ball in the groin region left his services severely disrupted.

While at the recent Rose Hill Show-Jumping championships, jockey David Potter and his horse Royston were both stung numerous times by a swarm of wasps at the fourth fence. The horse went on to win the 2:45 at Canterbury and the 3:00pm at Randwick. David Potter broke the three-minute mile on his way to winning the long-jump competition at Liverpool.

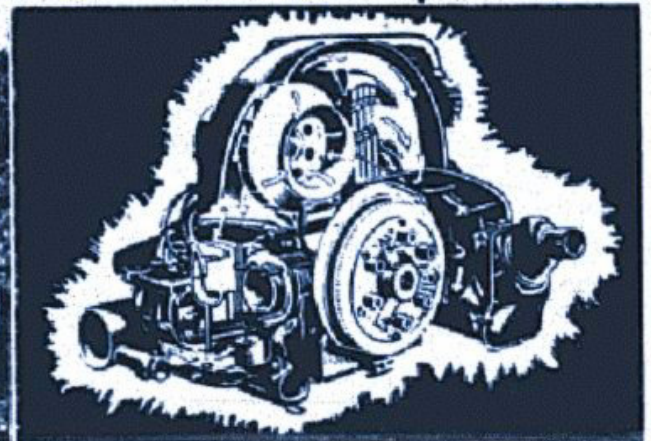
And so it's goodnight from me, and it's goodnight from him.

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