

# Zeitschrift



Brad Robinson's Type 34 Karmann Ghia.

**April 2009**

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**Mk 4 Golf gearbox woes**

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**Plus lots more...**



**Club Veedub Sydney.**

**[www.clubvw.org.au](http://www.clubvw.org.au)**

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



# Club Veedub Sydney Committee 2008-09.

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<b>VW Motorsport Committee:</b>	Herb Gutmann Cameron Hart Rudy Frank	(02) 9428 4099 0407 003359 (02) 9639 1002
<b>General Committee:</b>	Zoran Milvica Ken Davis Heather Pascoe Ray Pleydon Mike Said Frank Watkins	Ron Kirby Grace Rosch Shirley Pleydon Brian Vanderkly Danny McFadden Laurie & Wayne Murray

## Canberra Committee.

<b>Chairman:</b>	Mark Palmer	0416 033 581
<b>Vice Chair:</b>	Bruce Walker	0400 119 220
<b>Secretary:</b>	Megan Wadey	0415 567 541
<b>Registrar:</b>	Ian Schafferius	0434 717 093

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

## Club Veedub membership.

Membership of Club Veedub Sydney is open to all Volkswagen owners. The cost is \$40 for 12 months.

## Monthly meetings.

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

## Correspondence.

Club Veedub Sydney  
PO Box 1135  
Parramatta NSW 2124  
[info@clubvw.org.au](mailto:info@clubvw.org.au)

## Our magazine.

**Zeitschrift** 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.

Views 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 information printed in the magazine. Back issues are available from the Secretary, or in PDF format from the Editor at the monthly meeting - please bring your own USB stick.

Articles may be reproduced with a suitable acknowledgment to *Zeitschrift, Club Veedub Sydney*.

Please note that all events listed in the Zeitschrift Club Calendar, and on the Club Veedub web page, are sanctioned by the Club and its Committee.

## We thank our VW Nationals sponsors:

### 21 years.

Volkswagen Group Australia  
Andrew Dodd Automotive  
Blacktown Mechanical Repairs  
C & S Automotive  
H&M Ferman  
Klaack Motors  
Stan Pobjoy's Racing Engineering  
Vintage VeeDub Supplies  
Volksbahn Autos Pty Ltd

### 15 years and over.

Aust VW Performance Ctre	North Rocky & Import Parts
Dr Mosha the VW King	Shannons Car Insurance
Korsche VW Performance	SKH Motors
Mick Motors	Wolfsburg Motors

### 10 years and over.

Indian Automotive	Karmann Promotions
Harding Performance	Reliable Automotive Services

### 5 years and over.

All Metal Bumpers	NRMA Insurance
BWA Auto	Stokers Siding Garage
Canberra VW Centre	TCCA Motorsport
Classic Vee Dub	Unicap Pty Ltd
Cupid Wedding Cars	Vollkomen Art
Defender Safety	Volkshaven
Mobile Model Cars	

## **VEE DUB PIT STOP CRUISE TO MORPETH SUNDAY 3rd MAY 2009**

Cruising up to the Historical town of Morpeth and on the way there stopping at my husbands (Ian) Mechanical workshop at Caltex East Maitland, with the workshop open so that any VW enthusiast can have a look over their car on the hoist and even give their VW a grease.

*Free sausage sizzle & soft drinks.*

Then cruise over to Morpeth for a coffee.

Meeting about 9.30am and heading off for the workshop around 10.00am

Newcastle VW folks to meet at the park near twin Shells at Wallsend, heading towards the freeway.

Then picking up any others at end of HWY at Beresfield, having BBQ around 11.30—12.30 then heading over to Morpeth about 1.00pm or 2.00pm for coffee or what ever browse shops at your own leisure.

Then you can head home when they please. Please note that times may vary depending on number of cars that show up.



Contact for more info: ROSE

Mobile: 0427 55 02 03

Email: [avwnut@bigpond.com](mailto:avwnut@bigpond.com)



**Sh  alhaven**  
**V  lkswagen**



**PRESENTS**

**Club Inc**

# **BLAST FROM THE PAST**

A display of classic VWs to be held at:

- **The Berry Showground  
On the 3<sup>rd</sup> of May 2009**
- **Gates open at 9.00am**
- **If you have a VW bring it along**
- **15 for car admittance and receive a Blast from the Past Event plaque**
- **Gold coin donation for a look around**



**Enjoy the display of Volkswagens**

- **Funds raised will be donated to the Shoalhaven Cancer Council**
- **People's choice award for the best VW**
- **Giant raffle and prizes to be won**
- **Wander to your heart's content in the Berry Township and markets**



# Blue Mountains Escapade

*AT ABOUT AN HOUR AND FORTY MINUTES FROM SYDNEY, THE BLUE MOUNTAINS IS A GREAT DRIVE.*

*AS USUAL WE WILL MEET AT LIVERPOOL KRISPY KREME AT 9:00AM*

*AT 9:30AM WE WILL HEAD OFF, ARRIVING AT ECHO POINT JUST AFTER 11:00AM OR SO, DEPENDING ON TRAFFIC AND OF COURSE, THE KOMBIS.*

*THIS SHOULD GIVE US JUST ENOUGH TIME TO PARK THE CARS AND MOSEY ON OVER IN TIME FOR A NICE LUNCH. YOU CAN TIRE OUT THE FAMILY ON A BUSH WALK IF YOU'RE KEEN ONCE WE ARRIVE, OTHERWISE THERE ARE PLENTY OF TOURISTS TO BOTHER AND CAFES TO CHOOSE FROM.*

*THE TOTAL TRIP IS 90.5 KM FROM KRISPY KREME*

*BRING A FULL TANK OF FUEL AND, IF YOU HAVE ONE, A PORTABLE RADIO, THEY REALLY DO HELP TO KEEP PEOPLE TOGETHER.*

*LOOK FORWARD TO SEEING A GOOD TURNOUT FOR THIS ONE*

**Sunday 10th May !**





# VW NATIONALS

## Sydney, Australia 2009



Saturday 23rd May

## Super Sprint

Wakefield Park  
Braidwood Road, Goulburn

Sunday 24th May

## Show & Shine

Fairfield City Showgrounds  
Smithfield Rd, Prairiewood

Contact David Birchall (02) 9534 4825 or [david@clubvw.org.au](mailto:david@clubvw.org.au)



Proudly sponsored by Volkswagen Australia  
[www.clubvw.org.au](http://www.clubvw.org.au) – [www.volkswagen.com.au](http://www.volkswagen.com.au)



# Flat Four Vee Dub Club



Saturday 20 June 2009

Meeting at

Wilton Road, Appin  
(Just past the turn of  
to Wollongong)



From 1.30pm and leaving 2.30pm SHARP



1 1/2 -2 Hours of Cruising

Mostly on Country Roads (please make  
sure your have your tank full)



Finishing - Liverpool Catholic Club



Sausage sizzle, drinks, tea & coffee



Raffle



People choice judging



Entry Fee \$5 per car

'Supporting the Wednesday Wheelies'



For more information

Contact Murray:

(W) 9829 2422

(H) 9□18 2205

*So Come Along And Hang 5 Kick Back And Spend  
A Relaxing Evening With Friends And Great Cars*

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## Von dem Herrn Präsident.

It's now been a year since the Volkswagen Club of NSW (formed 1955) was dissolved, and the majority of their members joined up with Club Veedub Sydney. Their experience is welcome, as next month will be our very first Motor Sport event. It will be the VW Nationals Super Sprint, to be held at Wakefield Park motor race circuit at Goulburn. There are a few dedicated members devoting time and energy to make this run smoothly, and to make the event enjoyable for all who attend and compete. We invite all VW drivers to have a go.

If you haven't already done so, mark down the weekend of Saturday 23rd and Sunday 24th May to attend the VW Nationals 2009. This is our biggest event of the year - in fact it is the biggest Volkswagen event in Australia.

Don't forget this year's Nationals is only a 8 or so weeks away, so whether or not you're competing in the Super Sprint on Saturday, start shining your VWs for the show day on Sunday. We need volunteers to help out with parking, swap meet area and the club stand. Let me know if you can give a hand with the show.

Minor sponsorship is building strongly, with many of our regulars and a few new sponsors attending the day. Once again we will be looking for good support from the water-cooled scene. Last year was amazing, given the number of cars turning up for entry. We look forward to seeing all our members there.

Once again our major sponsor, Volkswagen Group Australia, has agreed to support our event, and we extend our thanks. The continued support from Volkswagen only strengthens our club, and benefits all of our members.

We have some other great events coming up soon too. The weekend of 2nd-3rd May has no less than FOUR things on - John Weston's Cancer Walk at Sylvania, the Morpeth Pit Stop Cruise, the Berry Show Day and a Supersprint at Goulburn. Enjoy whichever one you decide to attend.

Précis of Committee and General meetings:- VW Nationals, VW Nationals jobs, Supersprint, Katoomba Cruise, Flat Four Cruise, 100,000th Golf event.

KeeponKruzin

David Birchall



## Der Motorsport Mann.

Last month Chris Fraser, the secretary for our club's Supersprint event at Wakefield Park on Saturday the 23rd May 2009, outlined some useful information regarding licensing and car preparation requirements to make your day as a competitor both enjoyable and as hassle-free as possible.

By following these simple rules and procedures, and by being organised you can spend more time enjoying the racing and improving your lap times. That is, after all, what the day is all about.

The approved 'Supplementary Regulations' are imminent, and should be available by the time this month's magazine is printed. Just keep checking the club web site [www.clubvw.org.au](http://www.clubvw.org.au) for details.

If CAMS can approve a Formula 1 race in Melbourne on time, then approving our Supersprint should be a walk in the park...

To those generous souls who have undertaken the task of becoming qualified officials, and were prepared to give up their time to do so, I would like to advise that on the 3rd of May, also at Wakefield Park, the MX5 Car Club is running a round of the State Supersprint Club Championship. Please keep this date free on your calendar as I would like to arrange for all officials to attend on this day, to enable you to familiarise your self with the venue and complete your training as required.

I will be contacting you in the near future. If I already haven't done so, thanking you in advance. If you have any questions, please contact me.

Yours in VW Motorsport,

Herbie Gutmann

## Kanberra Kapitelreport.

Hello everyone, I am Megan, the new secretary of the Club Veedub Canberra Chapter.

To kick off 2009, we held our first Committee meeting and combined it with our Annual General Meeting. As a result, we have elected the following Canberra committee members for 2009/10:

- Mark Palmer (Chairperson)
- Bruce Walker (Vice Chairperson/Treasurer)
- Megan Wadey (Secretary)
- Ian Schafferius (Registrar)
- Shari Walker (ACT Council Member)
- Peter Bone (Merchandise)
- Bill Kirkwood (Events)
- Graham Kidd-Gallichan (Events)
- Vicky Kidd-Gallichan (Events)
- Bess Crimston (Graphic Design)
- Steve Crimston (Club Photographer)

It is great to see so many new and old faces getting involved in the club in 2009.

A successful club event, "Wheels", took place on Sunday 22 March. There was a great turnout, with 22 cars displayed including a 1951 split window Beetle from Belgium (thanks to Andrew Dodd for coming down from Sydney to join us!), a newly completed 'Basil' Beetle project fresh off the press, a newly registered Beetle ready to hit the road, some tidy Kombis and a visiting Karmann Ghia.

Upcoming events include the National Motoring Heritage Day on 17 May, and preparations for our major 2009 Canberra event - the German Autofest weekend - on



19th-20th September. We are also looking at a joint event in June with the Riverina VW Club, more details next magazine.

Of course the VW Nationals is on in May as well, with racing at Wakefield Park on Saturday 23rd, and Australia's biggest VW show on Sunday 24th at Fairfield in Sydney. Don't miss that one.

We are looking forward to an eventful 2009 in the Vee Dub Club Canberra Chapter.

Megan Wadey



## **Klub Kalender.**

### **April.**

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

**Monday 27th:- Canberra General Meeting** at the Wig and Pen Pub, Civic, 7:30pm.

### **May.**

**Saturday 2nd & Sunday 3rd:- Sutherland Shire Relay for Life** for the Cancer Council at Sylvania Waters Athletics Track, 10am to 10am. Club Veedub will have a team. Contact John Weston on (02) 9520 9343.

**Sunday 3rd:- Morpeth VW Pit Stop Cruise.** Meet at Wallsend Park 9:30am, then cruise to Caltex East Maitland. Put your VW up on the hoist! Free BBQ and soft drink lunch. Then cruise to historic Morpeth. Contact Rose for more info on 0427 550 203 or email [avwnut@bigpond.com](mailto:avwnut@bigpond.com)

**Sunday 3rd:- Berry VW Blast From The Past** at Berry Showgrounds. Gates open 9am, \$15 car show entry. Enjoy Berry township and markets. Contact Dave at [d.becker@bigpond.com](mailto:d.becker@bigpond.com) for more info.

**Sunday 3rd:- CAMS NSW supersprint** at Wakefield Park, Goulburn. Intending officials can complete their CAMS training, and see how the track operates under race conditions. Phone Steve on 0439 133354.

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

**Sunday 10th:- Blue Mountains VW Escapade.** Meet at Krispy Kreme Liverpool at 9:00am. Depart 9:30 for cruise to Katoomba and the Three Sisters. Enjoy a nice drive! Contact Aaron at the\_awk@mooshen.com for

### **Wanted: CAMS Official Trainees**

Could anybody who is interested in being trained to be a CAMS official please contact Steve Carter, either via email [info@clubvw.org.au](mailto:info@clubvw.org.au) or by calling me on 0439 133 354 to register your interest.

We may have to move quickly to fit in with available training schedules, so I will need to send out correspondence that would miss the normal magazine mail out.

more info.

**Thursday 14th:- Committee Meeting** at the Greyhound Social Club, 140 Rookwood Rd. Yagoona (next to Potts Park).

**Thursday 21st:- CLUB VW MONTHLY MEETING at the Greyhound Social Club**, 140 Rookwood Rd. Yagoona (right next to Potts Park). Get the latest VW news and views, plus VW socialising, drinks, raffles, trivia and plenty of prizes. Lots of fun, all welcome. 8:00pm start.

**Saturday 23rd:- VW Nationals Supersprint** at Wakefield Park racetrack, near Goulburn. More details to follow.

### **Sunday 24th:- VW NATIONALS 2009 at Fairfield Showgrounds.**

**Monday 25th:- Canberra General Meeting** at the Wig and Pen Pub, Civic, 7:30pm.

### **June.**

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

**Thursday 11th:- Committee Meeting** at the Greyhound Social Club, 140 Rookwood Rd. Yagoona (next to Potts Park).

**Sunday 14th:- VW Klubfest 2009** at Parklands Showground, Gold Coast, QLD. Show n Shine, Rust n Prime, kids' activities. Trade stands, swap meet. Weekend passes available. Phone 0421 765 600 for more info.

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

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

**Saturday 20th:- VW Super Cruise 2009**, organised by Flat Four VW Club. Start at Appin and cruise for 2 hours along great roads. Finish at Liverpool Catholic Club for a VW BBQ. \$5 per VW to enter.

**Monday 29th:- Canberra General Meeting** at the Wig and Pen Pub, Civic, 7:30pm.

## July.

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

**Thursday 9th:- Committee Meeting** at the Greyhound Social Club, 140 Rookwood Rd. Yagoona (next to Potts Park).

**Thursday 16th:- CLUB VW MONTHLY MEETING and AGM** at the Greyhound Social Club, 140 Rookwood Rd. Yagoona (right next to Potts Park). Get the latest VW news and views, plus VW socialising, drinks, raffles, trivia and plenty of prizes. Lots of fun, all welcome. 8:00pm start. This month is the AGM. All committee positions become vacant, and will be re-nominated and voted on as required. All paid-up members are invited to attend and nominate for a position. We need your help to run our club!

**Monday 27th:- Canberra General Meeting** at the Wig and Pen Pub, Civic, 7:30pm.

## August.

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

**Thursday 13th:- Committee Meeting** at the Greyhound Social Club, 140 Rookwood Rd. Yagoona (next to Potts Park).

**Friday 14th to Sunday 16th:- VW Winter Break** at Sawtell. Participate in activities or just veg out. Bookings for cabins and campsites need to be made ASAP. Phone the caravan park on 1-800-729-835 to make your booking. All VWs welcome.

**Thursday 20th:- CLUB VW MONTHLY MEETING at the Greyhound Social Club**, 140 Rookwood Rd. Yagoona (right next to Potts Park). Get the latest VW news and views, plus VW socialising, drinks, raffles, trivia and plenty of prizes. Lots of fun, all welcome. 8:00pm start.

**Monday 31st:- Canberra General Meeting** at the Wig and Pen Pub, Civic, 7:30pm.

## Marktplatz.

*Ads should be emailed to: [info@clubvw.org.au](mailto:info@clubvw.org.au)  
Classifieds are free for Club Veedub Sydney members, and \$10.00 for non-members. Ads will appear here for two months.*

*All published ads will also appear on our club website, [www.clubvw.org.au](http://www.clubvw.org.au) Photos can be included on the website but not in Zeitschrift. 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.*

*Non-members please post us a cheque or money order for \$10.00, payable to: Club VeeDub Sydney, c/- 14 Willoughby Cct, Grassmere NSW 2570.*

## New Ads.

**For Sale:- 1967 Beetle** 1300cc. Interior restored, exterior no rust, new paint job. New rear brakes, two new tyres, just registered for 6 months. Always garaged, rarely driven. \$6,900 ONO Give Paul a call Mob:0405.24.0504 Email [cheepem2@bigpond.com](mailto:cheepem2@bigpond.com)

**For Sale:- 1961 Karmann Ghia.** Here is your opportunity to own a piece of Volkswagen history. This 1961 Karmann Ghia represents 7 years of pain staking restoration. Every nut, bolt and panel and been restored to new condition. This car has undergone a bare metal restoration. All rust has been removed. A completely new interior has been installed. Original style bumpers have been fully repaired and rechromed. Powered by a late model 1600cc twin port engine mated to the original 4-speed VW transmission. Completely new 12 volt electrical



system installed. This car is 100% complete, unregistered and is fully functional. Over \$20,000 of receipts. Price: \$20,000 ono. Phone Albert on 0418 460651 or email a.chetcuti@hotmail.com

**For Sale:- VW Caravelle GL T3 (1984).** 2 Tone Brown, tan trim, 2.1-litre, 5-spd manual, fuel injected, water cooled. 7 seats, tinted windows, factory fitted sunroof, car alarm, TJM alloy bull bar, driving lights, towbar. NO RUST. 276,000 km. Rego expires **March 2010**. Lady owner for 22 yrs. Reluctant Sale. More photos available. \$7,750 ono Ph. John 0422601193 (m) email: [collacej@bigpond.net.au](mailto:collacej@bigpond.net.au)

**For Sale:- VW Golf Convertible 1993,** Mk1 body made by Karmann, low km, log books, excellent condition. Rego until 07/09, \$5990 ONO. For enquiries please phone 0418 229505.

## 2nd Month Ads.

**For Sale:- 1976 2 litre Kombi,** twin carb model, very original and good condition, unregistered, asking \$3100.00 ono. Contact Salvador on 0403536446 or (02) 9920 3519 Blacktown.

**Parts For Sale:-** VW type 3 notchback, dust cover, chrome wheels, complete car. Also parts for Beetle and Kombi etc. Contact Salvador on 0403536446 or (02) 9920 3519 Blacktown.

**For Sale:-** Stainless steel and teak slated roof rack for Beetle (used once), two chrome dress rings for standard sized Beetle wheels, and mounted laminated poster from Automobile Quarterly (1983) showing 26 VWs. The poster is 970mm wide x 640mm high. \$350 the lot. (Still have Beetle, just down-sizing.) Contact Bryan (Newcastle), 0423 079 588 or send query email to [bryan123@internode.on.net](mailto:bryan123@internode.on.net)

**For Sale:- VW New Beetle** 2003 2.0 three-door hatchback, 4-speed automatic, 3002, silver, 49,000 km, air conditioning, CD, dual airbags, ABS, power steering, central locking, full service history, power windows, metallic paint, very good condition. Rego til 04/09/ \$17,999. Phone 0413 603558.

**For Sale:- Volkswagen Golf 2005** FSI, 30,000 km, sunroof, 2.0-litre engine, auto trans, grey, 16-inch alloys, tiptronic, 11/09 rego, \$19,500 ONO. Phone (02) 9749-5009.

**For Sale:- Type 1 Beetle 1968.** Made in Germany, UK-spec 1200A (body like a 13/1500 but far less chrome / bright metal, curve-section chrome bumpers /no override-bars, painted steel quarter window frames, painted alloy front indicator housings, oval rear tail-lights, with one original Hassia brand). Sold in Sydney to an original owner of 8 years, then to second family owners 32 years. Strip-metal refinished cream 1993, seat faces in original pattern black with grey piping contrast against

## Trades and services directory.

### Club Veedub Merchandise

For club T-shirts, jackets, hats, sloppy joes, mugs, etc.  
Contact Raymond Rosch  
(02) 9601-5657 or  
[sales@clubvw.org.au](mailto:sales@clubvw.org.au)

Note:- We accept Direct Deposit and Secure Credit Card payments for ads, sponsorship, etc. (There is a small fee for CC payments)

original cream /light grey interior trim, refitted with new German /genuine parts, receipts to show. Genuine new factory exchange higher compression motor from Germany with Mexican heads, fitted in 1983. Oil change every 1000 miles since. A superb 6-volt system car with a lighter 12-volt-gauge wiring loom, but with many Hella / VW brand relays fitted such as a genuine 6-volt quartz - halogen headlight dipper / flash relay operated from the indicator stalk so that the headlights are indistinguishable in intensity to 12-volt lights. Other relays are on the horn, starter (which has 12-volt type pinion /ring gear) and brake lights, which reduces high-current-drain cable lengths. Michelin tyres 99%, VW dampers ride firmer in front than older 1200 cars, adjustable Koni or Spax or removing auxillary leaves may help this. 4-stud-wheel drum brakes all-round, new German on rear with new genuine linings all-round, are smooth and more powerful than front discs. This car, always a nice drive and sight more so for near new looks, its variant rarity and service driving its value to near \$10K, yet at your call? Unregistered. Telephone Mark 0402 556 228

**For Sale:- VW Golf TDI,** 2006 model, 5-door auto, still factory warranty, excellent condition, silver with grey interior, long rego. \$22,500. Phone 0418 540 324.

**For Sale:- VW Polo Match,** 5-door hatch, 1.4-litre semi-automatic transmission. Red paintwork with anthracite interior. Reluctant sale with only 16,650 km on the clock. Registered until January 2010. One owner, showroom condition. Great fuel economy! Truly outstanding value at \$15,850. Contact David on 0488 776030. Don't miss out this great opportunity to grab a fantastic modern VW.

**For Sale:- Pobjoy 1916 engine** with twin plugs, Pobjoy anti-surge sump and complete new parts. This engine has about 2,000 km on it (speedo is in miles and reads at 85%) and has been on the road for one year. The price is for complete turn key - everything on the engine is new.

## Trades and services directory.



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*With a Difference*

UP TO **39%** less friction than other quality engine oils

All Nulon Oils Contain Our Unique **'Advanced Additive Technology' 'AAT'**

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## Trades and services directory.



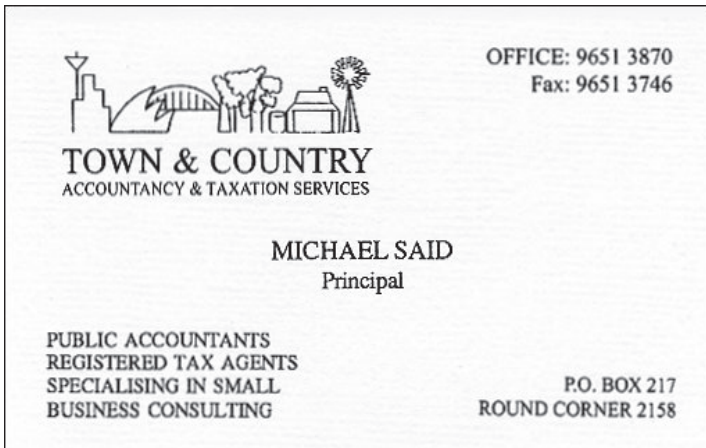
**KLAACK MOTORS**

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2A Lackey Street, Fairfield, NSW 2165



OFFICE: 9651 3870  
Fax: 9651 3746

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simple choice MORTGAGE CHOICE

The dual 44IDF Webers are new 'Spain made' (not EMPI!!) carbs with the redline linkage kit. Bosch alternator, some chromed parts, regulator etc plus new stainless steel extractors and muffler. The engine is currently still in the car and a test drive can be had (for those who want to buy, not waste my time..please). This was built entirely by Stan, it was even fitted in the car by him. Peak power is 5500rpm, revs to 6200rpm. Not interested in parting bits out as of yet, but may be if the 'turn key' interest is not there. Please call 0425 291 825 or email for details. PRICE: \$6,200 - complete turnkey, with extractors and muffler. Contact Michael on 0425 291 825 or [michael@alinepumps.com](mailto:michael@alinepumps.com) Engine is in Hurstville Sydney.

## Cover Car - 1969 Type 3 Ghia.

I note from the Australian VW history on the club's website ( very interesting), that only two Karmann Ghias were imported in 1968. It's possible that mine was the very last.

My vehicle is a Type 34 VW 1600L Karmann Ghia coupe, which was sold through Lanock Motors, St Leonards to a Dr E. H Ryan on the 22/11/68.The chassis No. is 349012479.

In a VW plastic folder, I have its Instruction Manual and Maintenance Card, which recorded all services up to 30,000 miles.

Last year I also joined the KG club of Australia, so they will have a record of the vehicle and hopefully keep a track of it. This month, I registered the KG on historic plates through the Port Macquarie Heritage Car Club, continuing my membership of some 5 years. I transferred the original KG plates to my ute.

If you need any more info please don't hesitate to contact me.

Regards,

Brad Robinson  
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# New VW Golf 6 is now available here.

The latest generation of the VW Golf, the Mk6, has just been released on the Australian market.

The VW design team headed up by the Group's chief designer, Walter de Silva, has succeeded in giving the Golf a new presence with sharpness and power. An average fuel consumption of 5.3 litres per 100 kilometres for the 103 kW TDI (diesel) with the manual transmission puts fuel prices in their place. Upon request, the Golf can park itself nearly automatically in the city thanks to the optional 'Park Assist', and at the push of a button it can transform itself from a cruiser to a sporty car when the new optional 'Adaptive Chassis Control' system is fitted.

Above all, the car exhibits a standard of quality never before attained in this price class. Prof. Dr. Martin Winterkorn, Chairman of the Board at Volkswagen AG, sums it up: "This sixth generation of Golf cars will completely redefine the quality and comfort level of its class over broad categories, offering more customer value than ever before".



In Australia the Golf is being offered in the Trendline and Comfortline equipment lines, showing the entire brand the way to the future. The Golf's acoustic properties and overall comfort tear down class distinctions. Innovative engine and transmission technologies reduce fuel consumption.

A new ESP system, with finer response over its control range, further optimised crash properties, seven airbags including a knee airbag, the safety optimised head restraints (WOKS) that work to counteract whiplash trauma and daytime running lights provide for a maximum level of safety.

The high value of the new Golf is reflected par excellence in its stylish design. All key body elements were redesigned. "We have cast the Golf's core components in a precise new mould", explains Walter de Silva. "The Golf is the global icon of car making. So the architecture and styling of this new model are also absolutely clear and unique." At the same time, the sixth Golf has a sportier and more distinctive image than any previous generation of the model series. "It is more accentuated, more three-dimensional than its predecessor; with precisely defined



lines and edges, and with finely proportioned flared surfaces and recesses," said De Silva. And Klaus Bischoff, Chief Designer for the brand, adds: "Every detail is uncompromisingly aimed at improving value."

Especially in a direct comparison of generations V and VI, it becomes evident just how much the new Golf has changed. The design team – headed up by Walter de Silva, Klaus Bischoff and the Group's director for creative design, Flavio Manzoni – crystallised out the Golf's essential 'DNA' and sent it on a trip to the future.

The roof section now rests on a prominently contoured 'shoulder' section and a dominant curved line that extends from the headlights back to the taillights. This side profile line, which Volkswagen Design calls the "character line", also gives the Golf a fuller, lower stance on the road from a lateral perspective.

All body surfaces are more relaxed, more athletic. In front, the new car adopts the radiator grille of the first Golf generation that is horizontally aligned between the headlights; the grille itself is in high-gloss black. The lines of the bumper match those of the radiator grille. Beneath this is a section with another air scoop. Also presented over a black background are the chrome light housings of the dynamically styled headlamps.

The rear too is characterised by a predominance of horizontal lines. The taillights – now very wide – are marked among other things by an unmistakably unique night design. The traditional Golf C-pillar remains. Overall, the new Golf – in the interplay of all of its design characteristics – gives the appearance of a significantly wider and flatter car.





The car's perceived high value also applies to the newly designed interior, whose refined surfaces and features completely transform class distinctions, both to the touch and visually, especially in the cockpit area. The appearance and layout of materials – as well as details such as brushed chrome accents and round instruments and steering wheels – leave the impression that one is actually sitting in a car of the next higher segment. Ergonomic properties of the car's interior were also further developed.

For example, all controls are even easier to use. They include controls for the automatic climate control system, the RNS 510 satellite navigation system with touch screen and the power window controls that are now located further forward in the door trim, making them easier to access.

There is a common thread here: Volkswagen's attention to detail in this car. Take the example of the optional leather seats: a new, more robust leather is being used for the first time on the Golf. Or the outside mirrors: thanks to their aerodynamically optimised shape they get significantly less dirty. They are easier to adjust from the inside, since the power mirror adjustment control is now located higher and further forward on the door trim.



The new Golf is characterised by enhanced acoustic properties. A special sound-damping film in the windshield reduces driving noises, as does the newly developed seal design on the doors and side window guides. Significantly less wind noise is generated by the outside mirrors due to their new shape. Furthermore, special modifications were made to better isolate the

engine and passenger compartments from one another acoustically. Quiet rolling tyres and new engine bearings round out the noise reduction programme.

Making a significant contribution to the pioneering acoustic properties of the Golf is the quiet common rail TDI engine being implemented on the Golf for the first time. Two balancer shafts eliminate undesirable vibrations. At its Australian market launch Volkswagen will be offering a 2.0 litre TDI engine in the Diesel range; it delivers 103 kW and is fitted with a diesel particulate filter (DPF). The new TDI is exceptionally fuel efficient. The manual 103 kW diesel consumes just 5.3 litres of fuel per 100 kilometres (139 g/km CO<sub>2</sub>).



Initially, two variants of the petrol engines will be offered; a turbocharged 90 kW TSI, and a turbo and supercharged 118 kW TSI. Amazingly, both petrol engines are just 1.4-litres in size. The 90 kW entry-level engine, when matched with the 7-speed DSG transmission, consumes just 6.2 litres of premium unleaded petrol per hundred kilometres (143 g/km CO<sub>2</sub>). The 'twin-charge' turbo and supercharged engine once again makes its appearance as an example of efficiency. With the 118 kW manual transmission, the new Golf 1.4 TSI can consume as low as 6.2 litres of premium unleaded petrol per hundred kilometres (150 g/km CO<sub>2</sub>).

All petrol and diesel engines may be paired with Volkswagen's dual clutch transmission (DSG). The two petrol engines use a new 7-speed DSG transmission, while the high-torque diesel is available with a 6-speed DSG.

These new Golf models are available for inspection, test drive and purchase at your local Volkswagen dealer now. Further models in the Golf VI range, including the new GTI, and possibly the R20T and the BlueMotion Golfs, will be released later.

### Recommended Retail Prices:

Golf 90TSI Trendline 6 Speed Manual	\$25,990
Golf 90TSI Trendline 7 Speed DSG	\$28,490
Golf 118TSI Comfortline 6 Speed Manual	\$30,490
Golf 118TSI Comfortline 7 Speed DSG	\$32,990
Golf 103TDI Comfortline 6 Speed Manual	\$33,190
Golf 103TDI Comfortline 6 Speed DSG	\$35,690



## Golf 6 OK for P-platers.

When Volkswagen's all-new Golf 6 hit the showrooms recently, Australia's illogical blanket ban on turbocharged and supercharged cars for P-platers made the car illegal to drive if you held a probationary licence.

Volkswagen Group Australia pounced at the chance to rectify this issue, and held a meeting with the Roads and Traffic Authority in NSW.

Karl Gehling, General Manager Press and PR for Volkswagen Group Australia, said, "We have recently presented to the NSW RTA, and they have agreed that the Golf TSI engines should be exempted from the restrictions for P plate drivers."

Although, Mr Gehling also said, "This exemption is offered to drivers on an individual basis, but we are pleased that the RTA has recognised the Golf TSI engines deliver considerable gains in efficiency, and the new Golf provides increased safety for drivers."

In essence, each owner needs to apply for an exemption from the RTA before the vehicle can be legally driven by a probationary license holder.



Victorians are yet to be exempt from the restrictions. Mr Gehling said that Volkswagen is in the process of meeting with VicRoads, with the aim of reaching a similar agreement to that with the RTA.

You would agree that such a blanket ban beggars belief. A P-plater can legally drive a 200kW+ V6 (such as the VW Golf R32 or Toyota Aurion), but they can't set foot in a five-star EuroNCAP rated Volkswagen Golf VI. That's just dumb.

## New Polo revealed.

The upcoming next generation of the VW Polo has been revealed at the Geneva Motor Show in March.

No other car in this class has such a mature and high-end image as the new Polo. Comfort, quality and safety have all taken a considerable leap forward. One example: the Polo was specifically designed to attain the recently established, stricter and more comprehensive, 5-star EuroNCAP rating. The higher structural rigidity of the Polo's body shell contributes to these results. In the footwell area alone, intrusion – related to the car body's



deformation strength in a frontal crash – was lowered by 50 per cent! In the case of a side impact, the intrusion value was reduced by 20 per cent.

In addition, the European version of the Polo now being presented is equipped with standard ESP electronic stabilisation programme with Hill Hold Control, and it has a highly effective network of airbags on board, including combined head-thorax airbags (integrated in the front seatbacks), belt tensioners and belt force limiters plus seatbelt warning indicator and head restraints that counteract the risk of whiplash injury (both front seats), three rear head restraints and Isofix child seat preparation.

Despite significant improvements in all aspects of the car, it was possible to reduce the Polo's body weight by 7.5 per cent. The introduction of new TDI and TSI engines, as well as the 7-speed dual clutch transmission (DSG), has resulted in considerably reduced fuel consumption and emissions over a wide range of engine power outputs. An excellent example here is the new 1.2 TSI. This turbo-charged four-cylinder direct injection petrol engine produces 77 kW, yet it consumes just 5.5 litres of fuel per 100 kilometres (129 g/km CO<sub>2</sub>); this is 19 per cent less than on the equivalent model of the previous generation!



In total, seven different engines will be offered on the new Polo in its first year – four petrol and three diesel – spanning a power range from 44 kW to 77 kW. Five of these engines are entirely new or are being used for the first time in the Polo.

The new engines include all three TDIs (turbo-diesel direct-injection); thanks to common rail technology in the Polo for the first time, these engines are both efficient and refined. The potential in the new TDI engines is clearly evident in the example of the Polo 1.6 TDI with 66 kW: when combined with a 'BlueMotion' package, its average fuel consumption of 3.8 litres per 100 kilometres and 96 g/km CO<sub>2</sub> makes it the most fuel efficient and lowest emitting five-seater car in the world. The 'BlueMotion' package may be combined with any of the three equipment lines developed for the Polo. Available for selection are the base version 'Trendline', the mid-level 'Comfortline' and the top of the line 'Highline'.

Start of production of the five-door Polo is scheduled for the end of March. This will be followed by the market launch of the visually and technically advanced new Polo in June. Just two weeks later, thanks to an ambitious logistics plan, Volkswagen will begin selling the car across mainland Europe. Other markets, including Australia, will follow later still. No information on the GTI Polo has been revealed yet, nor whether the BlueMotion Polo will be sold in Australia.

## **Golf R20T replaces the previous R32.**

Volkswagen has launched its Golf R20T super-hot hatch at the Geneva Motor Show, in a bid to take on the might of Ford's Focus RS, Subaru's WRX STi and Mitsubishi's Lancer Evolution.



Utilising the combination of a lightweight body and tuned 2.0-litre turbocharged engine (as the name suggests), the R20T is a direct replacement for the R32, being referred to within VW as the R-Series Turbo.

VW is ditching the R32 name, along with the 3.2-litre V6 that's powered the previous two cars, due mainly to cost rationalisation and more stringent Euro emission standards. But the new turbo 4 has more power.

With a bigger turbo and ECU upgrades the R20T will develop 202kW, meaning sub five second 0-100 times (top speed will be electronically limited to 250km/h). The same engine will power an R20T version of the Scirocco - as previewed by the Studie R concept at Italy's Bologna Motor Show last year.



Although VW did not confirm whether the Golf would be driven by the front or all four wheels, the latter is more likely given the grip levels required to match the outgoing R32.

The R20T will be available with either a six-speed manual gearbox or VW's DSG box and will feature additional external enhancements including a deeper front spoiler, LED daytime running lights, flared wheel arches to accommodate wider rims and tyres, tuned exhaust, roof spoiler, underbody diffuser and lowered sports suspension

There is no word yet on pricing or Australian availability.

## **Passat Lingyu hydrogen car.**

Volkswagen of America will be testing 16 Shanghai Volkswagen Passat Lingyu fuel cell vehicles as part of the California Fuel Cell Partnership. The vehicles, part of a Chinese joint venture between VW and Shanghai Auto, first debuted during the 2008 Olympics.



The Chinese-made zero-emission VW cars were utilized in Beijing as fleet vehicles, clocking almost 80,000 km. They were developed by the two auto companies, and by scientists from Tongji University. The Passat Lingyu can reach speeds of about 145 km/h, with a range of 235 km. Their only by-product emissions is water and oxygen.

“The Passat Lingyu prototype reflects Volkswagen Group’s long standing commitment to develop new solutions for a clean future,” said VW head researcher Professor Dr. Jurgen Leohold in a press release.

Rumour has it mass production of the Shanghai Volkswagen Passat Lingyu will start in China some time next year. If all goes well with a test run in California, Volkswagen would certainly consider bringing the vehicle to the U.S. as a fleet model.

It is interesting to see that the Chinese-made Shanghai Passats are still based on the previous Passat ‘B5.5’ body shell, which was phased out in Europe in 2005. Shanghai VW also make a long-wheelbase version.

## Caddy Racer to return.

What little boy doesn’t dream of growing up to be a race driver of panel vans?

Well, here’s some good news for those little dreamers. The VW Caddy TDI, the world’s only racing van, will be back this season to race in the Volkswagen Racing Cup.



The crowd-pleasing Caddy van will be back for its fifth season in the Volkswagen Racing Cup, a UK racing formula, and its main driver will again be Peter Wyhinny, who also works for VW Group UK as the head of its SEAT division. The racing Caddy TDI was built by Volkswagen Racing UK, and secured three podium finishes in 2008. Wyhinny is confident of more success in 2009. The Caddy races against smaller Polos and Golfs.

The VW Caddy racer comes with a 2.0-litre turbocharged diesel, married to a 6-speed gearbox, with an output of 195 kW and 510 Nm of torque, thanks to the tuning tricks provided by Volkswagen Racing UK/Superchips. A custom-made exhaust system from Milltek also helps churn out the boogie.

Wyhinny believes the twistier circuits on the calendar, particularly the Knockhill circuit in Scotland – will suit the Caddy’s torquey engine, well-balanced chassis and handling.

The Volkswagen Racing Cup 2009 season begins with the Oulton Park race in Cheshire which takes place from the 11th to the 13th of April. Further races will be held across the UK until September.

## Five new Bluemotion VWs at Geneva.

If high-horsepower exotics are what it takes to make you happy, this is not the Geneva auto show for you. While the show was rich with supercars and fanciful expensive dream cars, Volkswagen kept things sensible by introducing five down-to-earth, production-ready concepts under its new BlueMotion Technologies badge. Collecting all of VW’s fuel-saving and emissions-reducing technologies under a single badge (a marketing trick similar to Ford’s EcoBoost), it also shows how Volkswagen’s working to increase its vehicles’ cleanliness and efficiency across the board.



The fuel economy champ is the Polo BlueMotion Concept. Though not yet slated for production, the Polo BlueMotion Concept’s 1.2-litre common rail diesel engine features a start-stop system, regenerative braking and a stunning fuel economy figure of just 3.3 litres per 100km. CO<sub>2</sub> emissions come in at 87 g/km. If this vehicle went into production, it would be the cleanest and most economical five-seat car in the world.

Next up is the Golf BlueMotion, which uses the same technologies as the Polo BlueMotion Concept. The larger Golf is a more versatile vehicle whose 1.6-litre TDI producing 77kW and 250 Nm torque make it useful for both city-dwellers and long-distance drivers. The Golf BlueMotion still returns 3.8 L/100 km fuel economy and 99 g/km emissions. The same powertrain has been applied to the high-roofed Golf Plus, resulting in a 0.5-litre fuel economy savings over the previous version. The Golf Plus BlueMotion offers 4.3 L/100 km fuel consumption, and its 55-litre fuel tank gives it a range of 1,250 km or more.

The closest Volkswagen’s BlueMotion Technologies comes to sex appeal is the Passat CC BlueTDI, whose handsome styling and high-class interior appointments are wrapped around a 105 kW BlueTDI powerplant. Using a downstream SCR catalytic convertor, this car already meets 2014 Euro-6 emission standards and returns just 5.2 L/100 km fuel economy.

A slightly different take is offered by the Touran TSI EcoFuel. This high-efficiency ‘people mover’ is powered by natural gas, rather than diesel fuel. Now with a Twincharger turbo- and supercharging system installed,

it's got 110kW under the bonnet. With its standard six-speed transmission, the Touran TSI EcoFuel keeps consumption down to 4.8 kilograms of natural gas per 100km. Opt for the seven-speed DSG and consumption drops slightly to 4.7kg.

## 'Barbie' New Beetle.

VW of America rolled out a customised all-pink Volkswagen New Beetle Cabrio to help Mattel Inc. celebrate the 50th anniversary of the Barbie doll.

German supermodel Heidi Klum was part of the celebration, which took place at the real-life Malibu Dream House in Malibu, California.



The car was customized by ABD Racing Werks, with Katzkin Leather & Interiors and FoamMolders also working on the cabrio. Inside, the car features a white leather interior, with quilted pink leather door liners, seat inserts, and arm rests. Floor mats used were hand stitched as well. Interior body panels are the same color as the exterior. These parts also match several bits of plastic found under the hood, like the engine cover and dipstick handled. In the boot is a motorized vanity, covered in rhinestones and mirrors.

"Like the New Beetle, Barbie has made a remarkable impact on pop culture history, and still remains a cultural icon today," said VWoA marketing manager Laura Soave.

There is no news on whether Ken was part of the celebrations.

## Brother Gaddafi's VW Beetles.

Tripoli's museum is a mix of fantastic Roman art and Brother Gaddafi memorabilia. Pride of place are several battered old Volkswagen Beetles that the Leader had driven in the early days of the revolution.

Upstairs were walls covered with photos of...you guessed it, Brother Gaddafi. In his day he really was the coolest-looking young rebel in the Arab world. Pictures of the young colonel are still popular. He punches the air and looks optimistic, surrounded by adoring crowds.



Today, aged 66 and still at the helm, he looks craggy and distinguished. Generations of Libyans have grown up under his rule now.

One of the most startling galleries in the excellent museum was the one about the thirty-year Italian occupation of Libya before Mussolini was pushed out by the British in World War Two. It was horrendous.

To crush rebels, the Italians had rounded up Arabs into concentration camps. A third of the population died and a third fled. That was worse than the Khmer Rouge's toll in Cambodia, and went some way to explain why Colonel Gaddafi and the Libyan people were so angry and fearful of the West for such a long time. Certainly that hostility seems over now – the only bit of revolutionary fervour we could find was a set of stamps showing a crying child, a US warplane, and the 1986 explosions – in Tripoli's museum.

Like other Arabs, Libyans complain about America in Iraq and Israeli treatment of Palestine, but judging from those we met there is no wish to confront the West. It seems highly unlikely that Libya could ever go back to supporting terrorism.

These days the colonel's revolution seems to have become becalmed. According to foreign experts who monitor these things, corruption is rife and so is waste and incompetence. There are concerns about torture, although the regime is no worse than others in the region and better than some. One Libyan civil servant I met became very offended when I said that some Westerners put Colonel Gaddafi in the same bracket as Saddam Hussein.

These days the colonel's ambition is confined to running the continent, and setting up a United States of Africa. Fellow Africans seem less keen on this idea than he does, although Gaddafi has just taken over as leader of the African Union.

And yes, there are Volkswagen dealers in Tripoli nowadays.



## Room for two.

No, your eyes are not deceiving you.

This is VW Golf Mk2, with two - yes, two - calves in the boot. The animals were being transported along a busy motorway in Austria by their owner.

The farmer insisted he was "acting out of love," as he didn't want to move the young cows in an open-air trailer where they would be cold.



Apparently, the VW Golf had been converted to transport calves from his farm to pasture or to the vet, as icy blasts of wind in an open-air trailer could endanger their health.

Animal rights activists accused the herdsman from Tyrol, in the Austrian Alps, of cruelty.

The farmer pointed out the plice had given him the green light to transport the animals, and that they were warmer, safer and more comfortable in the VW.

## German scrap bonus boosts car sales.

Germany's 'scrapping bonus', where people are offered 2500 Euros (A\$4,900) to dump cars nine years old or more, appears to be working after a host of carmakers reported a boost in sales last month.

Volkswagen reached its highest German sales figures ever for February, of 120,000 vehicles.

"There has never been a state promotion that has had such a positive effect as the scrapping bonus," said



Robert Rademacher, president of the German Association for Motor Trade and Repairs. He added it was a far more effective stimulus than the UK decision to lower VAT on goods.

Most of the cars being sold as a result of the bonus are smaller, cheaper models like the VW Polo, Dacia Sandero or Opel Corsa. Because of the demand for small cars, some buyers have been put on a waiting list and may have to wait months before they get their new car.

Furthermore, the programme is currently capped at 1.5 billion Euros, enough for 600,000 people to take advantage. By the time the measure passed in the upper house of Germany's parliament last month, almost a quarter of a million Germans had already lined up in anticipation.

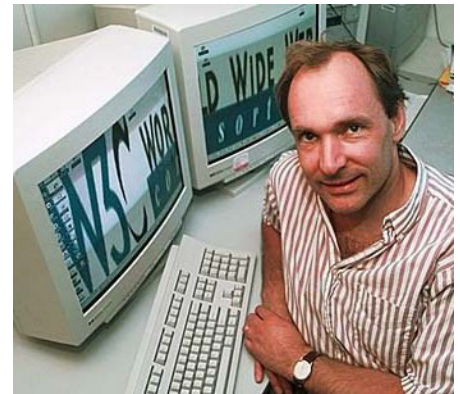
Meanwhile, sales of larger cars in Germany have dropped through the floor. Signature brands such as Mercedes, Porsche, BMW and Audi are all suffering.

## Sir Tim Berners-Lee.

Sir Tim Berners-Lee, who invented the World Wide Web, could potentially have become as rich and powerful as Bill Gates, the Microsoft founder.

Instead he chose not to patent his creation in 1990 as he was determined that it would be free for all. He works for an academic's salary at the Massachusetts Institute of Technology in Boston, and until recently, drove a 20-year-old Volkswagen.

He received a £40,000 grant from a Swiss research centre to develop his big idea, to allow us to share information through the network of cabling and computers that already spanned the Earth. He was later knighted by the Queen.



He is also a member of the Order of Merit, which was founded in 1902 by Edward VII, as a special mark of honour from the Sovereign for people who have made outstanding achievements in their field. "I am very proud to be in the Order," he said.

He was one of four children born to computer mathematician parents and raised in East Sheen, southwest London. The young Berners-Lee occupied himself by building computers out of cardboard. He studied Physics at Oxford. He is married to an American, Nancy Carlson, who is a computer programmer. They have two children.

"I feel like quite an ordinary person," Sir Tim said. "So, the good news is that it does happen to ordinary people who work on things that happen to work out, like the Web."

Time magazine named him as one of the 100 greatest thinkers of the 20th Century.

## Thirlmere Festival of Steam 2009. Sunday 1 March.

As this was the first time I had attended this event, I didn't know what to expect.

It started off an overcast morning, and we arrived at around 8:30am. I parked the car under a tree, which turned out to be the best spot as it became a hot, sunny day.



There were seven Volkswagens that turned up, and of course plenty of other marques were also there.

The streets of Thirlmere were well and truly overcrowded during the day. It was a real buzz, with plenty of festive stalls and amusement rides.

The array of food stalls was endless. Picking lunch was even harder to decide than actually waiting for it.

The parade came and went. It took more time to organize the parade than what it took to march. The end of the parade was a good sign the festival was winding down, and time to drive home. Looking forward to next year.

Wayne Murray



What a great place to be!

Just a few Dubbers made the trip. There were other makes on display, and of course steam engines.



There were plenty of food stalls, and even a pub for a drink or two.

We decided not to take part in the parade this year, letting other cars take part. We enjoyed just watching this time.

At approximately 2:30pm we left for home after a good day out.



For those of you who have never been to Thirlmere – what about coming along in 2010?

John Weston

## Flower Power at Moorebank. Sunday 29 March.

On Sunday 29th March, some our members attended a new event, one we hadn't been to before. This was the Show and Shine at Flower Power at Moorebank, organised by the 'Old Car Social Club', together with the Lions Club of Liverpool.

It involved turning up at 8:00am, when cars were directed to park in neat rows on the grassy field beside Flower Power. It was first-in first-park, so there was no chance to park the VWs together. The cars were randomly spread around the field. But what a selection of cars!

Everything from veteran old Rolls Royces to modern bling rice racers, but lots of classic old Holdens,

## Club Veedub. Aus Liebe zum Automobilklub.



GT Falcons, Chargers and BMCs. Lots of delicious old US muscle cars like Mustangs, 50s and 60s Chevys, Mopars, Customlines, Pontiacs, Willys and Packards. All of them shined and displayed to perfection in the autumn sunshine.



with home-grown country music warbling across the grounds. There were also trade stands to browse, particularly by major sponsor Mothers Car Polishes.



We managed to get four Kombis, two Beetles and a Type 3 to fly the VW flag, although they weren't parked together. However they got plenty of attention and were happily accepted among the classic Australian, American and UK machinery. The owners of other makes enjoyed coming over for a chat and it was a very pleasant time talking cars all day. Many of them expressed fond memories of owning VWs in the past.

The Lions Club set up a sausage sizzle and drink tent, selling steak and sausage sandwiches, cans of drink and tea and coffee. There was a central semi-trailer stage,



All cars were eligible for trophies, and sure enough the VW contingent won some. Congratulations to Wayne Murray, who won Best Post '65 Commercial with his single cab Kombi. He was also interviewed by the host, with his roving radio mike. Peter from Flat Four also won a trophy for his red 'billet' Bug.

A really enjoyable day among the other, well cared-for classic cars, and a great way to show off our equally well cared for classic VWs, and also to promote our club. We gave away 50 ClubVeedub membership forms on the day.

We thank the Old Car Social Club for a great day, and we look forward to attending more shows like this in future.





## Love The Beast at Blacktown Drive-in.

Saturday 14th March was the date Aaron had organized for watching Eric Bana's new film, Love The Beast. It had debuted at cinemas a couple of days earlier, but why go see a car film at a boring old multiplex, when you can still go to Sydney's last Drive-in Theatre, at Blacktown? What a fantastic idea, Aaron!

We hadn't had a car club night at the Drive-in since the release of Herbie Fully Loaded at Bass Hill, back in 2005, and what a sensational night that was, with over 100 VWs turning up for that one. Since then, sadly, the Bass Hill Drive-in has closed, shutting its gates for the last time in October 2007, and it has now been demolished for new houses. This left the Blacktown Drive-in as Sydney's last one.

Sydney once had a maximum of 14 drive-ins in the 1970s, but they began to close from 1978 onwards as colour TV, and later the video boom, made them uneconomic. In fact, Greater Union closed five of them – Matraville, Warriewood, Parklea, Fairfield and Penrith – in one sad night in August 1984. Liverpool and North Ryde closed in 1985, and Caringbah and Dundas in 1988. This left just Blacktown and Bass Hill remaining, and now with Bass Hill gone too, only Blacktown is left.

The first seven Sydney drive-ins had opened in the 1950s, and as Sydney's western suburbs grew, there was a potential for more in the 1960s. The historic 1881 Cricketers Arms Hotel, on the Great Western Rd at Prospect, owned a large block of market garden land along Flushcombe Rd, behind the hotel building on the corner. In 1963 the hotel sold the land to the Greater Union company, and a new single-screen drive-in theatre was built on the site. The new Blacktown Drive-in,

Sydney's eighth, opened on Friday 20th December 1963. This is how the Blacktown Advocate reported the news:

*Blacktown's new Skyline Drive-in Theatre opens on Friday. Covering more than 20 acres at the junction of Flushcombe Road and the Great Western Highway, the new Skyline is Australia's most modernly equipped drive-in.*

*Combining all the experience of the Skyline circuit's years of operations, it also embodies the latest technical developments of motion picture industry research.*

*Everything possible has been provided for the comfort and convenience of patrons. 700 cars can be accommodated on its 15 wide ramps, and every patron is assured of perfect sightings to the giant screen. Towering 75 feet above the ground, the screen is 108 feet wide. This massive space is filled with a brilliant picture from the Cinemeccanica multi-purpose projectors – the world's finest – in the projection booth above the snack bar.*

*The snack bar belies its name, being 111 feet wide and more than 50 feet deep. Seating accommodation is provided for 130 diners, while there is ample space for hundreds more to eat quick snacks as they stand and chatter or watch the show through the floor-to-ceiling glass front.*

*A patio terrace 120 feet wide in front of this snack bar will entice diners on warm nights to eat under the stars as they watch the programme. Amplifiers at each end of the snack bar building will bring the sound to them, without disturbing people in nearby cars.*

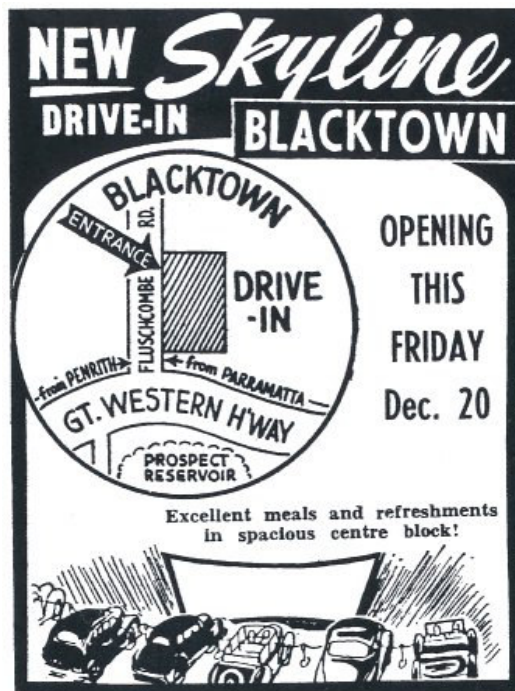
*The children's playground, equipped with slides, swings and other juvenile delights, is built immediately to the rear of the snack bar, where the children can be kept safely under supervision.*

*Screening policy will be for double-feature programs each weeknight at 7:30, and single features plus short featurettes on Saturdays with two sessions at 7:30 and 9:50pm.*

*Manager of the new Blacktown Skyline Drive-in will be Mr John Merrin. With more than 23 years' experience in the motion picture industry, and seven years' association with the Skyline Drive-in circuit, Mr Merrin is highly skilled in the knowledge of what people want and how to keep them happy at drive-in theatres.*

Blacktown was a successful drive-in and made healthy profits through the 1960s and 1970s. The Great Western Highway was re-engineered in the late 1960s, with the existing twisty section between Blacktown Rd and Walters Rd replaced by a new straight-through section. This meant that the drive-in was no longer on the 'main' road, as the old highway was now renamed 'Old Western Rd', but it was still easy to get to just by following Flushcombe Rd.

There was further development in the 1980s. The Western Freeway from Penrith was built in the 1970s and originally terminated by joining the Great Western Highway at Bungarribee Creek, just near where the motorway service centres at Eastern Creek are today (the northern exit ramp to the servos follows the old freeway alignment).



**THE GREATEST IN  
DRIVE-IN ENTERTAINMENT!**  
With "STATE FAIR" (G) (CinemaScope, Colour) with  
PAT BOONE, BOBBY DARIN, ANN MARGARET,  
Until Tuesday, December 24.  
Plus "SEA WIFE" (G) on Friday, Monday, Tuesday



## Club Veedub. Aus Liebe zum Automobilklub.

In the late 1980s the freeway was extended to Parramatta to join up with the motorway to Strathfield. The new road neatly cut Flushcombe road in half, as well as sealing off the ends of the Old Western Rd. The lower half of Flushcombe Rd, now a cul-de-sac, was renamed Cricketers Arms Rd (in honour of the hotel), and the Old Western Rd (the original highway) was renamed Reservoir Rd. The hotel, after lying derelict for many years, was restored and reopened as a pub in 1994.



In 1984 the Blacktown drive-in was converted into a twin-screen drive-in, Sydney's first since the closure of Chullora in 1978. Some land was reclaimed, a new, second screen was built at the north end of the site, and the rear ramps were reshaped and recurved to face the new screen. The children's playground was removed, and the area paved over as part of the new ramps. The projection box was enlarged and re-equipped, and the snack bar was renovated to provide more self-service facilities and a 'check-out' style cash register. Many (but not all) of the original speaker boxes were removed, and new AM radio Cine-Fi leads were installed. All of the stands in the second field were Cine-Fi. In the 1990s a new low-power FM broadcasting system was installed, with a different local frequency for each field. Today all three sound systems are still operational.



As Bass Hill was my local drive-in, I hadn't been to Blacktown in many years so I was keen to visit, and also

see Love The Beast of course. I deliberately got off the motorway at Prospect Hwy as I wanted to drive the old Western Hwy – now Reservoir Rd. I drove to its eastern ending – now a cul-de-sac where it is cut by the motorway – and you can still faintly see the highway markings on the old tar. I then followed the old highway westwards, and turned into Cricketers Arms Rd (formerly Flushcombe Rd) at the pub. I was an hour early – the gates would not open until just after 7pm – but a dozen cars was already parked in line, waiting. Most of them were Fords, as you'd expect – the 'Beast' in the film is an XB GT Coupe. I was the first VW.



I parked the Kombi, had a beer in the historic pub, and chatted to the Ford drivers for a while. Aaron turned up in his Golf, and anxiously watched the weather close in as it got dark. He logged onto the BOM site and watched the weather radar. It started to rain and everyone dashed back to their cars. The rain continued as we watched the drive-in come alive – the tower spotlights and ground lamps, and the fairy lights on the snack bar and entrance booth, all came on. The gates were finally opened, and the cars made their way in, in two lines. It was bargain night for car club members - \$10 for a double feature, Love The Beast plus Kenny. The men at the ticket booth were also giving out showbags, with info sheets and collector car magazines. They don't do that at the multiplexes.

It was difficult to see in the rain and darkness, but I spotted Aaron's Golf parked on the second-last ramp near the snack bar. I pulled in nearby (my Kombi is too tall to park closer), and was soon joined by a couple of other



## Club Veedub Sydney. Der Autoklub.



Kombis. Eventually we had 3 Kombis, 3 Golfs and a New Beetle. The rain was still falling as we gathered on the snack bar terrace. It was still a fun atmosphere, watching the drizzle as the drive-in screen eventually came on and showed slides, ads and trailers for coming films. There were lots of cars in Field 1 – it was almost full! And it great to talk to other car enthusiasts – even Ford and Holden drivers.



Eventually Love The Beast started and we dashed to our cars. The rain had eased but it was very wet. I put up the roof, tuned my radio to FM 94.1 and got the sound. I found a pillow and blanket, got my drink and Twisties, and made myself comfy. It was still necessary to operate the wipers every 5 minutes or so, but it was great fun.

Love The Beast is more a documentary than a movie, and as a car enthusiast I enjoyed it very much. I won't spoil the film for you by telling you what happens, but I can relate to all the sentiments Eric Bana expresses, and what he and his Beast go through. There are several guest stars, such as US talk show host Jay Leno, owner of one of the largest, most impressive classic car and automobilia collections in the world. TV Psychologist 'Dr Phil' is a strange inclusion, sprouting his wisdoms on what it means as a person to have a relationship with a vee-hickle. Top Gear host Jeremy Clarkson also features, arrogant as always, and bordering on insulting. "All muscle cars are crap." He came across as a tosser.

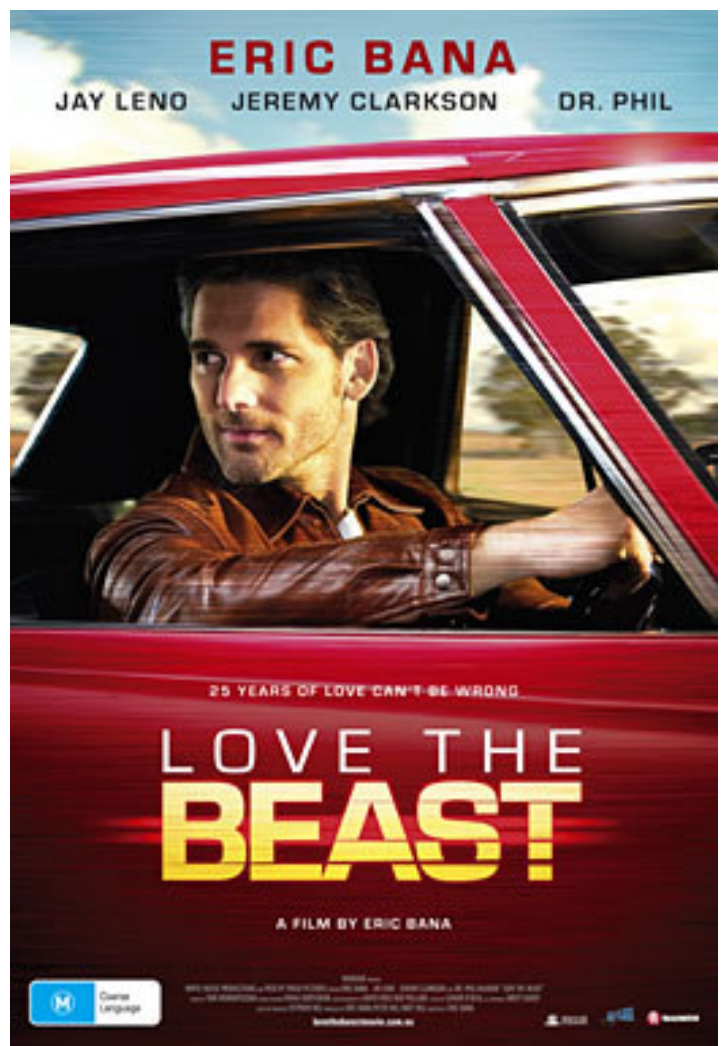
There was a short interval, which allowed some of the VW guys to chat a bit further, but most cars headed off home. I stayed and went back into the snack bar for another drink and hot doughnuts, but the snack bar soon

closed as the second film, Kenny, began. I'd seen it before, but I was happy to stay and watch it again. The rain started again and I had to use the wipers more often. There were only a dozen cars left in the whole field, and more began leaving before the end. By the time Kenny finished around midnight, I was one of only three or four cars left in the whole drive-in..



Thanks Aaron for organising a great night; a pity the weather kept most VWs away. We will have to have another night at the drive-in soon.

Phil Matthews





## **Wheels in Canberra. Sunday 22 March.**

A successful club event, "Wheels", took place on Sunday 22 March, on the lawns of Old Parliament House.

There was a great turnout, with 22 cars displayed including a 1951 split window Beetle from Belgium (thanks to Andrew Dodd for coming down from Sydney to join us!), a newly completed 'Basil' Beetle project fresh off the press, a newly registered Beetle ready to hit the road, some tidy Kombis and a visiting Karmann Ghia.

The weather stayed fine and everyone enjoyed walking the lawns and looking at the cars.

We also set up a club stand, which gave us good publicity. Here are some photos of the show. An enjoyable day.

Megan Wadey



# Volkswagen Mk4 Golf gearbox failures.

We have just become aware of a problem with Golf 4 (1998-2001) manual gearboxes. My future son in law had it after 65,000km, and it was fixed by Matthew White at Camden GTI.

The car is OK now, after rivets were replaced with bolts as used in the earlier 1975 Golf/Rabbit.

This is an article from the UK on the problem. Much but not all information may apply to Australian-spec VWs.

Ron Kirby

The cases I have read about have been with manual gearboxes on 1999 year, 1.6 litre engines, but apparently from 1999-2001 are affected.

This happened on my Seat Toledo 1.6 S (1999, UK : V reg) which uses a VW gearbox – code : DUU.

This VW gearbox is used across the range of VAG cars - Audi, VW, Seat, Skoda. Especially : Golf, Bora, Polo, Leon, Toledo.

Symptoms – gearbox oil pouring out of gearbox, sometimes with slipping clutch due to oil contamination. Occasionally the gearbox jams and car cannot be moved, or more rarely if it breaks then there is no drive to clutch and wheels.

Cause – hole punctured in gearbox casing due to a sheared rivet on the differential.

The rivets attaching the final drive gear to the differential are inadequate and shear off, usually around 80,000 km.

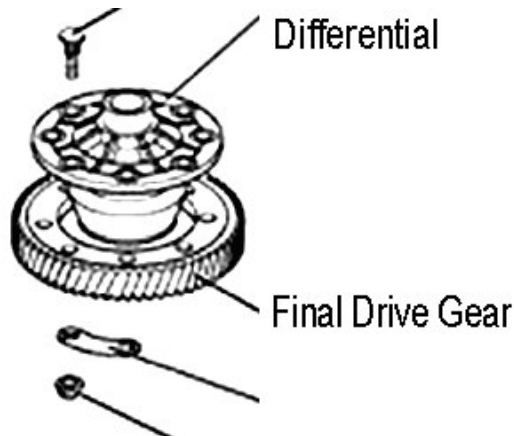
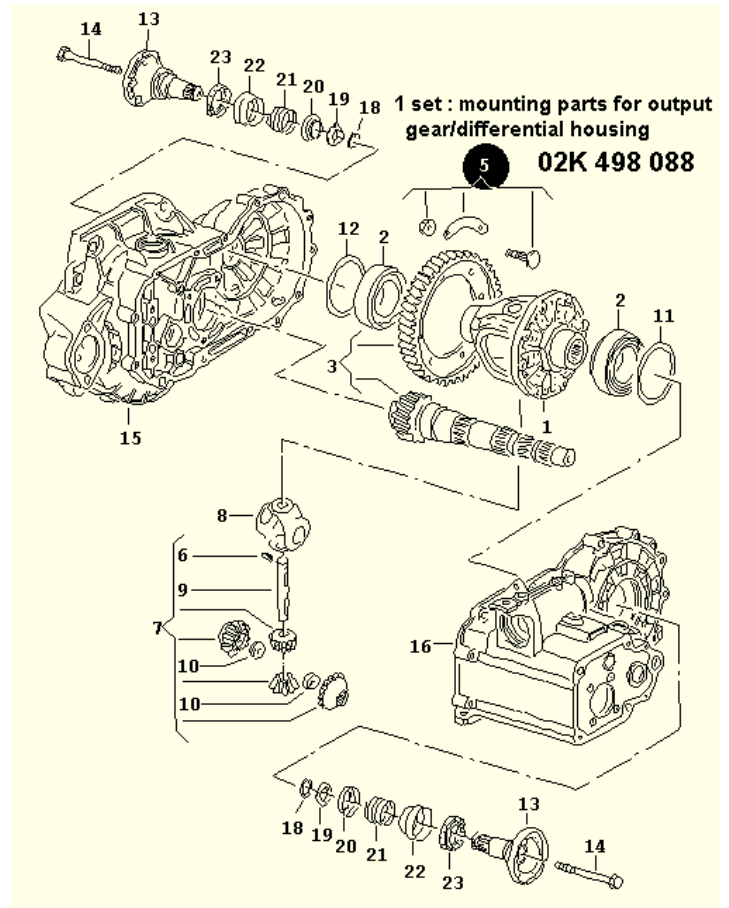


Diagram of differential and final drive gear, showing repair kit - bolts, nuts and washer plates.

Below is a photo of a typical broken rivet.



Gearbox (part of) diagram, showing differential and repair kit.

I would strongly advise against getting a second hand gearbox as it is likely to have the same weakness, also they are hard to find due to failures.

As the 1999 year cars are now out of warranty, I would not get a new gearbox as they are very expensive, and require a surcharge if the old gearbox can't be returned with intact casing.

Best option is to get the gearbox reconditioned at a gearbox specialist - not a VW dealer (which will be about 50% more expensive).

The main problem with repair is getting a new gearbox casing, it is possible that the old one can be welded depending on where the hole is.

The differential can be fitted to the final drive gear using a repair kit. The remaining rivets have to be drilled out and replaced with bolts and nuts using washer plates. Repair kit part number is 02K 498 088 for DUU, DUS, DUW, DUV, ERT gearboxes or 02A 498 088A for other 5-speed gearboxes.

Usually some of the gears are damaged by the loose rivet(s), and all can be damaged if run for a while after the oil has leaked out.

The gearbox specialist I got mine repaired at said it was a common problem with these gearboxes, and that earlier year models had rivets made of a harder material, and on later models the rivets are a larger size.

The issue I have with VW UK (VAG - Volkswagen Audi Group) is that after several months of correspondence, they still deny there is a common fault with this particular gearbox, and will not contribute anything to the repair despite being only two months out

of warranty.

I think it is reasonable for the gearbox to last the life of the car (at least 150,000 km). I think this is obviously a design/manufacturing defect, where the life of the gearbox is substantially reduced by the use of weak or undersized components.

UK VW/Seat customer 'services' seem to be there to defend the company and not assist the customer whatsoever. They give standard responses - 'we have never heard of that happening before', and 'unfortunately it is out of warranty'.

I am currently investigating taking legal action against the dealer where I bought it (who also say it is out of warranty, sorry we can't be of any help). The warranty is in addition to statutory consumer rights.

Under the Sale of Goods act the gearbox is 'not fit for purpose' and of poor durability. With the Sale of Goods act you have 6 years from the date of sale to take action. The small claims court is the place to start legal action. It would be helpful to have a report from the gearbox repair garage stating details of failure.

VW UK Address - same for SEAT UK :

Volkswagen UK  
Yeomans Drive  
Blakelands  
Milton Keynes  
MK14 5AN

You can address the letter to the managing director VW : Paul Willis or SEAT : Kevin James - but it will not be read by them and the response will be from the customer services department.

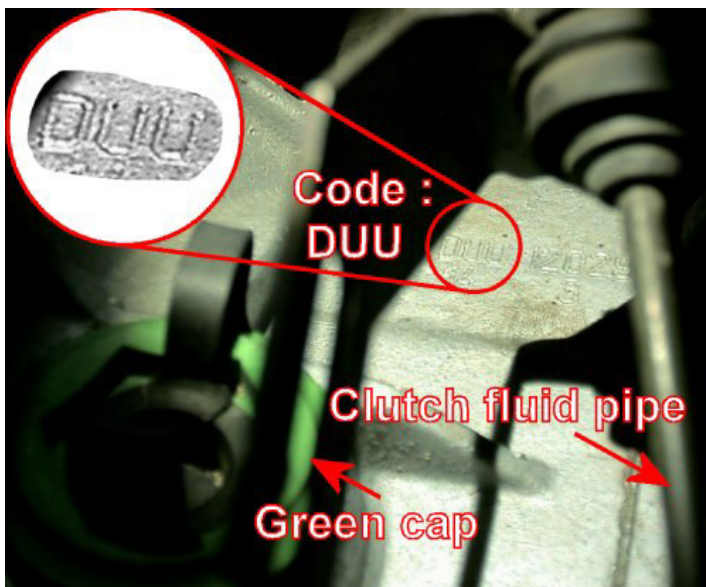
BBC News article about poor reliability of recent german cars - VW etc. :

<http://news.bbc.co.uk/1/hi/business/3129581.stm>

Here is a gearbox disassembly guide (similar but not DUU gearbox) - about 300k pdf file - recommend right click and save as :

[http://volkswagen.msk.ru/transmission/mt\\_02J\\_overhaul.pdf](http://volkswagen.msk.ru/transmission/mt_02J_overhaul.pdf)

This photo shows the location of 3 letter gearbox code on top of gearbox:



Please email any details of failure, questions to :  
[gearbox\\_problems@btinternet.com](mailto:gearbox_problems@btinternet.com)

Here are some website links to various VW owners' forums, and some examples of problems posted by owners of 1999-01 VWs with the MUU problem.

[http://www.reviewcentre.com/review\\_comments32519.html](http://www.reviewcentre.com/review_comments32519.html)

List of several failures

<http://www.uk-mkivs.net/forums/132787/ShowPost.aspx>

"99 1.6 8v Bora (Wolfsberg built), gearbox started leaking oil 6 days before the warranty was up @ 24k miles. Replacement was faulty also - major clutch slip due to faulty oil seal in the new gearbox causing contamination, so it was replaced again a week later.

"No problems since, and the cars done 16k miles in the 10 months since the new gearbox was fitted. The dealer tech told me off the record (when he took me out in my car) that there were a batch of faulty gearboxes from the late 99 Bora 1.6s."

<http://www.uk-mkivs.net/forums/133478/ShowPost.aspx>

"Does anyone know any good places to get a T1999 Golf 1.6SE gear box from? Its done 80k - its already gone once!

"Been ringing around everywhere - all the scrappers say its hard to find a 1.6 one, as its a very common fault from 99-01."

[http://www.uk-mkivs.net/forum/topic.asp?TOPIC\\_ID=41431](http://www.uk-mkivs.net/forum/topic.asp?TOPIC_ID=41431)

"I had to have my car towed home today by the AA, they said it most likely needs a new gearbox? The problem with the car was that when I tried going forward or reversing, the car would lock up as if there was something in the way of the wheels - it felt like the brakes on the wheel suddenly came on by themselves! The most I could go was about 1 or 2 metres before the car locked.

"It's a 99 T reg Golf MK4 with 42k on the clock. Mechanic gonna come have a look at it tomorrow, thing is he's the same guy I used to check the car for any faults when I bought it just ONE WEEK AGO! How can he miss such a major problem?!"

"It will be the rivet in the diff has failed and jammed (very very common fault with that box) if your very lucky the casing wont be damaged and you can get an exchange one or repair the internals (you cant exchange it with a damaged casing) And the poor mechanic checking the car last week and saying it was ok, the failure is inside the gearbox and happens all of a sudden, so unless he is also a magician neither he or any other mechanic would have been able to tell you it was about to fail, so dont blame him for shoddy work when its not!

*Note: We have no info on how this problem affects Australian-sold VWs of that period, when TKM was the Australian importer. Today's VWGA have only existed since 2001. Phone (02) 9695 6000. Any response from VWGA will be welcomed, and will be printed here - Ed.*

## Golf 6 – first drive.

Leaner, meaner and greener. That's the message Volkswagen wants to send with its new Golf. Launched to the Australian motoring press in February at Byron Bay, New South Wales, the next generation Volkswagen Golf comes with a set of new engines that increase fuel economy by up to 25 per cent. It was great to see pristine examples of the earlier Mk1, Mk2, Mk3, Mk4 and Mk5 Golfs on display at the launch. Thank you to the Club Veedub members who loaned their Golfs for the launch.

### Golf 90TSI

The base model – and baby of the group – is the 90TSI. Featuring a turbocharged, 1.4-litre, four-cylinder engine, the 90TSI brings with it a smaller capacity engine of 1.4-litres, compared to the naturally aspirated 1.6-litre featured in the Golf V.

On first glance, you'll be able to spot the 90TSI by the plastic hubcaps, along with the 'T' in TSI being red. Inside the cabin, it's a pretty restricted affair. The ghastly looking plastic steering wheel and lack of steering wheel controls – and cruise control – are the only things that let this base model down. The seat trim is attractive, as is the well-made dashboard and the quality of materials used throughout the cabin.

Due to the lack of steering wheel controls, the trip computer and vehicle options menu is adjusted via the windscreen wiper stalk.



On the road, it's very hard to spot the turbocharger. When we arrived at the airport, this was the first car I jumped into and without knowing which models were being introduced into Australia; we didn't know what engines were on offer. After some umming and ahing, we thought it was the carry over 1.6-litre naturally aspirated engine from the Golf V – wrong.

It turns out that this model does in fact use a turbocharger – a very small and low pressure one – to help get the base model Golf moving. The assistance of the turbocharger has increased power to 90kW. The most miraculous feat of all is the drop in fuel consumption and engine capacity to reach a higher power figure.

Also different in this model is the introduction of Volkswagen's seven-speed Direct Shift Gearbox (DSG). Rated to withstand torque of 250 Nm, the gearbox is used in the base model 90TSI and the higher powered 118TSI.



In addition to the seven-speed DSG, a six-speed manual comes as standard for the 90TSI.

On the road, the 90TSI soaks up bumps tremendously well for a car in this price bracket. Some of the roads surrounding Byron Bay and onward to our lunch stop at Emerald Valley were abysmal. The taught suspension set-up in the 90TSI handled them with absolute ease.

This came at a cost to its cornering capabilities though. There is considerable amount of body roll on sweeping bends, which in addition to the cheap, narrow Hankook tyres makes it a bit of a non-event. Don't despair though. The 90TSI is the base model in the range and has fleet buyers and people with lower expectations in mind.

In saying that, the car feels much like Golf V. It has the same handling characteristics and steering response, it has just been fine tuned to deliver a slightly more rewarding drive.

The 90TSI is priced from \$25,990 for the 6-speed manual and \$28,490 for the 7-speed DSG. Fuel consumption is rated at 6.4-litres/100km for the manual and 6.2-litres/100km for the 7-speed DSG.

### Golf 118TSI

In my opinion, this is the pick of the bunch. A 1.4-litre, twin-charged, four-cylinder engine headlines this act. With considerable torque throughout the rev band, the engine works in unison with the new seven-speed DSG to deliver an extremely pleasing drive.

The 118TSI can be identified with the 'S' and the 'T' being red in the 'TSI' boot logo.

Much like the outgoing Volkswagen Golf GT Sport, which uses a more powerful variant of this motor, the supercharger works to deliver torque at the lower end of the rev range, which keeps things moving before the turbocharger has spooled up.

Once the supercharger has done its job, it hands over to the turbocharger to finish the task, which is pre-spooled and ready to go by the time the supercharger switches over. The end result is an engine that is responsive throughout the rev band. The new seven-speed DSG helps immensely by always selecting the correct gear (even when it's in the regular drive mode).

It's not much use in a straight line though, so we attacked a few corners to see how well the 118TSI reacted to power on mid corner and the way it handled being thrown about on what were essentially C-grade roads.

Volkswagen seem to have taken the handling characteristics of the already impressive Golf V GT Sport and honed them even further to deliver an affordable car which can be used both as a cruiser and apex slayer – certainly something others find hard to achieve in this price bracket.

The car remains flat and sharp on turn-in to the corner. The responsive steering has a bit of weight to it as you turn in, while the suspension holds strong and keeps things as flat as possible. Where the 90TSI would start rolling and continue until it understeered, the 118TSI turns in and keeps holding with a commendable amount of grip.

Even the rippled and rutted roads we were driving through didn't unsettle the car, indicating a brilliant chassis. Power on mid corner, which generally causes boosted front-wheel-drive cars to jitter and understeer didn't seem to bother the 118TSI.

You would get a tugging at the wheel as the tyres traversed the rutted portions of road, but there would never be the sense that the car was about to push the nose wide on you. The increased tyre width of 205mm, compared to the 90TSI's 195mm, also helps give the car a more planted feel on the road.

The 118TSI gets bigger brakes in comparison to its base model sibling, giving it a bigger edge when it comes to continuous brake applications. The brakes feel quite strong in all Golf variants tested. Pedal feel is also very consistent, meaning that there is never any doubt over what the brakes are up to.



The 118TSI gets different seat trim and funky new looking steering wheel controls over the base model. You will also find dual-zone climate control, a leather wrapped steering wheel and a few other bits and pieces to justify the additional price.

Fuel consumption sits at 6.2-litres/100km for the six-speed manual and 6.5-litres/100km for the seven-speed DSG. Pricing begins at \$30,490 for the six-speed manual and \$32,990 for the seven-speed DSG.

### Golf 103TDI

The Golf wouldn't be the Golf without a diesel engine. As expected, Volkswagen have launched in Australia with a 2.0-litre, four-cylinder turbo diesel unit, producing 103kW at 4200rpm and a stump-pulling 320Nm between 1750-2500rpm.

Noise suppression inside the cabin has been increased, reducing road noise and engine noise considerably. A 10 per cent increase of thickness on the side glass and an extra layer of film on the windscreen mean that external noises remain external.

We were also lucky enough to drive a 103TDI with the Adaptive Chassis Control. As the only Golf in Australia with this feature fitted, we were sure to keep this car to ourselves. Three suspension modes – Normal, Comfort and Sport – differentiate suspension comfort for your drive preference.



Adaptive Chassis Control works independently on each wheel to adjust suspension firmness. It's a contrast to most other systems that only adjust suspension firmness as a whole, opposed to each wheel.

The seven-speed DSG can only support 250Nm, so the six-speed DSG is used in the 103TDI, which is capable of 350Nm.

There's plenty of torque throughout the rev range, and this engine is consistently spooling and ready to roll. It gets a bit noisy inside the cabin when you reach the upper end of the rev range, but it's not overly bad.

Fuel consumption sits at a miserly 5.3-litres/100km for the six-speed manual and 5.6-litres/100km for the six-speed DSG. Pricing starts at \$33,190 for the six-speed manual and \$35,690 for the six-speed DSG.

### Safety

We all know that Volkswagen is big on safety. The entire Golf range will come with seven airbags, including a knee airbag. Already tested overseas by EuroNCAP and most recently tested in Australia – just last week in fact – by ANCAP, both tests have rated the Golf at five-stars.

The entire range will also come with Electronic Stability Program, ABS brakes with EBD and BA, along with engine immobiliser and deadlocking.

Volkswagen is setting a benchmark in this segment and wants everyone to know about it.

### Features

Although the standard equipment list is what you would expect, the options list includes some pretty nifty things, some of which until now weren't even considered as availabilities on vehicles in this price bracket.

You can option your new Golf with Volkswagen's Park Assist feature. Park Assist will automatically park

## Club Veedub Sydney. Der Autoklub.

your car for you. Line it up in between two parked vehicles and the system uses front, rear and side parking sensors to direct your vehicle into the open space.

Until this feature became available in the Tiguan, mid last year, it was only available in the \$200,000+ Lexus LS600hL.

The Golf can also be fitted with the new RNS510 system, which includes satellite navigation. The system can also be optioned with a reverse camera which pops out from under the Volkswagen logo boot lid.

### Conclusion

Although some may argue it looks much the same as the outgoing Golf (which isn't such a bad thing), I'm of the opinion that Volkswagen is yet again onto a winner.

People complain about the good press we give Volkswagen – we are VW enthusiasts after all – but it's hard not to when they keep releasing cars like the Golf VI. It's hard to fault the package, price and drivetrain offerings.

There is a model in the line-up to please almost all tastes at the moment.

Volkswagen's CEO, Jutta Dierks, said at the launch that unless there is a miracle, the GTI won't arrive to our shores before early 2010. The car will be unveiled at next week's Geneva motor show and will be launched to the European public in the middle of the year.

Head of exterior design, Frank Bruse, said that the GTI will be an impressive looking machine. He also hinted

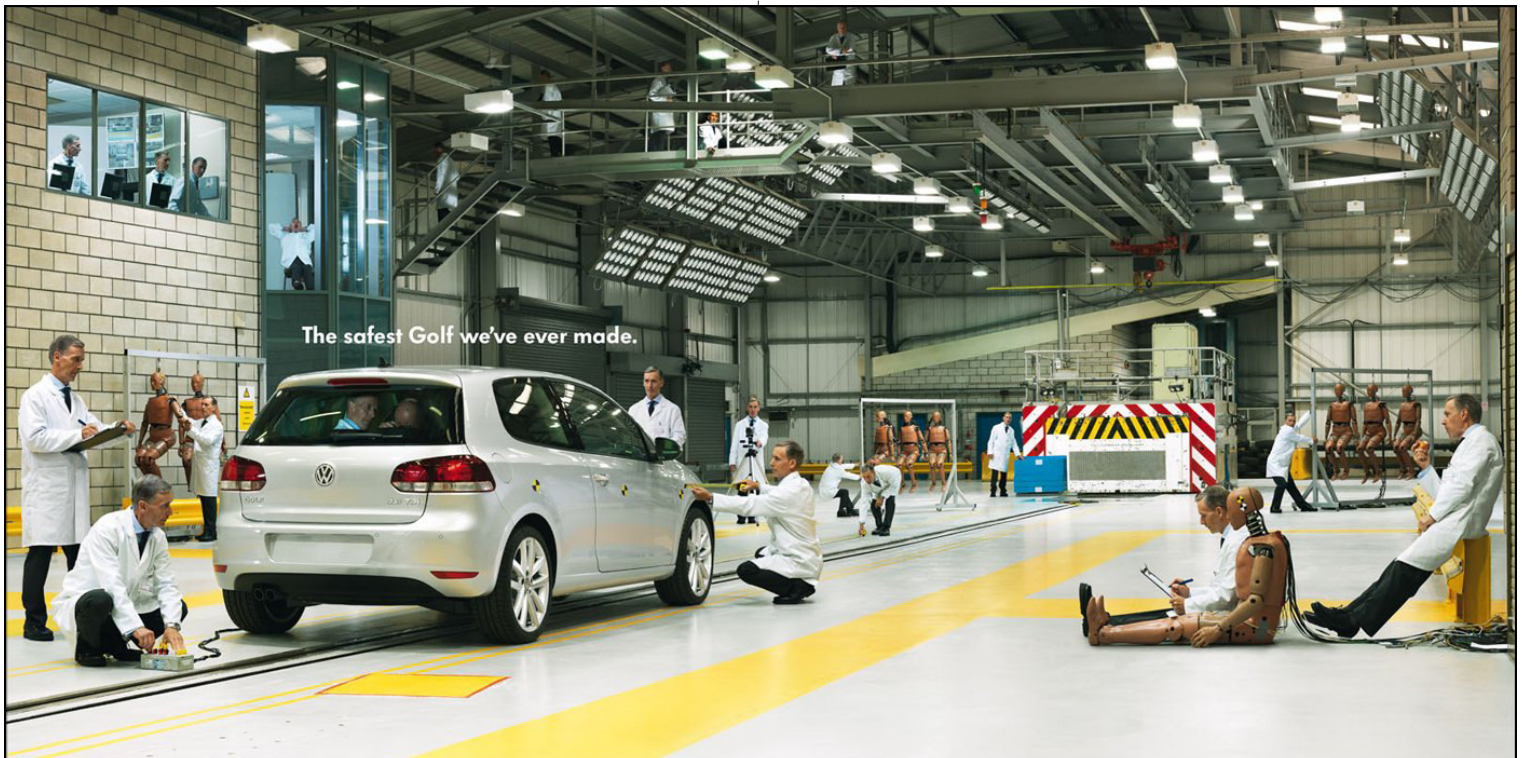


that VW will follow Audi's lead with LED portions of the headlight, making the GTI visible from a kilometre away. Until then, this is what we have on offer and it will undoubtedly sell well for Volkswagen.

If you've been holding off until the Golf VI to upgrade or purchase your next Volkswagen, it's been a well earned wait.

The VW Golf VI is sure to blow your socks off.

Paul Maric



**The new Golf. Sometimes the only one you have to beat is yourself.**

We like a challenge. That's why when the last Golf was rated so highly for safety we set about making this one even safer. We redesigned more aerodynamic wing mirrors to reduce water spray. We introduced a driver's knee airbag and the option of cornering foglights. Once again we're very proud to win the 5 star Euro NCAP rating for Adult Occupant Protection.



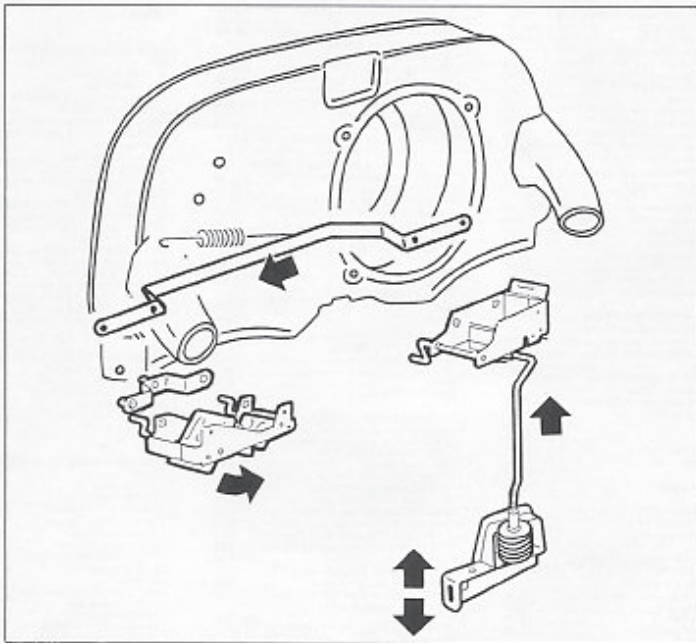


## VW cooling flaps.

The Beetle has thermostatically operated flaps in the bottom of the fan housing. The operation and importance of this system is often misunderstood.

The system comprises two sets of paired flaps fixed into the bottom of the vertical fan housing, one above each bank of cylinders. The two sets are connected by a linkage which runs across the back of the fan housing, and which is spring-loaded by an extension spring hooked to the fan housing itself.

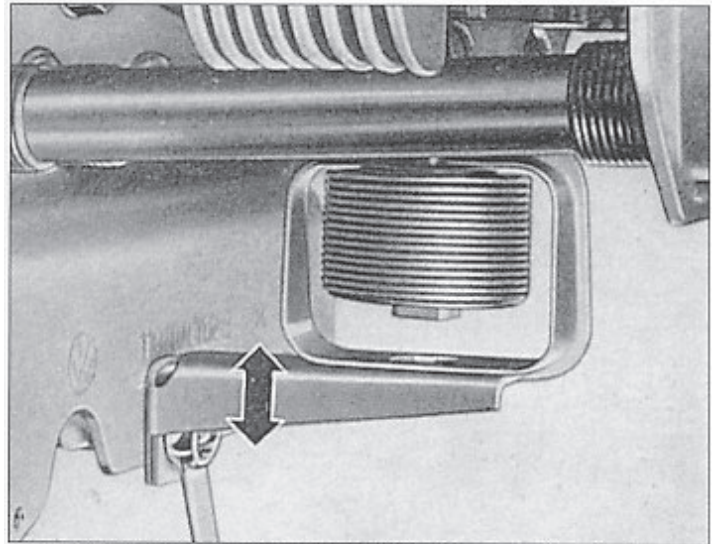
The flaps operate in unison and are controlled by a bellows-type thermostat, mounted under the engine and connected by a vertical linkage to the right-hand set of flaps. The tendency of the spring-loaded linkage is to hold the flaps in an open position, allowing cooling air from the fan to flow over the cylinders and cylinder heads. The thermostat bellows, on the other hand, is designed to pull on the linkage in order to shut the flaps when the engine is cold. Only when the thermostat bellows heats up, due to the engine running, does it expand to allow the flaps to be pulled open by the spring.



As such, the system is theoretically 'failsafe' - if the bellows is punctured and loses its internal vacuum it expands automatically, allowing the flaps to open and cool the engine. This is not to say, however, that the system cannot fail; it can still jam either open or shut due to rusty joints or a broken spring.

The basic function of the system is to control the warm-up phase of the engine. Cooling airflow is reduced by the closure of the flaps during the early stages, so allowing the engine to warm up quickly. This has obvious benefits to the performance of the engine and also improves the efficiency of the heating system. What is less well known is that, when the flaps are in their open position, they are arranged so as to direct airflow primarily to the hottest parts of the engine - the tops of the cylinders and the cylinder heads.

Many enthusiasts remove the system under the misguided impression that it will improve the cooling of



Thermostat mounting bracket is slotted to allow a small vertical adjustment. (Picture courtesy of Volkswagen)

the engine. In fact, the main force of the cooling air then passes over the lower part of the cylinders and is no longer biased towards the hotter parts of the cylinder heads. Removal of the flaps can thus actually cause the engine to overheat.

A flickering oil light at low speeds after a long run, is a classic sign of overheating - the oil thins out due to excess heat. The flaps should be reinstalled and adjusted so that the cooling air is sent in the correct direction.

Also some experts have said that the flaps are not adjustable. This requires some further explanation, for in fact the bracket that mounts the bellows to the engine is slotted so that it can be adjusted on its fixing stud.

You first need to remove the lower cover plate that fits between the right-hand heat exchanger and the bottom of the crankcase. After slackening the nut, the bracket should be set so that, with the flaps in the open position, the thermostat bellows is touching the upper part of the bracket. The bracket should then be tightened down. The thermostat itself must then be pulled down (pulling the flaps shut, against the spring) and secured by the M8 (13 mm) retaining screw in the bottom of the bracket.

The flaps position can be checked by reference to the linkage behind the fan housing (you'll need a torch) or by pulling off the No. 1 spark plug lead and feeling through the hole in the tinware. Set up the thermostat with the engine cold and then check that it is operating properly by running the engine. As the bellows heats up it should expand, releasing the linkage and allowing the flaps to open due to the tension of the spring on the linkage. Similarly, as the engine cools off it will contract and will pull the flaps shut again. I insure that the system is operating correctly and smoothly before replacing the lower cover plate.

This system is important to the long-term health of the engine. VW engineers in all their infinite wisdom designed and fitted it for a reason, and it should not be removed or tampered with. It is, admittedly, awkward to refit when reassembling an engine (the real reason most people leave it out!) but you must persevere and ensure that it is correctly installed and operating if you want the engine to perform in its proper manner.

## The 1956 Round-Australia Trials.

The 1955 Redex Trial had been an outstanding success, despite some organisational stuff-ups along the way, and the extended dramas over scrutineering, penalty points, appeals legal advice and payment of prizes. The trial had only taken three weeks to run, but it took four months to announce the final results. Laurie Whitehead and Eddie Perkins were eventually confirmed as finishing 1-2 in their Volkswagens, but only once CAMS, and then the RAC in London, became involved. There was much ill-feeling afterwards on all sides, with Redex unhappy that their results were overruled on appeal to CAMS.

But 1956 was a new year. Drivers, teams and the press eagerly looked forward to the 1956 Redex Trial, and they threw in some suggestions for tougher rules on damage to essential parts, tighter scrutineering and supervision on controls, better organising and pre-planning of routes, and hopefully a shorter distance.

However, early in 1956 the Redex board decided enough was enough, and announced that there were to be no more Redex trials. They had suited their purpose of putting the name Redex on the map; everyone knew the name in 1956, and further trials would serve no useful purpose. Already improvements in petrol, oil and engine technology were having a negative effect on Redex's sales. In fact, the company was concerned that the name 'Redex' was now associated with Round Australia Trials, rather than the fuel and oil additive they were trying to sell.

Redex never sponsored another Australian motorsport event. The company continued to sell their engine treatments over the years since, but the formerly British company changed hands several times. Today, Redex is owned by the US Holts Automotive group, makers of the 'Duplicolor' spray paint range. They also own Fram filters, Autolite accessories, Prestone and the PowerPlus range of auto care products. Australians still recognise the name Redex, and the bright pink additive can still be bought from automotive shops, although today it is overshadowed by similar products from Wynns and, especially, Nulon.

Meanwhile events were proceeding for the 1956 trial. The Australian Sporting Car Club, organiser of the three Redex Trials, had applied to CAMS for permission

to run a two-week round-Australia trial in 1956 when Redex were still on board, and they had been given the go-ahead. However, when Redex pulled out a vacancy was opened for another sponsor to step in and take Redex's place. The Australian petrol company Ampol Petroleum Limited immediately offered to take their place, and in February 1956 the ASCC signed an agreement with Ampol in Sydney to proceed with the 1956 event in August.

However, CAMS in Melbourne immediately announced they had already signed with another petrol company, Vacuum Oil (Mobilgas), to run the trial in 1956. CAMS' decision infuriated the ASCC and other affiliated car clubs, who saw it as an arbitrary bureaucratic decision taken without any consultation with the motor clubs. The clubs, then as now, supplied the infrastructure, voluntary officials and organising efforts for all road, track and rally racing in Australia. Without the car clubs there would be no motor sport.

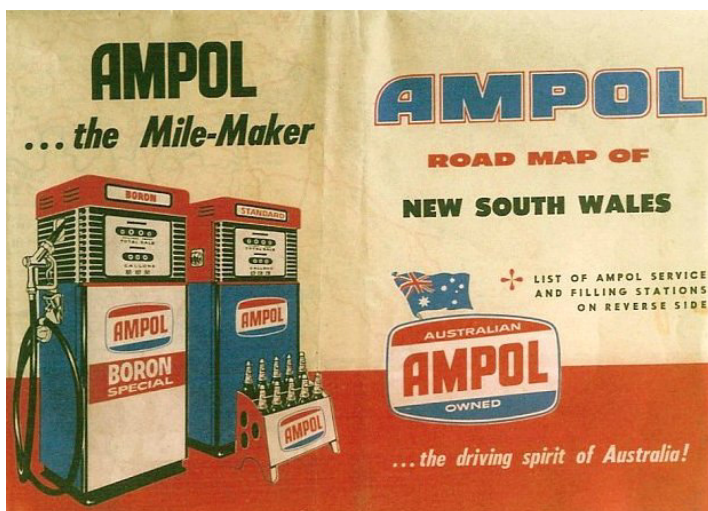


CAMS rejected both the ASCC's trial application, and Ampol's application to sponsor it. "Competitors and officials in the proposed Ampol Trial could be barred from other motor sport," said CAMS secretary Mr D.K. Thompson. "No competitor, organiser or official can take part in a breakaway trial without coming under our penalties. Vacuum Oil were given permission to run the trial by a majority vote of the Confederation's council. Vacuum is the only body which can run the trial.

"A driver would lose his competitor's licence and would not be able to take part in any authorised competition either in Australia or overseas. The Confederation of Australian Motor Sport is the only Australian representative for the world controlling body, the Federation Internationale de l'Automobile. It is the Confederation's policy to permit only one Round-Australia Trial a year."

The managing director of Vacuum Oil, Mr E.A. Jones, said that to avoid confusion, a car club would not conduct the 1956 trial. Instead, a committee of men from Vacuum, CAMS and the motor trade would map out the trial, frame the regulations and decide the prize money.

The NSW clubs, with Ampol backing, threatened CAMS with legal action through the RAC, the British arm of the world controlling body. The ASCC and its affiliated clubs had already established a breakaway control body in opposition to CAMS, called the Council of Combined Motor Clubs (CMCC), in late 1955 after the confusion of



the Redex Trial results and CAMS' involvement in the results, and were seeking a separate official charter to run motor sport in NSW at least. They, and Ampol, insisted their trial would go ahead.

The Ampol managing director, Mr W.G. Walkley, said, "Immediately that Redex withdrew from the reliability trial on 17th February, Ampol announced it would sponsor a trial this year. That decision still holds. We feel that an all-Australian company should run an all-Australian event.

"Many months ago, 26th August this year was allocated to the Australian Sporting Car Club for a major reliability trial by CAMS in Melbourne, to be sponsored by Redex. After Redex's withdrawal, and following consultations with the ASCC, Ampol decided to sponsor the trial under the auspices of the club.

"The ASCC is the most experienced car club in Australia in organising motor sport activities, including motor racing and trials, and has handled the biggest trials held in Australia and the most important motor races. The delays in last year's awards and decisions were due to technical points raised by CAMS and the setting up of rules by them, which were quite unpractical.

"Together with the ASCC, Ampol will ensure that the rules are kept on a reasonable basis, free of technical quibbles, and academic thinking. The organisation of the Ampol trial has been in hand since the original announcement was made," Mr Walkley said.



The president of the ASCC, Mr V. Chalwin, said it was only a few weeks since CAMS accused Vacuum of running an illegal trial, the Mobilgas Economy Trial, and suspended affiliated drivers who took part in it. The suspensions were still current.

"We have the date on the National Calendar to run a major trial," he said. "CAMS is going to find it difficult in not giving us the date on the grounds that we are not affiliated with CAMS. Is Vacuum Oil affiliated with CAMS?"

"The fact is that the promoter or organiser of any motor event does not have to be affiliated with CAMS. We are going to stick to the date allocated on the calendar. We have learned a lot in the three years we have been running these trials, and we are sure we can run one equally as successful as those we conducted in 1953 and 1954, when we were unfettered by regulations drafted by CAMS."

In March the Royal Automobile Club in London attempted to 'weld' the widening split between the organising bodies. The RAC sent the internationally known English driver, Peter Whitehead, to Australia to get first-hand details of the dispute, and to meet with both the NSW car clubs and the Victoria-based CAMS.

Whitehead was a frequent motor sport competitor in Australia and New Zealand, and had recently been appointed to the committee of the RAC. He was famous for co-driving the winning Jaguar at the 24-hours of Le Mans in 1951 with Peter Walker, and he also won a 12-hour endurance race in another Jaguar at Rheims in 1953 with Stirling Moss. He had also competed in the Grand Prix World Championship from 1950-52 driving a Ferrari 125, and a Cooper T24 in 1953-54, with his best result being a podium finish (third) at the French Grand Prix in 1950. He was a well-respected motoring man and a good choice.



Whitehead met with senior representatives of the ASCC and the NSW clubs in Sydney, who told him they resented the 'dictatorial attitude of CAMS'. The NSW officials said that CAMS had mismanaged the hearings of the 1955 Redex Trial appeals, when appeals against CAMS were rejected by the RAC on the grounds that that each competitor had signed the conditions of the trial. However, the CAMS stewards had stated that future trials should provide for appeals directly to the RAC. Thirteen NSW car clubs subsequently announced they were no longer affiliated with CAMS, and had applied for direct affiliation with the RAC under the name "Council of Combined Motor Clubs of NSW". They told Whitehead they were not a breakaway body, but had been 'cast off' by CAMS.

Whitehead then flew to Melbourne to discuss the position with representatives from CAMS, but the results of this meeting were not made public. Whitehead then flew back to Sydney to again meet with the NSW authorities. Whitehead told them that the Ampol Trial would go ahead if the RAC officially recognised the new body, in which case the trial should mostly be confined to New South Wales. RAC recognition would protect any competitors from any reprisal action from CAMS.

Whitehead concluded his meetings, then flew to South Africa on his way back to London. Whitehead presented his findings to the RAC committee, but nothing was done and no further correspondence was received as the trial dates drew closer. It looked like the NSW bodies and CAMS would have to sort it out themselves.

Sadly Peter Whitehead was to lose his life in 1958, the year he finished second at Le Mans. He was competing in another sports car race in France when his Jaguar rolled twice and crashed off a bridge into a 10-metre ravine. He was killed instantly.

## Club Veedub Sydney. Der Autoklub.

By this time both petrol companies continued spending large amounts on planning, surveys and publicity, and neither was prepared to back down. Neither would the warring control bodies, with CAMS continuing to declare the rebel clubs disaffiliated, and threatening to revoke the Ampol competitors' licences. In April the petrol companies announced their plans for their respective trials, both of which were to start in Sydney, the Mobilgas Trial in August and the Ampol Trial brought forward to July. The Ampol Trial would omit WA and Darwin and travel clockwise for the first time, while the Mobilgas Trial would also omit Darwin but include WA, and travel anti-clockwise, like the previous Redex Trials.

Ampol's managing director Mr W.G. Walkley said, "No restrictions will be placed on modifications or structural alterations on cars entering the Ampol Trial. It is hoped the trial will demonstrate to manufacturers methods by which cars can be adapted to meet Australian conditions. Our overall intention is to simplify the rules, and to eliminate the tedious and contentious issues that were insisted upon by CAMS in last year's Redex Trial.



"The Ampol Trial will not be a race, but a real test of car stability and driving ability. Protests will be dealt with daily as they occur by the Australian Sporting Car Club, and a decision given before the start the following day."

The Ampol Trial was planned to start on Sunday 15th July 1956, from Bondi Beach esplanade, and would be about 10,400 km over 14 days. The route was to be Sydney, Melbourne, Mt Gambier, Adelaide, Alice Springs, Tennant Creek, Mt Isa, Cairns, Brisbane and back to Sydney. Prizemoney was not finalised, but was said to be "substantial", probably more than £10,000. More prizes would be offered than in previous years, and the prizemoney would be distributed between a larger number of contestants.

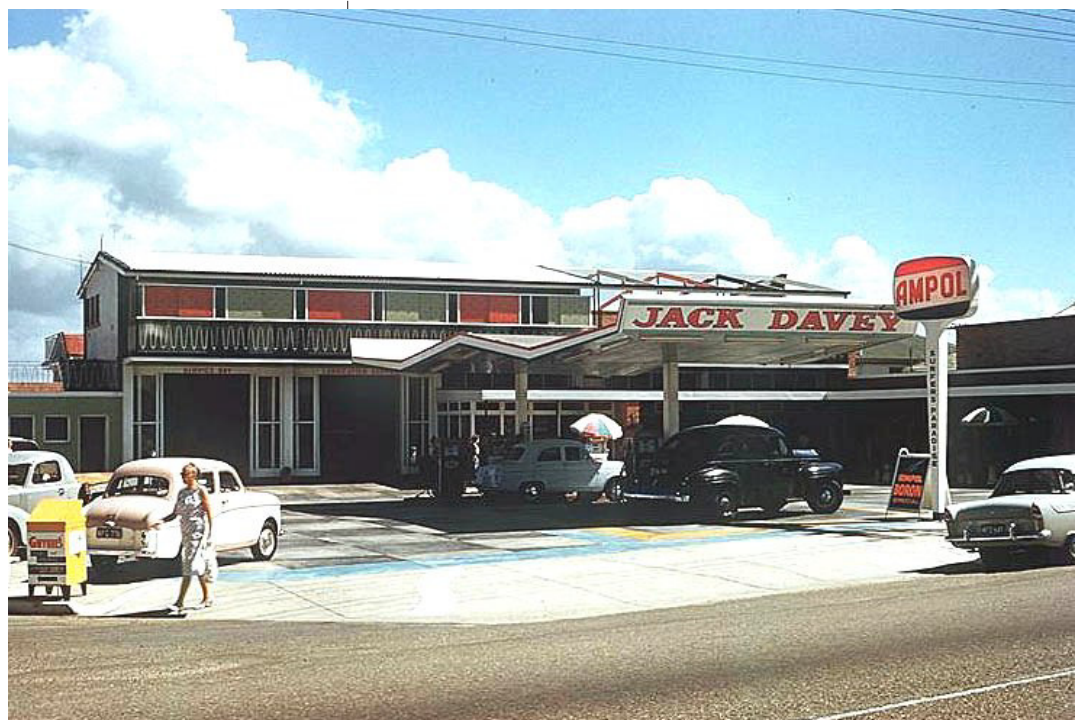
"Many leading drivers are already indicating they are intending to enter the event," Mr Walkley said, despite the threats against their competition licences and risk of suspension by CAMS. "Car clubs along the way have offered to help with the organisation. Ampol will provide all lubricating oils free to competitors," Mr Walkley said.



In opposition, the managing director of Vacuum Oil, Mr E.A. Jones, said it was proposed to build up international interest in its Mobilgas Reliability Trial. "In no other country in the world can up to 200 cars meet such a great variety of terrain and driving conditions, as they will on the 8,500 mile (13,685 km) route around Australia," he said. "We realise that Australia is a long way from other countries, and that big costs would be involved in transporting cars and crews here for an event such as this. Nevertheless, we shall do everything possible to encourage entries from overseas countries."

The Mobilgas Trial was open to persons, firms or companies who held a general competition or trials licence of CAMS. "CAMS is the only body authorised by the International Federation to control motor sport in Australia," Mr Jones said. Cars had to be stock models, purchased new, not earlier than 1st January 1950. The entry fee was to be £30.

The Mobilgas Trial was planned to start on Sunday 5th August 1956, from Parramatta Park, and would be 13,680 km over 16 days. The route Prizemoney was announced to be at least £12,000, with the winner collecting £3,000, a trophy and a trip to Europe to compete in the Monte Carlo Rally. In addition, all



competitors who finished the course within 24 hours of the scheduled finishing time would receive £30.

The most famous man in Australia, in respect of the previous Redex Trials, was Bondi garage owner, adventurer and racing driver 'Gelignite' Jack Murray. He had won the 1954 Redex Trial in his famous 1948 Ford V8 'the Grey Ghost', and he was a national celebrity for both his driving skill and his larrikin behaviour. Tales of him throwing live sticks of gelignite from his car as he drove through tiny outback towns, and blowing up dunnies 'to wake up the locals' were legendary. He sometimes wore a gorilla mask as he drove; he gave hundreds of balloons to local children. The public loved him. Even though he didn't win the 1955 Redex, he was always in the papers, even more so than the funny German Volkswagens that finished 1-2 in 1955.



JACK MURRAY

What was Gelignite Jack going to do in 1956, with two trials on offer, two warring control bodies and two competing petrol companies?

Jack decided to go in both trials, if possible. He announced to eager reporters in May that the 'Grey Ghost' would be back on the road in the July 15 Ampol Trial, the first of the two trials to start. He said he would also enter his big Ford V8 in the Mobilgas Trial, to start just three weeks later, but he doubted whether he would be allowed to compete.

"CAMS has threatened to disqualify drivers taking part in the Ampol Trial from any events it controls, including the Mobilgas Trial," Jack said. Yet, Ampol confirmed

that more than 90 drivers had already entered, including Murray (1954 Redex winner), Ken Tubman (1953 Redex winner), Peter Antill, Eric Nelson, 'Duck' Anderson, Harry Neal. However neither Laurie Whitehead (1955 Redex winner) or Eddie Perkins (1955 2<sup>nd</sup>) had entered.

"I don't know whether they'll let us start in the Mobilgas event after we've competed in the Ampol. If the Mobilgas had originally come on first, as originally planned, we would have entered that, then the Ampol event. Now that the Ampol trial has been brought forward to run first, we've decided to enter that and risk disqualification for the Mobilgas Trial.

"My brother Ray will navigate for me, and the old Grey Ghost has been overhauled, so the old team will be back in business again."

So while there was still a lot of uncertainty leading up to the start of the first of the two trials, the Ampol on 15th July 1956, at least Jack's comments highlighted the absurdity of the situation. It was going to be an interesting couple of months coming up.

Next month – the running of the 1956 Ampol and Mobilgas Trials.

Phil Matthews

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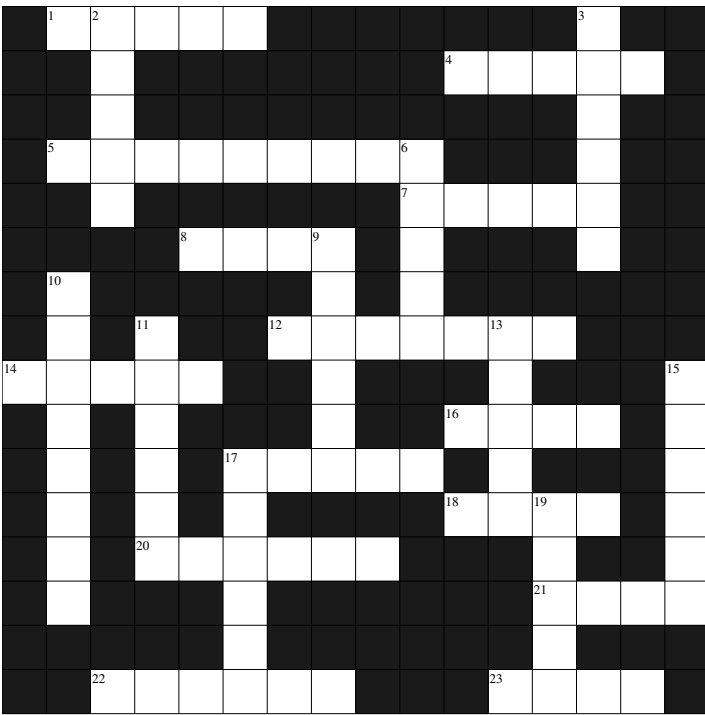
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# Club Veedub Crossword.

**Across:**

1. Australian petrol company that sponsored a car trial
4. Where the Flat Four Supercruise starts from
5. The biggest VW show in Australia
7. This VW is the world's only racing van
8. The MK6 version of this VW is now on sale
12. Destination for the Pit Stop Cruise
14. Thirlmere is the home of the Festival of ...?
16. This month's cover car is owned by ...? Robinson
17. Location of the Blast From The Past show
18. The smallest VW model sold in Australia
20. The most famous trials driver was 'Gelignite' Jack ...?
21. Love the Beast is a film by Eric ...?
22. A car show held at Old Parliament House, Canberra
23. The VW Group Australia PR boss is ...? Gehling

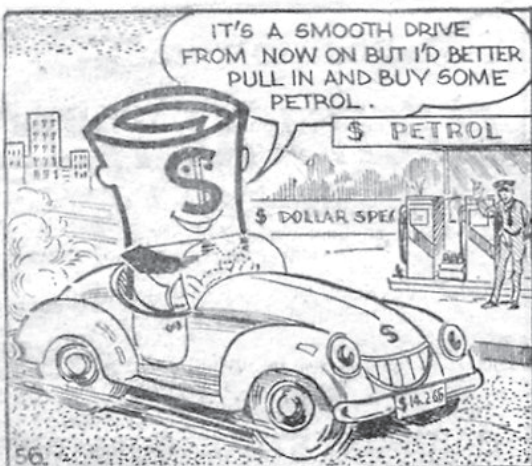
**Down:**

2. She is the new secretary of the Canberra Chapter
3. A Chinese version of the VW Passat
6. What more and more old cars are ending up as
9. The Moorebank show was held at ...? Power
10. Where the Blue Mountains Escapade ends up
11. The US parent company of the Mobilgas petrol brand
13. This component boosts the Golf's power output
15. A Swiss motor show where VW released new models
17. Mattel-made doll giving its name to a VW cabriolet
19. Country still run by Colonel Gaddafi

## Last month's crossword.



D  
O  
L  
L  
A  
R  
B  
I  
L  
L



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